



Republic of Liberia  
**Ministry of Transport**



## Revision & Validation of the Vehicle and Traffic Law of Liberia



**Project:**

CONSULTING SERVICE FOR THE REVISION AND VALIDATION OF THE REVISED 1972 VEHICLE AND TRAFFIC LAW OF LIBERIA.

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## EXECUTIVE SUMMARY

Liberia's Vehicle and Traffic Law (VTL), originally enacted in 1972, has served as the primary legal framework governing road transport for over fifty years. During this period, Liberia's mobility landscape has undergone dramatic transformation, driven by rapid urbanization, growth in commercial transport, the expansion of motorcycle taxis, increased importation of used vehicles, and evolving road safety challenges. Meanwhile, road traffic injuries have become a national public health emergency, contributing significantly to preventable deaths, disabilities, and economic losses. Recognizing these challenges, and the limitations of the historic 1972 legislation—the Government of Liberia, through the Ministry of Transport (MoT), undertook a comprehensive review and revision of the VTL with support from the National Road Fund (NRF), Liberia National Police (LNP), Liberia Law Reform Commission (LRC), and civil society partners including Road Safety Action International (RSAI).

This report presents the results of the Review and Validation Process, carried out in three major stages:

- (1) National Validation Workshop;
- (2) Tripartite Technical Working Group Review; and
- (3) Second and Final Validation Workshop.

Together, these stages ensured that the revised VTL is technically sound, socially inclusive, institutionally aligned, and operationally enforceable.

### Purpose and Rationale for the Revision

The revision was necessitated by Liberia's rising road safety crisis, evolving vehicle technologies, changing road user behaviors, and expanding transport sector. The 1972 VTL lacked modern safety standards, contained outdated definitions, provided weak enforcement mechanisms, and did not adequately address motorcycles, tricycles, vehicle emissions, driving schools, insurance enforcement, or digital traffic management tools. The revised VTL introduces modern provisions that reflect contemporary global norms and the realities of Liberia's transport system, ultimately aiming to reduce road fatalities and improve mobility efficiency.

### Key Findings from the National Validation Workshops

The validation process identified critical gaps in the 1972 VTL and areas requiring substantial reform. Stakeholders emphasized the need for:

- Stronger safety provisions, including mandatory seatbelts for all occupants, child restraint systems, helmet requirements for all riders, structured speed limits, and a clear DUI framework.
- Clear institutional mandates, especially for MoT, LNP, MoJ, EPA, and LRA, to avoid overlaps and strengthen accountability.
- Standardized roadworthiness inspections, environmental compliance measures, and a 10-year vehicle import age limit.

- Regulation of commercial motorcycles and tricycles, including licensing, PPE requirements, reflective vest identification codes, and passenger capacity rules.
- Improved enforcement mechanisms, including digital ticketing, port-of-entry inspection, axle-load compliance, and graduated penalties for repeat offenders.
- Modernized definitions, clearer traffic control standards, and stronger protections for pedestrians and vulnerable road users.

The validation workshops also confirmed widespread stakeholder support for the modernization of Liberia's traffic laws and underscored the urgency of implementing the new legislation.

### Outcomes of the Tripartite Technical Working Group Review

Following the national workshop, a technical committee composed of MoT, LNP, LRC, and RSAI conducted a clause-by-clause analysis of the revised VTL. This resulted in 50 structured amendments, covering:

- Occupant safety and passenger limits;
- Vehicle registration and insurance compliance;
- Heavy-duty driver age limits;
- Motorcycle and tricycle regulation;
- DUI and BAC standards;
- Speed enforcement;
- Noise and emission controls;
- Roadworthiness provisions;
- Cargo securement;
- Traffic court procedures;
- Enforcement roles and responsibilities.

Stakeholders reached consensus on all 50 amendments, ensuring technical accuracy, legal clarity, and operational practicality.

### Final Validation Workshop: Consolidation and Endorsement

The Second and Final Validation Workshop confirmed national acceptance of the consolidated VTL draft. Key issues such as fines, passenger limits, broken-down vehicle removal times, insurance obligations, driving school accreditation, and import standards were voted upon and harmonized. The final consolidated version was endorsed unanimously, reflecting national confidence in the revised law's potential to reduce crashes, strengthen enforcement, and improve public road safety outcomes.

### Major Policy Shifts Introduced in the Revised Law

The revised VTL delivers transformative policy changes, including:

1. Shift from ambiguous to prescriptive safety standards, including child restraints, universal seatbelts, mandatory helmets, lane discipline, and strict DUI limits.

2. Recognition and regulation of commercial motorcycles and tricycles, with safety and training requirements.
3. Environmental and public health integration, including noise and emission controls.
4. Digital enforcement and data-driven governance, replacing manual and discretionary systems.
5. Clarified institutional mandates, ensuring smooth coordination across MoT, LNP, EPA, MoJ, and LRA.
6. Alignment with ECOWAS standards, especially regarding speed limits, axle loads, vehicle imports, and hazardous materials transport.

These shifts collectively modernize Liberia's transport system and elevate road safety to a national development priority.

### Institutional and Implementation Considerations

Successful implementation of the revised VTL requires:

- Strong leadership by MoT as the central regulatory authority;
- Modernized enforcement by LNP supported by digital ticketing and inspection tools;
- Reliable legal oversight by MoJ and Traffic Courts;
- EPA involvement in environmental compliance;
- Integration of road safety into school curricula through MoE;
- Public awareness campaigns explaining new safety rules;
- Capacity-building for enforcement officers, inspectors, and driving instructors.

A detailed Monitoring and Evaluation (M&E) Framework, including indicators for fatalities, compliance rates, inspection results, DUI enforcement levels, and public awareness outcomes, will guide continuous improvement and ensure accountability.

### Next Steps for Enactment and Rollout

With validation concluded, the next steps include:

1. Submission of the consolidated VTL draft to the Cabinet for Executive endorsement.
2. Transmission of the bill to the National Legislature for enactment.
3. Development of regulations and administrative guidelines for implementation.
4. Launch of a nationwide sensitization campaign to educate the public on new legal requirements.
5. Capacity-building programs for police, inspectors, driving schools, and judicial officers.
6. Establishment of a National VTL Implementation Taskforce to coordinate inter-agency rollout.
7. Periodic monitoring to track compliance, assess challenges, and recommend further improvements.

The revised Vehicle and Traffic Law marks a historic step toward creating a safer, more organized, and more sustainable transport system for Liberia. The process reflects strong national ownership, broad stakeholder engagement, and a shared determination to confront the rising burden of road traffic injuries. Once enacted and effectively implemented, the law will significantly strengthen road safety, protect vulnerable road users, professionalize transport services, enhance environmental protections, and contribute to Liberia's long-term socio-economic development.

The revised VTL is not just a legal document, it is a national commitment to saving lives and building a safer future for all Liberians.

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## LIST OF ABBREVIATION

	Meaning
	Vehicle and Traffic Law
	Ministry of Transport
	Liberia National Police
	Ministry of Justice
	Law Reform Commission
	National Road Fund
	Environmental Protection Agency
	Liberia Electricity Corporation
	Liberia Revenue Authority
	Ministry of Education
	National Public Health Institute of Liberia
	Monrovia City Corporation
	Ministry of Public Works
	Ministry of Finance and Development Planning
	Ministry of Information, Cultural Affairs & Tourism
	Ministry of Health
	Liberia Maritime Authority
	National Disaster Management Agency
	Road Safety Action International
	Liberia National Students Union
	United Nations Development Programme
	United Nations Children’s Fund
	World Health Organization
	African Development Bank
	Infrastructure Implementation Unit
	Economic Community of West African States
	African Union
	Blood Alcohol Concentration
	Driving Under the Influence
	Personal Protective Equipment
	Electric Vehicle
	Autonomous Vehicle
	Global Positioning System
	Interagency Technical Committee
	Technical Working Group
	Road Safety Inspection
	Monitoring and Evaluation
	Key Performance Indicator
	Emergency Medical Services
	Liberian Dollar
	United States Dollar
	High Occupancy Vehicle
	Heavy Goods Vehicle
	Personal Protective Equipment
	International System of Units
<b>LED</b>	Light Emitting Diode

**NRSS**

Identification

Vehicle Identification Number

Information and Communication Technology

National Road Safety Strategy

## 1.0 INTRODUCTION

### 1.1 Background

This project was implemented with financial support from the National Road Fund of Liberia (NRF) through the Ministry of Transport (MoT). This funding forms part of the NRF's annual budgetary allocation dedicated to enhancing road transport safety, mobility efficiency, and regulatory governance, in alignment with national development priorities. The initiative is a significant component of the Government of Liberia's broader commitment to reducing the escalating burden of road traffic crashes, a commitment that resonates strongly with the advocacy and technical support role played by Road Safety Action International (RSAI) in promoting a safer transport environment nationwide.

Liberia faces a mounting public health and national safety challenge with the steady increase in road traffic crashes, injuries, and deaths across the country. In the World Health Organization's Global Status Reports of 2018 and 2023, Liberia's road traffic fatalities rose from 175 deaths in 2018 to 232 deaths, sharply representing a 25% increase in just five years. These statistics are not inclusive of the thousands of non-fatal injuries recorded annually, a significant number of them resulting in long-term disabilities and impairment.

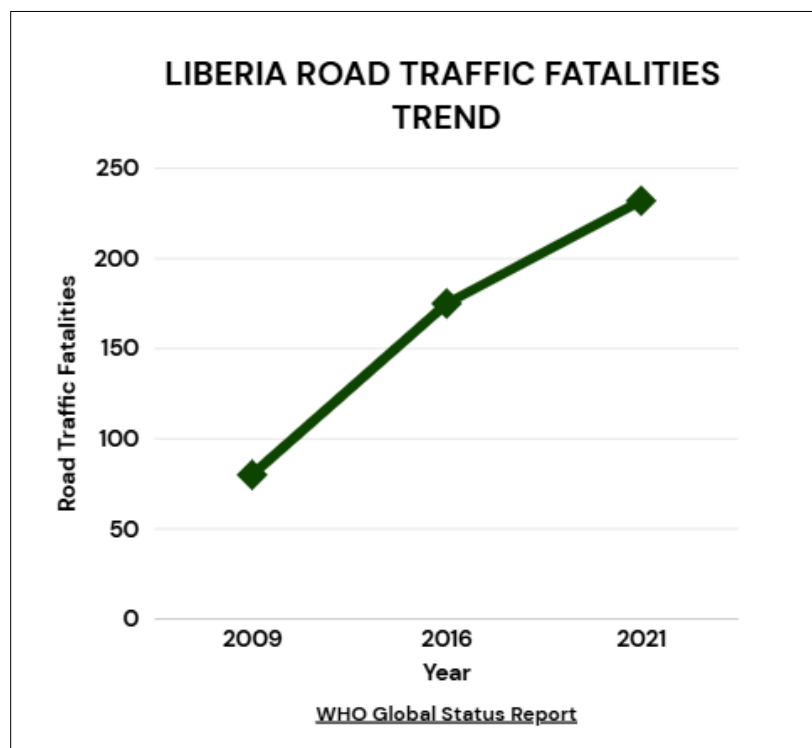


Figure 1: WHO Global Status Report on Road Safety for Liberia

With these figures projected to rise in the coming years, especially given the existing challenge in infrastructures and transport and safety governance in Liberia, the need to begin initiating measures that would aim to mitigate or minimize crashes cannot be overemphasized, as the socio-economic burden of these incidents is profound, affecting

families, and limiting national productivity, since most of those involved into crashes are young people, who should be contributing to Liberia's socio-economic growth.

One of the root causes underlying this crisis is Liberia's reliance on the outdated 1972 Vehicle and Traffic Law (VTL), which no longer meets the demands of a modern and rapidly evolving transport sector and landscape. The current law does not adequately address internationally recognized risk factors such as speeding, impaired driving, helmet and seatbelt compliances, unsafe overtaking, vehicle roadworthiness, and child safety restraints. In addition, enforcement agencies, including the Liberia National Police, the National Transport Authority, and the Ministry of Transport, are constrained by outdated definitions, insufficient penalties, and gaps in regulatory authority.

Public awareness and behavioral change campaigns face the challenge of operating without strong statutory backing, while the transport sector and stakeholders lack a harmonized legal framework that reflects global standards or supports structured enforcement.

Modernizing the Vehicle and Traffic Law (VTL) is therefore urgent and essential. A revised and validated legal framework will harmonize Liberia's system and bring it on par with other countries in the sub-region, who with Liberia share similar transport climate and ecosystem. Furthermore, revising the law will seek to align with other international instruments such as the UN Decade of Action for Road Safety 2021–2030, which calls for strengthened laws as a critical pillar for reducing global road fatalities by 50%.

Based on previous desk studies done in the sub-region, coupled with the advancement in technology in motor vehicle, revising the vehicle and traffic law would result into but not limited to the following:

1. Enhance the effectiveness of enforcement agencies
2. Improve public safety and reduce the national burden of preventable deaths
3. Strengthen Liberia's eligibility for international road safety and transport development financing
4. Create a safer environment for all road users, including pedestrians, motorcyclists, commercial drivers, and vulnerable road users

Consistent with these efforts and given the troubling statistics in road crashes, and how they are projected to rise in the coming years, if no intentional efforts are exerted, this consulting initiative represents a critical intervention in support of the Liberia National Road Safety Strategy, advance efforts to ensure safer vehicles, safer roads, safer speeds, and safer behavior.

With funding support from the National Road Fund (NRF) and guided technically by the Ministry of Transport (MOT), the project brought together key stakeholders for three (3) stages of validation, with one focused on technical working sessions. This process was to ensure that all relevant stakeholders contribute to the instrument in ensuring the revised version of the law reflects Liberia's current realities, and also aligned with

international best practices, ensuring the country's long-term vision for a safer transport ecosystem.

## 1.2 Scope of Work

The Consulting Service for the Review and Validation of the Revised Vehicle and Traffic Law (VTL) of Liberia was delivered through four interlinked phases, each designed in a participatory style and framework to gather as many perspectives as possible. This effort aimed to solicit technical inputs, legal suitability, and also mirror practical applicability. Key rationale of initiating these methodologies was to ensure the revision becomes nationally owned, while also integrating international best practice, especially so considering sub-regional context.

### 1.2.1 Phase I: Nationwide Consultation and Baseline Assessment

Phase I focused on initiating baseline activities and gathering fundamentals on contemporary issues in the transport sector. This was deeply rooted in research with the aim to juxtapose best practices in parts of the world, while aligning the law with current realities. It also sorts to account for current advancement in motor technologies and road design and engineering - key indicators for change in the law. This phase gathered both qualitative and quantitative data to inform the revision of the VTL and the development of the National Road Safety Strategy (NRSS).

Under this phase, and to derive accurate data, a nationwide survey targeting road users, commercial drivers, pedestrians, and motorcyclists, transport unions, and enforcement agencies were carried out. The rationale was to determine the following things:

1. Road users behavior
2. Prevalent risk factors
3. Accident hotspots
4. Enforcement challenges
5. Public perception of the road safety laws and penalties

Through this baseline data collection, high-risk zones in major city corridors were identified, including road design mishaps, hazardous locations, signage gaps, and risky behavior patterns that serve as enablers to crashes.

Additionally, county-level consultations across all 15 counties to capture local perspectives, determine underlying factors that impede development, were carried out. This provided additional data and insight into the variation in rural and urban development efforts, as well as the weaknesses in law enforcement in the two context regions of the country.

Furthermore, the development of a draft framework for the National Road Safety Strategy (NRSS), informed by best practices, and other international instruments such as the UN Decade of Action for Road Safety, complimented the draft NRSS, thereby providing in-depth insights into the revised VTL.

In concluding this phase, a legal audit was carried out on the 1972 law to identify missing links, outdated provisions, conflicting clauses, implementation gaps, institutional overlaps, and areas misaligned with current international road safety standards (speeding, impaired driving, child restraints, helmet use, etc.). These different endeavors were aimed at ensuring the revised VTL and NRSS are evidence-based and driven by empirical data, in addition to incorporating the perspectives of road users and key stakeholders.

### 1.2.2 Phase II: Stakeholder Conference and Preliminary Validation

Phase II began with a broad stakeholder engagement, bringing together key stakeholders for technical dialogue, preliminary consensus building on the VTL and NRSS. Key stakeholders invited to this preliminary validation included but not limited to government ministries and agencies, law enforcement institutions, private transport operators and unions. Civil society organizations (CSOs), international development partners, and legal and policy experts. This gathered broad views and perspectives from every sector as much as possible so that the revised VTL becomes inclusive but also mirrors current realities.

Findings from the baseline and proposed amendments to the Vehicle and Traffic Law were presented during the preliminary validation to stakeholders. Each proposed amendment was backed by rationale, grounded in the baseline data collected.

Additionally, the draft National Road Safety Strategy (NRSS) was also presented for review and inputs. Phase II was aimed at enhancing national ownership of the revision.

### 1.1.3 Phase III: Validation Workshops and Documentation

Following the different engagements from the stakeholders, including insights from the baseline data assessment, the first validation workshop was convened bringing together 65 stakeholders in the transport, legal and development sectors. Institutions at the first validation included the Ministries of Transport, Justice, Finance Planning and Development, transport unions, and women-led and market groups, among others. The first validation underscored the stakeholders' willingness to bring the VTL on par with current realities.

Based on the outcomes and recommendations from the first validation workshop, a tripartite technical working session was convened with the Liberia National Police (LNP), the Law Reform Commission, and the Ministry of Transport (MOT), with the aim of consolidation earlier comments, while also reaching key consensus on some provisions of the law.

The technical working session reached a tremendous milestone, with the technical working group reaching agreements, while altering some gray areas of the law. Provisions such as defined penalties for traffic violations were defined, while also aligning the revised VTL with traffic laws in the ECOWAS region.

#### 1.1.4 Phase IV: Public Launch and Legislative Engagement

Like every project cycle, there is a start date and end circle, therefore this phase of the will be focused on concluding the national Road Safety and Enhancement Project. This will mark the launch of the Road Worthiness Framework, in addition to presentation of the final draft of the revised VTL to the Ministry of Transport, plus certification of the trainer of trainers (TOT), trained to rollout a nationwide driver's training program.

Additionally, this phase will focus on raising a nationwide awareness, mobilize stakeholders, and lead political engagement for the passage of the VTL at the Legislature. To achieve this, nationwide public awareness campaigns will be conducted across radio, print media, social media, and community outreach platforms to educate the public on key changes in the revised VTL, while giving substantive reasons why the instrument should be passed into law. .

### 1.3 Objectives of the Review and Validation

The overarching objective of this task is to comprehensively review, modernize, and validate the Revised Vehicle and Traffic Law (VTL) of Liberia to ensure it reflects current road safety challenges, aligns with international best practices, and supports effective enforcement across the country. The review and validation exercise also seeks to strengthen the national road safety framework by integrating evidence-based strategies that contribute to reducing road traffic fatalities, injuries, and economic losses.

More specifically, the assignment aims to achieve the following:

#### 1.3.1. Ensure Modernization of the Legal Framework

- Update the 1972 Vehicle and Traffic Law to address contemporary road safety challenges such as speeding, impaired driving, helmet and seatbelt use, unsafe overtaking, vehicle roadworthiness, and child restraint systems.
- Integrate modern definitions, classifications, and penalties to support efficient enforcement and compliance.

#### 1.3.2. Strengthen Institutional Capacity and Enforcement

- Provide enforcement agencies, including the Ministry of Transport, Liberia National Police, National Transport Authority, and local authorities with a clear, functional, and implementable legal framework.
- Clarify institutional roles, powers, and mandates to eliminate overlaps and enhance coordination across the transport and safety ecosystem.

#### 1.3.3. Align Liberia's Road Safety Framework with International Standards

- Harmonize national laws with regional and global conventions including the UN Decade of Action for Road Safety (2021–2030), ECOWAS transport protocols, and African Union road safety commitments.

- Ensure the revised law meets international benchmarks required to attract technical and financial support for road safety interventions.

#### 1.3.4. Promote Evidence-Based Road Safety Planning

- Utilize nationwide consultations, surveys, and baseline assessments to ensure the revised VTL and National Road Safety Strategy (NRSS) are informed by real-world data, stakeholder feedback, and localized challenges.
- Establish a foundation for long-term data-driven policymaking and targeted enforcement strategies.

#### 1.3.5. Enhance Public Understanding and Compliance

- Develop clear, enforceable provisions that support effective communication and behavior change campaigns.
- Ensure the revised law can be easily understood by road users, transport operators, and enforcement personnel, thereby improving compliance and reducing road traffic violations.

#### 1.3.6. Validate and Finalize the National Road Safety Strategy (NRSS)

- Use stakeholder consultations and technical reviews to build national consensus on the NRSS.
- Strengthen the institutional, legislative, and operational framework necessary for a coordinated national response to road safety challenges.

#### 1.3.7. Support Legislative and Policy Reform Processes

- Provide policymakers with a well-documented, technically sound, and stakeholder-validated version of the VTL to guide legislative review, debate, and enactment.
- Facilitate advocacy and public engagement to ensure a smooth transition to the revised legal and strategic frameworks.

### 1.4 Rationale / Justification

The need to review and validate the Revised Vehicle and Traffic Law of Liberia is driven by a combination of urgent public health concerns, legal shortcomings, and evolving national and international obligations. In such a modern age with advent in advanced technology, Liberia continues to rely on a vehicle and traffic law drafted in 1972, more than five decades ago—despite the significant changes that have occurred in road usage, vehicle technology, population size, and mobility patterns. This outdated law does not adequately address modern road safety risks such as speeding, drunk driving, distracted driving, unsafe motorcycling, lack of child restraints, and inconsistent vehicle inspection standards. As a result, enforcement agencies are constrained by weak or obsolete legal provisions, making it difficult to respond effectively to today's road safety challenges.

This legal gap becomes even more concerning in light of the rising number of road traffic deaths and injuries in the country. Liberia has recorded a steady increase in fatalities over the past five years, placing a heavy burden on families, communities, hospitals, and the national economy. Without a modernized legal framework, the country cannot realistically reverse these trends or establish a safer road transport system. Updated legislation is critical to enabling stronger enforcement operations, supporting public education, and establishing the institutional authority required to regulate road use effectively.

Additionally, the Government of Liberia has made commitments under regional and international frameworks such as the UN Decade of Action for Road Safety, the ECOWAS transport conventions, and the African Union's road safety agenda. These commitments require the country to adopt modern, data-driven, and enforceable road safety laws. Revising the VTL and developing a National Road Safety Strategy will allow Liberia to meet these obligations while also positioning the country to receive technical and financial support from global partners that rely on legal compliance as a requirement for investment.

Finally, this review and validation exercise is justified because it promotes national ownership, inclusiveness, and sustainability. By engaging stakeholders across all counties, the process ensures that the revised law reflects local realities, cultural contexts, enforcement challenges, and community-based solutions. In doing so, it creates a robust foundation for long-term implementation and public acceptance. Overall, modernizing the Vehicle and Traffic Law is not simply a legal exercise—it is a vital national reform necessary to protect lives, strengthen institutions, and support Liberia's development goals.

## 1.5 Expected Outcomes

The review and validation of the Revised Vehicle and Traffic Law (VTL), together with the development of the National Road Safety Strategy (NRSS), are expected to produce transformative improvements in the way Liberia manages road safety and transport regulation. By modernizing the outdated 1972 legal framework, the project will deliver a stronger, more comprehensive, and enforceable set of laws that reflect contemporary realities in road usage, motorization trends, and enforcement needs. This modernized framework will empower the Ministry of Transport, the Liberia National Police, and all relevant enforcement bodies with clearer definitions, updated penalties, and improved regulatory tools, enabling them to perform their duties with greater credibility, effectiveness, and legal backing.

The completion of this assignment will also result in a nationally validated Road Safety Strategy that outlines Liberia's long-term vision for reducing crashes, injuries, and fatalities. This strategy will help government institutions coordinate more effectively, prioritize interventions based on evidence, and implement targeted programs that address high-risk behaviors and locations. Beyond policy-level improvements, the project is expected to significantly enhance public awareness and understanding of road safety laws. Through public engagement and simplified communication, road users will have

clearer expectations regarding safe behavior, leading to improved compliance and reduced violations.

Furthermore, the process of collecting baseline data, consulting with stakeholders across all counties, and synthesizing evidence will reinforce Liberia's capacity for data-driven decision-making in the transport sector. These outcomes will position the country to attract stronger financial and technical support from international development partners, as the revised VTL and NRSS will meet global standards required for alignment with the UN Decade of Action for Road Safety and other international frameworks. Overall, the expected outcomes of the assignment will contribute to a safer, more efficient, and more resilient road transport system for the Liberian population.

## 2.0 METHODOLOGY

The methodology for reviewing and validating the Revised Vehicle and Traffic Law (VTL) and for developing the National Road Safety Strategy (NRSS) is grounded in a participatory, evidence-based, and consultative approach that ensures both national ownership and technical credibility. This process combined rigorous mixed-method research with a series of stakeholder meetings and engagement sessions. These activities were designed to gather diverse perspectives and expert insights, all of which highlighted the importance of revising the 1972 law to reflect current realities, emerging road safety challenges, and global best practices.

To illustrate the integration of research efforts and participatory stakeholder engagement, the infographic below presents the major steps undertaken throughout the process. The stages are depicted in the diagram that follows, demonstrating how each component contributed to the overall review and development of the revised VTL and the NRSS.



Figure 2: Work Methodology Flowchart

### 2.1 Nationwide Assessment and Consultation

The methodology began with a comprehensive nationwide assessment designed to capture the real conditions influencing road safety and traffic management in Liberia. This stage emphasized extensive engagement with communities, transport operators, enforcement agencies, and local authorities across all 15 counties. Field teams travelled to high-risk corridors, urban centers, and rural districts to observe traffic behavior, identified hazardous locations, and gathered firsthand perspectives on enforcement challenges. Simultaneously, structured surveys and interviews were administered to understand public perception, road user behavior, and the underlying causes of crashes. This broad consultative approach ensured that the voices and experiences of those most affected by road safety issues directly informed the revision of the Vehicle and Traffic Law and the development of the National Road Safety Strategy.

## 2.2 Legal Review and Technical Analysis

Running parallel to the nationwide consultations is a rigorous legal review of Liberia’s 1972 Vehicle and Traffic Law. This analysis examined the existing legislation article by article, identifying sections that are outdated, inconsistent, ambiguous, or insufficient for modern transport realities. The review considers emerging road safety risks, technological advancements in vehicles, international best practices, ECOWAS transport protocols, and UN road safety conventions. The objective was to determine the precise adjustments needed to strengthen the law’s enforceability and ensure that every provision is practical, relevant, and aligned with contemporary road safety standards. This legal audit forms the backbone of the reform process and establishes the technical basis for drafting the revised VTL.

## 2.3 National Stakeholder Validation

Once the initial assessments and legal reviews were completed, findings and proposed revisions were presented during a national stakeholder validation conference. This gathering convened representatives from government ministries, law enforcement bodies, transport unions, civil society organizations, disability groups, legal practitioners, youth groups, development partners, and other key institutions. Through presentations, moderated dialogues, and expert reviews, the conference served as the central platform for refining the draft revisions and ensuring that the proposed changes are both realistic and supported by those responsible for implementation.

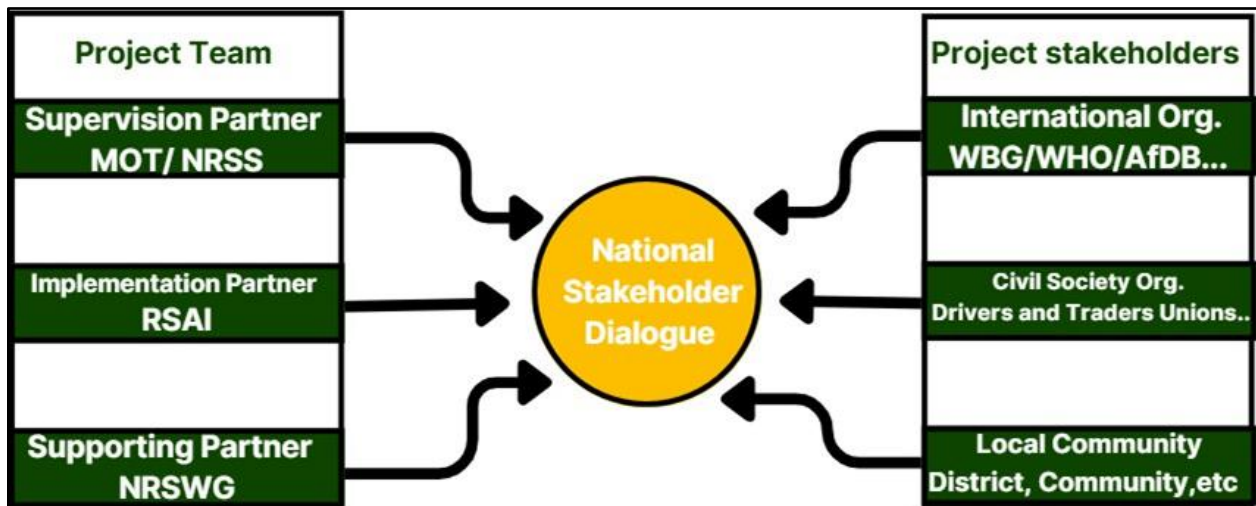


Figure 3: Stakeholder Engagement Diagram

The validation process ensured national ownership of the revised VTL and confirmed that the emerging National Road Safety Strategy aligns with institutional capacities and public expectations.

## 2.4 Final Drafting and Legal Consolidation

Following stakeholder validation, all inputs were incorporated into the final versions of the Revised Vehicle and Traffic Law and the National Road Safety Strategy. Technical experts performed additional rounds of legal consolidation to ensure clarity, internal consistency, and full compliance with both national legal frameworks and international road safety commitments. During this stage, special attention was given to strengthening enforcement provisions, clarifying institutional roles and mandates, and ensuring appropriate penalties that reflect the severity of traffic violations. The National Road Safety Strategy was also refined to outline a clear implementation pathway, monitoring structure, and long-term institutional responsibilities.

## 2.5 Public Awareness and Legislative Engagement

The final phase, which is still pending, will focus on ensuring revised VTL is clearly popularized, both in the public and with authorities responsible to ensure its passage. This would mean massive awareness to educate road users on the new legal provisions and the behavioral changes required under the revised law. Communication materials will be developed for radio, print, digital platforms, and community forums to make the information accessible to all segments of society.

Following the submission of the instruments, there will be engagements with lawmakers, oversight committees, and relevant political actors as a way of encouraging informed debate and timely passage of the law.

### 3. OVERVIEW OF THE REVISED VEHICLE AND TRAFFIC LAW OF

#### 3.1 Historical Background

The Vehicle and Traffic Law of Liberia has its roots in the 1972 Liberian Code of Laws Revised, which once served as the cornerstone of national road transport regulation. At that time, Liberia's vehicle population was relatively small, road networks were less congested, and motorization was limited primarily to urban centers and key economic corridors. The 1972 law established baseline rules for driver licensing, vehicle registration, traffic operations, and enforcement procedures. It provided the basic legal architecture required for regulating road use in a developing nation and sought to unify fragmented practices by establishing a comprehensive statute governing traffic behavior and administrative roles.

However, Liberia's transportation landscape has changed dramatically in the fifty years since the original law was enacted. Multiple historical developments, including post-war reconstruction, expansion of the mining and extractive industries, growth in the commercial transport sector, and increasing importation of used vehicles, have reshaped mobility patterns nationwide. The vehicle population has grown exponentially, with a significant rise in motorcycles, tricycles, heavy-duty vehicles, and informal transport operators. What was once a manageable system governed by 1970s-era assumptions evolved into a highly dynamic, high-risk environment requiring modern legal tools and institutional capacity.

As motorization increased, so did the challenges relate to road crashes, fatalities, driver behavior, weak enforcement, and outdated fines. Over time, the limitations of the 1972 law became increasingly visible. Many of its provisions no longer aligned with contemporary traffic realities. For example, the law lacked:

- Provisions on seatbelts, child restraints, and motorcycle helmets.
- Modern definitions of reckless driving, drink-driving, and drug impairment.
- Provisions for roadworthiness inspections, traffic data management, and vehicle insurance compliance.
- Standards for emerging vehicle technologies, such as electric and self-driving vehicles.
- Effective penalty systems capable of deterring unsafe behavior in a rapidly growing transport sector.

Recognizing these gaps, the Government of Liberia, through the Ministry of Transport, initiated a comprehensive legal reform process to modernize the national traffic framework. This culminated in the Act to Revise and Amend the Vehicle and Traffic Law of Liberia, which represents the most substantial overhaul of traffic governance since the law's original creation. The revised law addresses decades of structural deficiencies, introduces modern safety provisions, expands institutional mandates, and adapts national legislation to meet today's road safety challenges.

The historical significance of this revision lies in its role as a pivotal milestone for Liberia's transport evolution. It marks the transition from an outdated, enforcement-limited system to a modern, structured, and internationally aligned framework capable of responding to current and future road safety needs.

### 3.2 Key Revisions Introduced

The revision of Liberia's Vehicle and Traffic Law represents a far-reaching transformation of the country's road safety and traffic management framework. The amended law introduces sweeping changes across driver licensing, vehicle registration, enforcement authority, penalties, traffic operations, pedestrian rights, roadworthiness inspections, commercial transport regulation, and institutional responsibilities. Each of these changes reflects both national realities and lessons learned from decades of gaps in the previous system.

One of the most significant updates is the modernization of the driver licensing framework, which establishes higher standards for driving competence, introduces structured training requirements, and mandates certification from accredited driving schools before testing. This is a major departure from the 1972 system, which allowed licensing with minimal oversight and no formalized training pathway. The revised law clarifies age limits, mandates periodic retesting for renewals, introduces medical and vision examinations, and strengthens sanctions for driving without a valid license, operating with suspended privileges, or using fraudulent documents.

Vehicle registration procedures have also been strengthened to prevent abuse, enhance accountability, and improve the traceability of vehicles operating on Liberian roads. The new provisions introduce clear categories of vehicles, reinforce document verification, standardize fees, establish penalties for expired registration, and prohibit the alteration or falsification of registration certificates. These changes support better tracking of vehicles, which is essential for both regulatory enforcement and road safety analysis.

The revised law goes further by overhauling the rules governing traffic operations and road user behavior. It establishes detailed provisions on safe driving, right-of-way rules, overtaking, speed limits, turning, parking, and lane discipline, all of which were previously either inadequately defined or absent. The law also introduces modern safety requirements, such as compulsory use of seatbelts, mandatory helmets for motorcycle operators, child restraint systems, and vehicle safety features required by manufacturers, all of which reflect global best practices.

A major advancement in the revised law is the creation of a structured framework for roadworthiness inspections, which was notably underdeveloped in the earlier law. Under the revised legislation, all vehicles must undergo periodic inspections, supervised by the Ministry of Justice and implemented through licensed testing centers. This ensures that vehicles operating on public roads meet minimum safety and environmental standards. The law also authorizes spot checks, prohibits operation of unfit vehicles, and outlines penalties for obstructing inspection activities.

Furthermore, the revised law expands enforcement mechanisms by empowering the Liberia National Police and, where appropriate, municipal authorities to issue fines, impound vehicles, enforce penalties, and investigate traffic-related offenses. It strengthens the role of the Traffic Court and clarifies civil liability provisions for road crashes.

Additionally, the revised law introduces entirely new chapters addressing emerging issues such as self-driving vehicles, electric vehicles, commercial tricycles, hazardous materials transport, and mandatory liability insurance. These provisions reflect Liberia's forward-looking intent to create a future-ready legislative environment.

Overall, the key revisions introduced in the amended law collectively transform Liberia's road safety governance system from a rudimentary framework into a more robust, structured, and enforceable legal regime.

### **3.3 Alignment with International Road Safety Standards**

The revised Vehicle and Traffic Law demonstrate clear alignment with international and regional road safety frameworks. This is critical because Liberia has committed to global initiatives such as the UN Decade of Action for Road Safety (2021–2030), the ECOWAS transport harmonization agenda, and the African Union's policy commitments on safer mobility. Modernizing the VTL positions Liberia to meet global obligations and opens the door for increased donor engagement and technical support.

One key area of alignment is the incorporation of internationally recognized risk factor controls, including speeding, drink-driving, distracted driving, seatbelt and helmet compliance, and child restraints. These risk factors are identified by WHO as the main contributors to global road traffic deaths. The revised law introduces clearer behavioral mandates and heavier penalties designed to reduce these high-risk behaviors.

The law also aligns with global standards on vehicle safety, requiring manufacturers and importers to ensure appropriate safety features, establish clear requirements for lamps, lighting, windows, windshields, and prohibit dangerous vehicle accessories. These provisions mirror UNECE and ISO-based safety requirements applied internationally.

Roadworthiness testing is another area of alignment. By requiring periodic inspection, certification, standardized criteria for testing centers, and oversight by the Ministry of Justice, Liberia is now more closely aligned with global vehicle safety frameworks that emphasize regular inspection as a core safety intervention.

Additionally, the modernized licensing framework—which mandates training, testing, medical evaluations, and clear age restrictions—reflects global recommendations for improving driver competence. These provisions help create safer drivers and reduce the likelihood of human error, which is a leading cause of road crashes.

The revised law also introduces provisions for data-driven safety management, such as mandating accident reporting, requiring repair shops to document accident-related

vehicle work, and obligating authorities to collect, maintain, and share road safety data. These measures are consistent with global standards for building centralized crash databases and improving policy responses.

Lastly, the law's provisions on self-driving and electric vehicles demonstrate future-oriented alignment with emerging global automotive technologies. While such technologies are not yet widespread in Liberia, their inclusion ensures that the country's legal framework will not become obsolete as international mobility trends evolve.

Through these revisions, Liberia demonstrates a strong commitment to harmonizing its national law with international road safety and transport governance standards, thereby strengthening the legal and institutional foundations needed to reduce fatalities and injuries.

### 3.4 Institutional Roles and Responsibilities

The revised Vehicle and Traffic Law significantly restructures and clarifies the roles and responsibilities of key institutions responsible for traffic management, driver licensing, vehicle registration, and road safety enforcement in Liberia. One of the shortcomings of the 1972 law was the lack of clarity on institutional mandates, which often led to overlap, inconsistencies, and weak enforcement.

Under the revised law, the Ministry of Transport (MoT) assumes a central regulatory role. It is responsible for issuing driver's licenses, managing vehicle registration systems, maintaining road transport databases, regulating driving schools, in collaboration with the Ministry of Education (MOE), issuing roadworthiness certificates (in collaboration with the Ministry of Justice), and formulating regulatory instruments needed to operationalize the law. This marks a departure from the 1972 structure, where the Ministry of Justice was given primary administrative responsibilities for many of these functions.

The Liberia National Police (LNP) retains its traditional enforcement authority but with strengthened and clarified powers. The LNP is responsible for maintaining traffic discipline, conducting roadside checks, investigating accidents, imposing fines, seizing documents when necessary, arresting offenders involved in reckless or impaired driving, and reporting violations to the Traffic Court. The revised law gives police officers clearer guidance and stronger legal tools for managing traffic offenses, an improvement over older provisions that lacked sufficient detail.

The Traffic Court plays a crucial adjudicatory role. It has the authority to amend fines, impose penalties, revoke or suspend licenses, rule on liability, and hear appeals related to enforcement actions. The revised law strengthens the legal basis for Traffic Court operations, ensuring due process and consistency in the handling of traffic violations.

Other ministries, including the Ministry of Justice and Ministry of Education, also play defined roles. The Ministry of Justice supervises roadworthiness testing centers, while the Ministry of Education regulates driving schools and driving instructors. This integrated, multi-agency approach ensures higher standards of training, licensing, and compliance.

Local governments and municipal authorities are integrated into traffic management responsibilities, especially regarding parking, enforcement of local traffic rules (where not in conflict with national law), and coordination with police. Collectively, these institutional reforms enhance coordination, reduce role confusion, and create a more structured governance system capable of supporting long-term road safety improvements.

## 4.1 Objective of the First Validation

The first validation workshop served as a critical quality-assurance stage within the broader reform and modernization of Liberia's Vehicle and Traffic Law. Its primary objective was to provide a structured and participatory platform where key actors drawn from government institutions, enforcement agencies, transport unions, private sector operators, civil society organizations, academia, development partners, and community representatives to jointly review and refine the draft Revised Vehicle and Traffic Law (VTL). This ensured that the final legal instrument was not only technically sound, but also acceptable, contextually relevant, and practically enforceable across Liberia's diverse transport and enforcement environments.



Figure 4: Photo of First VTL Validation

The first validation brought together over sixty-five (65) participants, including the Minister of Transport, Hon. Sirealf R. Tyler, the Liberia National Police (LNP), represented by 102 Hon. Nelson Freeman, and other key stakeholders from the Law Reform Commission. Other stakeholders included the motorcycle unions, Federation of Road Transport Union of Liberia (FRTUL), and the African Development Bank (AFDB).

At its core, the first validation process was aimed at building national consensus around the proposed revisions. By opening the draft law to broad stakeholder scrutiny, the workshop strengthened transparency and inclusivity, two critical pillars for sustainable legal reforms. It created a space to raise concerns, ambiguities clarified, institutional mandates harmonized, and overlooked issues, thereby ensuring that the final document reflects the collective expertise and lived experiences of all actors who interface with the road transport system.

Another key objective of the validation was to test the feasibility and enforceability of the draft provisions. Stakeholders such as the Liberia National Police, Ministry of Transport, Ministry of Justice, National Road Safety Secretariat, and transport unions play a crucial role in assessing whether the proposed rules can be realistically implemented within Liberia's technical, financial, and institutional capacity. Their feedback helped prevent the inclusion of impractical or unenforceable provisions that could undermine the credibility or effectiveness of the law. This step was especially important given the historic challenges associated with enforcing the 1972 law, which suffered from both outdated content and operational limitations.

The validation workshop also sort to ensure alignment with complementary national frameworks, including the draft National Road Safety Strategy (NRSS), ECOWAS transport protocols, and ongoing institutional reforms within the Ministry of Transport and Liberia National Police. By cross-checking the draft law against existing and emerging policies, the workshop laid off duplication, conflicting mandates, and legislative contradictions.

Furthermore, the validation process was designed to strengthen ownership and commitment among all stakeholders. Legal reforms often fail not because they are technically weak, but because institutions lack ownership or awareness of their responsibilities. By actively involving stakeholders at this stage, it served as a deliberate effort to allow those that are charged with the responsibility to implement the law fully understand its intent, structure, and operational requirements.

Finally, the first validation aimed to capture context-specific insights from groups who interact with the transport system on a daily basis. Transport operators, motorcycle unions, women's groups, persons with disabilities, community leaders, and youth networks often possess valuable experiential knowledge that may not emerge through purely technical reviews. Their inputs helped ensure the law addresses real-world challenges, from roadside vulnerabilities to public transport safety practices, and reflects the social dynamics shaping road user behavior across Liberia.

The validation process was highly interactive, allowing stakeholders to critically examine and debate the proposed changes. Through broad consultation, technical refinement, and consensus-building, the process ensured that the revised law reflects the collective input of all relevant actors. This inclusive approach strengthens the legitimacy of the final law and enhances its practicality and enforceability. Ultimately, the validation process ensures that the updated legislation is fully aligned with national priorities and contributes to the overarching goal of reducing road traffic crashes, injuries, and fatalities.

## 4.2 Stakeholders in Attendance

The first validation workshop brought together a broad spectrum of institutions whose mandates, expertise, and operational experiences played a vital role in strengthening road safety governance and ensuring the effective implementation of the revised Vehicle and Traffic Law (VTL). The diversity of stakeholders reflected the cross-cutting nature of road safety, an area that sits at the nexus of public health, law enforcement, transportation

planning, governance, education, environmental protection, disaster response, and community engagements.

Representatives from key government ministries, regulatory bodies, civil society networks, technical agencies, and international development partners actively participated, each contributing unique perspectives grounded in their institutional roles. Their involvement ensured that the validation process was deeply inclusive, technically robust, and aligned with Liberia's overarching development priorities.

Central to the discussions were government ministries and statutory bodies that play foundational roles in the functioning of Liberia's road transport ecosystem. The Ministry of Justice (MoJ), responsible for legal oversight and justice-sector coordination, provided critical legal interpretation and guidance on ensuring that the revised VTL aligns with existing legal frameworks and enforcement mandates. Complementing their role was the Law Reform Commission (LRC), whose presence ensured that the proposed amendments conform to Liberia's overarching legal reform agenda. The LRC's input was particularly valuable in assessing legal coherence, identifying potential conflicts with other statutes, and ensuring that the revised law meets standards of clarity, constitutionality, and practicality.

The Liberia National Police (LNP), as the principal enforcement agency, contributed operational insights into the enforceability of new provisions related to speeding, impaired driving, seatbelt use, licensing, and vehicle inspection. Their feedback highlighted real-world enforcement barriers and supported the refinement of provisions to enhance compliance on the ground.

The Ministry of Transport, Road Safety Secretariat, and National Road Fund (NRF) served as central technical stakeholders given their leadership in road transport regulation, road safety coordination, and financing of safety initiatives. Their engagement helped ensure that the revised law aligns with national road safety strategies and supports long-term institutional reforms in transport governance.

The workshop also included critical social and community institutions such as the Monrovia City Corporation, Liberia Marketing Association, Federation of Collaborative Road Transport Unions of Liberia, and the Liberia National Student Union (LINSU). These groups brought forward perspectives related to pedestrians, market users, commercial drivers, students, and transport unions, populations deeply affected by road traffic risks. Their inclusion ensured the law accounts for the daily realities and behavioral patterns of road users across both formal and informal mobility systems.

Civil society and advocacy organizations such as CENTAL and the Liberia National Red Cross Society contributed viewpoints on transparency, accountability, humanitarian response, and community-level safety practices. Their feedback reinforced the importance of public education, ethical enforcement, and human-centered approaches within the revised law.

Because road safety is inherently linked to disaster preparedness and emergency response, the National Disaster Management Agency (NDMA) was an essential participant. Their involvement underscored the role of road crashes as a major source of national emergencies requiring coordinated medical evacuation, incident management, and post-crash care. The NDMA offered perspectives on the importance of integrating emergency response protocols into the revised law, improving coordination between first responders, and strengthening national resilience to disaster events linked to transport incidents—such as hazardous material spills, mass-casualty crashes, vehicle fires, and roadside structural failures.

From a public health perspective, the Ministry of Health, National Public Health Institute of Liberia (NPHIL), UNICEF, and World Health Organization offered data-driven analyses on injury prevention, emergency response, child safety, and health system burdens resulting from road traffic crashes. Their participation emphasized the need for a law that supports public health objectives, strengthens emergency preparedness, and promotes safer mobility for vulnerable populations including children, pregnant women, older adults, and persons with disabilities.

Economic and environmental institutions, including the Ministry of Finance and Development Planning, Ministry of Commerce and Industry, and the Environmental Protection Agency, provided insights into economic regulation, vehicle import standards, pollution control, and the fiscal implications of enforcing a modern traffic law. Their contributions helped ensure the law balances safety priorities with broader economic and environmental goals.

Technical and development institutions, including the Infrastructure Implementation Unit (IIU), African Development Bank (AfDB), UNDP Liberia, Ministry of Public Works and the Engineering Society of Liberia, added depth by evaluating the law from the standpoint of infrastructure design, international development benchmarks, engineering standards, and donor-supported transport initiatives. Their input was vital for aligning the revised law with global best practices and ensuring it meets the technical criteria required for long-term investment in safer roads.

The presence of the Ministry of Internal Affairs, Ministry of Information, Cultural Affairs, and Tourism, and the Ministry of Education further strengthened the inter-sectoral nature of the validation. These ministries highlighted the role of local governance, public awareness, behavioral change campaigns, and school-based road safety education in ensuring effective implementation of the VTL.

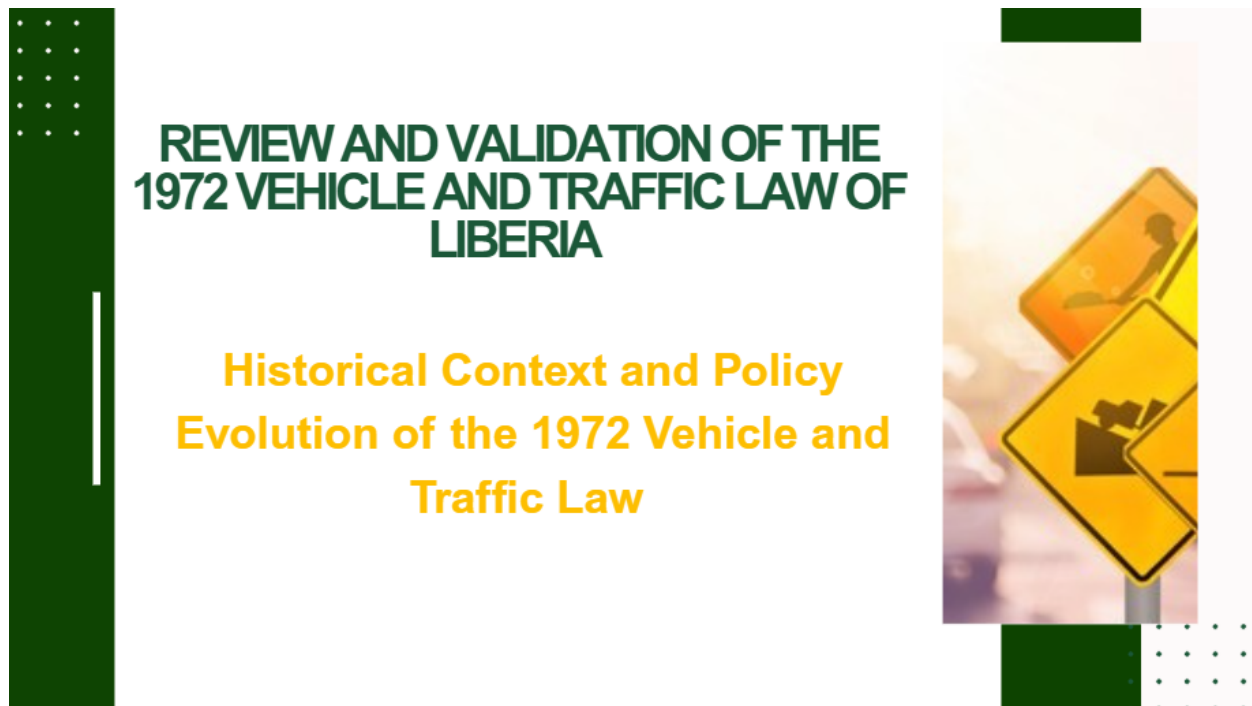
Collectively, the participation of these diverse stakeholders underscored a strong national commitment to improving road safety and reducing the burden of traffic-related deaths and injuries. Their contributions ensured that the validation exercise was not only a legal review, but a collaborative platform for building ownership, refining institutional responsibilities, and aligning the revised law with Liberia's national development agenda and international road safety standards.

### 4.3 Presentation of Draft Law

During the first validation workshop, the draft Revised Vehicle and Traffic Law was presented through four comprehensive and thematically structured presentations. Each presentation was designed to help stakeholders understand not only the content of the proposed reforms but also the rationale, policy foundations, and implementation implications behind every major change. The approach ensured that participants had a clear and holistic view of how the revised law addressed historical gaps, institutional challenges, behavioral risks, and emerging mobility trends. The structure of the presentations enabled stakeholders to appreciate both the continuity from the 1972 law and the transformative reforms needed to meet current and future road safety demands.

#### 4.3.1. Historical Context and Policy Evolution of the 1972 Vehicle and Traffic Law

The first presentation provided a richly detailed and historically grounded examination of how Liberia's Vehicle and Traffic Law (VTL) originated in 1972 and how it evolved, or in many cases stagnated—over the subsequent five decades. This presentation specifically contextualized the VTL within Liberia's socio-political landscape at the time of its enactment and traced the significant shifts in transportation patterns that have since rendered many of its provisions outdated.



*Figure 5: Presentation of Historical Context and Policy Evolution of the 1972 VTL*

Stakeholders were reminded that when the VTL was passed in 1972, Liberia's vehicle population was relatively small, dominated largely by government fleets, formal commercial operators, and a limited number of privately owned vehicles concentrated in Monrovia and a few economic corridors. Road networks were simpler, enforcement demands were lower, and modern road safety risks such as high-speed corridors, mass

motorcycle use, or high-density public transport operations were almost nonexistent. As such, the 1972 law, though progressive for its time, was built on assumptions that no longer reflect Liberia's current mobility environment.

The presentation highlighted several specific structural weaknesses in the 1972 law. These included outdated legal definitions that do not adequately capture modern vehicle types such as tricycles (Kehkeh), electric vehicles, modified motorcycles, or commercial minibuses. The law also lacked specific behavioral safety provisions, including legal requirements for seatbelts, motorcycle helmets, child restraints, and distracted driving, all of which are now globally recognized as essential for reducing fatalities and injuries. Similarly, enforcement provisions were weak or ambiguous, often leaving the Liberia National Police and other agencies without the clarity, authority, or penalty structures needed for effective traffic control.

To provide deeper clarity, the presentation illustrated how economic liberalization after the civil conflict, increased importation of used vehicles, and the rapid expansion of the motorcycle taxi sector drastically changed the transportation landscape. Post-war reconstruction, urban sprawl, and rising commercial mobility resulted in congestion, increased road conflicts, and a dramatic rise in traffic injuries. Yet, despite these major changes, the underlying legal framework remained largely frozen in 1972, creating significant regulatory gaps.

The presentation also underscored how, in the intervening decades, global road safety thinking has shifted dramatically. Stakeholders were shown how international frameworks, particularly the UN Decade of Action for Road Safety, WHO's risk factor analyses, ECOWAS transport regulations, and African Union transport safety resolutions, now emphasize evidence-based interventions, institutional accountability, and safer systems approaches. Liberia's failure to update its VTL meant the country remained misaligned with global expectations, limiting opportunities for technical assistance, donor engagement, and regional harmonization.

Finally, the presentation stressed that the revised Vehicle and Traffic Law is not an isolated reform but a policy correction grounded in 50 years of lessons learned. By carefully studying the historical evolution of transport patterns and the shortcomings of the 1972 law, the revision process deliberately builds on the legal foundation already in place while correcting outdated provisions, closing enforcement gaps, and integrating modern safety standards. This historical grounding allowed stakeholders to clearly understand why comprehensive modernization was not only necessary but urgent.

#### 4.3.2. Institutional and Systemic Reforms

The second presentation delivered an in-depth review of the institutional architecture supporting Liberia's road transport system and the major systemic reforms embedded in the revised Vehicle and Traffic Law (VTL). Unlike the general overview, this session examined—point by point—the precise structural weaknesses of the 1972 law and the

specific institutional realignments introduced in the revised version to rebuild a modern, accountable, and functionally coherent enforcement and regulatory regime.



*Figure 6: Presentation of Institutional and Systemic Reform of the VTL*

The session began by illustrating how the 1972 VTL centralized most licensing and regulatory functions under the Ministry of Justice, with the Liberia National Police conducting driver testing, verification, and direct enforcement. This arrangement was functional in the 1970s, when the Ministry of Transport was nonexistent, traffic volumes were low, but as the system expanded, it created significant institutional overlaps, limited checks and balances, and a heavy enforcement burden on the police. The revised law introduces a clear separation of powers, restructuring licensing and regulatory functions to reflect international best practice:

- Policy and Regulation now fall squarely under the Ministry of Transport (MoT).
- Education and Certification of driving schools and instructors are now regulated by the Ministry of Education (MoE).
- Enforcement remains with the Liberia National Police (LNP) and the Ministry of Justice (MoJ).

This reallocation allows each institution to focus on its comparative mandate, promoting clearer accountability and reducing institutional conflicts.

#### 4.3.2.1. Driver Training Modernization

The presentation then explored reforms in driver training. Under the 1972 VTL, driving instruction was informal; schools were unregulated, instructors unaccredited, and training curricula inconsistent. In the revised law:

- §2.13.1. The Ministry of Education has authority to regulate driving schools.
- 2.13.2. Driving schools to be inspected prior to approval
- §2.13.3. Driving school certificates may be revoked by authority.
- §2.13.4. Qualifications of driving instructors.
- §2.13.5. Application to register as a driving instructor.
- §2.13.6. Ministry of Education to keep register of driving schools and instructors.
- §2.13.7. Driving schools and driving instructors to be examined periodically.
- §2.13.8. Display of registration certificate.
- §2.13.9. Duration of registration certificates for driving instructors and Schools.
- §2.13.10. Surrender of certificate when revoked.
- §2.13.11. Police to inspect certificates of driving schools and instructors.
- §2.13.12. Cancellation, suspension and revocation of licenses.
- 

This integrated framework ensures that Liberia's future drivers are trained to modern competency standards, reducing the high-risk behaviors that contribute to crashes.

#### 4.3.2.2. Roadworthiness Certification

The presentation highlighted one of the most transformative reforms: the introduction of a formal, mandatory vehicle inspection and roadworthiness certification regime. In the 1972 law:

- § 8.1. Inspection as a prerequisite for registration.
- § 8.2. Inspection on demand of police officers.
- § 8.3. Officer inspection stations.
- § 8.4. False inspections and fraudulent certificates are forbidden.

By contrast, the revised VTL introduces:

- §8.1. Motor vehicles to undergo periodic road worthiness inspections.
- §8.2. Ministry of Justice to conduct road worthiness inspections.
- §8.3. Ministry of Transport to issue regulations and certificates.
- §8.4. Certificate and sticker to always be available for inspection.
- §8.5. Exemption from road worthiness test and certificate.
- §8.6. Spot road worthiness tests for vehicles.
- §8.7. Obstruction of spot test prohibited.
- §8.8. Unfit motor vehicles not permitted on the road.
- §8.9. Exemption to inspection or re-inspection.
- §8.10. Vehicle examiners and testing centres.
- §8.11. Vehicles to comply with axle load law and regulations.

A division of responsibilities:

- MoT licenses inspection centers and maintains a national inspection database.
- EPA set emission standards and environmental compliance.

- LNP verifies inspection certificates on the road and penalizes violators.

#### 4.3.2.3. Compulsory Third-Party Liability Insurance

The 1972 VTL references insurance but does not enforce it because Liberia does not have an Insurance Commissioner, regulatory capacity, or functional insurance market.

Under the revised VTL, the following provisions are incorporated::

- Mandatory third-party motor vehicle insurance.
- Insurance as a prerequisite for vehicle registration and annual renewal.
- Only MoT-verified insurers are authorized to issue policies.
- Drivers must present proof of insurance (digital or paper) to enforcement officers.

#### **Institutional Roles and Responsibilities:**

Under the revised vehicle and traffic law, the following institutional roles and responsibilities are defined and layout:

- The Ministry of Transport (MOT) shall ensure insurance compliance for all vehicles
- The Central Bank of Liberia (CBL) shall regulate all insurance providers.
- The Liberia national Police (LNP) shall have the mandate and authority to conduct roadside checks

#### 4.3.2.4. Traffic Court Reform

The presentation also covered the major judicial reforms included in the revised law. Under the 1972 VTL:

- The Traffic Court functioned as a summary tribunal under the Ministry of Justice.
- Judges had limited discretion.
- Penalties were fixed and largely administrative.
- Many cases were handled informally, without due process.
- There was no formal appeals system.

The revised VTL restructures the Traffic Court as:

- An independent Judicial body with expanded powers
- Authority to amend, escalate, or void fines.
- Clear rights of appeal for both defendants and prosecutors.
- Integrated digital systems for case tracking and fine administration, supported by the Liberia Revenue Authority (LRA).

#### 4.3.2.5. Modernization of Data and Digital Systems

A major advancement discussed was the creation of the National Digital Vehicle and Licensing Database (NDVLD). Under the 1972 VTL, the following existed:

- All records were paper-based.
- Agencies maintained separate, uncoordinated records.
- Cases of duplication, forgery, and loss were common.
- No national registry existed to track vehicle ownership or insurance compliance.

The reforms in the revised Vehicle and Traffic Law would see the following become effective:

- An integrated digital system linking MoT, MoJ, LRA, and LNP.
- Real-time verification of licensing, vehicle registration, and insurance.
- Digitally stored offense histories and crash data.
- A foundation for data-driven enforcement, revenue protection, and road safety planning.

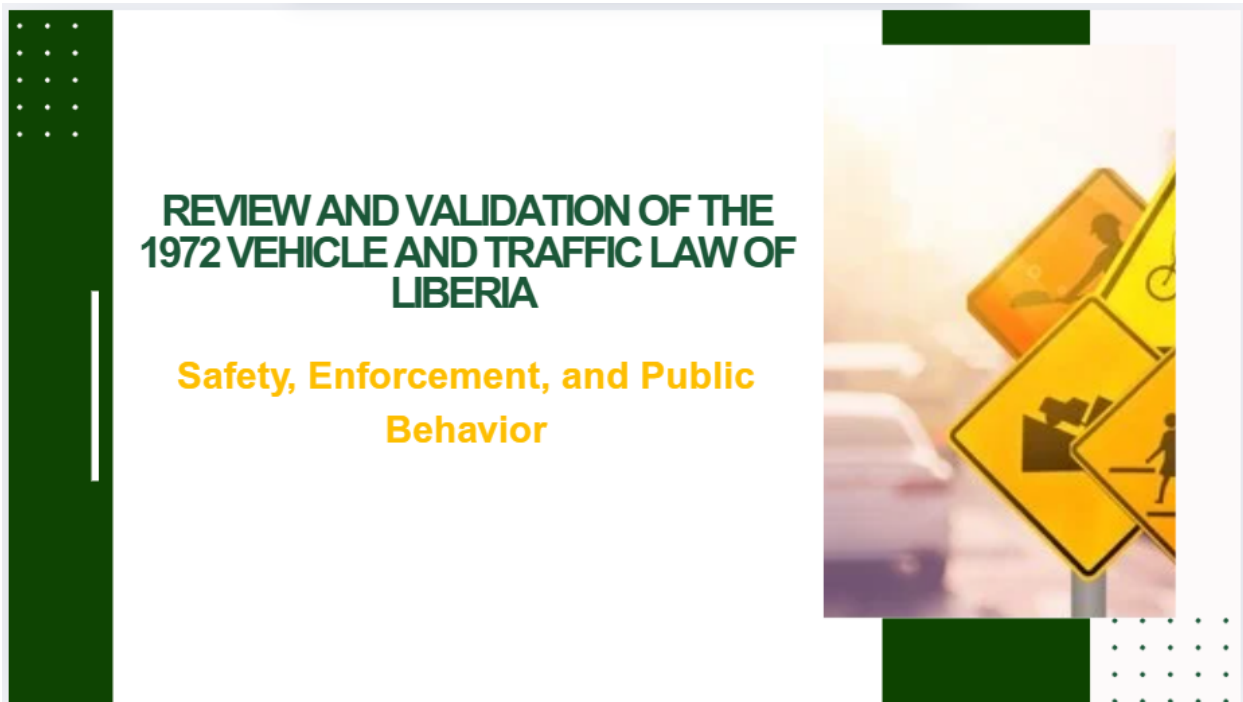
#### 4.3.2.6. Environmental and Hazardous Material Regulations

The presentation addressed the environmental issues, which the 1972 VTL did not take into consideration considerably. While the 1972 VTL did not include environmental standards or EPA involvement, the revised VTL includes the following:

- Introduces emission standards for vehicles.
- Regulates the transport of hazardous materials.
- Mandates EPA–MoT coordination during inspections.
- Empowers LNP to enforce roadside environmental compliance checks (e.g., excessive smoke, fluid leakage).

#### 4.3.3. Safety, Enforcement, and Public Behavior

The third presentation delivered a comprehensive overview of how the revised Vehicle and Traffic Law fundamentally strengthens Liberia's safety framework by transforming road user behavior, modernizing enforcement methods, and introducing precise legal standards. Drawing heavily from comparative analysis between the 1972 Vehicle and Traffic Law and the 2024 Revised VTL, the presentation broke down each high-risk behavior—seatbelt use, child safety, helmet compliance, speeding, drinking and driving, pedestrian protection, and zone-specific enforcement—showing how outdated or absent provisions in the 1972 law contributed to Liberia's current road safety crisis.



*Figure 7: Presentation of Safety, Enforcement, and Public Behavior of the Revised VTL*

#### 4.3.3.1. Seatbelts: From No Requirement to Universal Mandatory Use

In 1972, Liberian law contained no legal requirement for drivers or passengers to wear seatbelts. Vehicles were not required to be equipped with working seatbelts, and enforcement agencies lacked the statutory grounds to penalize non-use. As a result, ejections during crashes became a major contributor to fatalities.

The revised VTL introduces a mandatory seatbelt requirement for all occupants—front and rear seats, including taxis and commercial vehicles (§5.2). Failure to use a seatbelt is now categorized as a primary traffic offense, meaning officers may stop a vehicle solely for non-compliance. The law also supports enforcement through traffic cameras and automated systems, marking a shift from discretionary to evidence-based enforcement. This reform reflects international best practice and directly responds to Liberia’s high rate of occupant fatalities linked to lack of restraint use.

#### 4.3.3.2 Child Restraints: Introducing Standards Where None Existed

The 1972 law made no mention of child restraints, child car seats, or any safety requirements for infants and toddlers. Children were commonly held on laps or allowed to sit unrestrained, exposing them to deadly risk.

The new law introduces car seat requirements for infants and toddlers, ensuring alignment with WHO and UN child safety recommendations. The standards apply across all seating positions, including commercial vehicles. Enforcement mechanisms mirror seatbelt enforcement, making child protection legally enforceable for the first time in Liberia’s history.

#### 4.3.3.3 Crash Helmets: Extending Protection to All Riders

Helmet use under the 1972 law was vague and limited primarily to motorcycle operators, with no provisions addressing passengers or setting helmet quality standards. Compliance was inconsistent, contributing heavily to head trauma cases in Liberia's emergency wards.

The revised VTL mandates compulsory helmet use for both riders and passengers (§5.9). Unlike the old framework, the new law specifies helmet quality standards, including impact resistance and certification requirements. The rules apply not only to motorcycles, but also to tricycles (“keke”), delivery riders, and other two- and three-wheel commercial operators.

#### 4.3.3.4 Speed Limits: Moving from Subjectivity to Statutory Clarity

One of the most significant behavioral reforms relates to speed management. The 1972 law used a vague “reasonable speed” requirement, leaving enforcement largely subjective and dependent on individual officer judgment.

The revised VTL establishes statutory speed limits by zone (§4.7):

- School zones, markets, hospital zones, residential areas: 15 miles/h (25 km/h)
- Urban roads excluding residential areas, school zones, and hospital zones: 25 miles per hour (approximately 40 kilometers per hour) as maximum speed limit.
- Four lane divided highway in urban areas maximum speed limit is 55 miles per hour (approximately 90 kilometers per hour) maximum speed limit
- Rural Highway maximum speed limit is 65 miles per hour (approximately 105 kilometers per hour) maximum speed limit
- Above four lane divided highway maximum speed limit is 70 miles per hour (approximately 115 kilometers per hour) maximum speed limit

Additionally, the law introduces automated speed detection and digital citation systems, vastly improving transparency and reducing human discretion in enforcement. By turning speed into a quantifiable, enforceable standard, the revised law tackles one of Liberia's leading crash contributors.

#### 4.3.3.5 Alcohol and Drug Use: Establishing Liberia's First DUI Framework

Under the 1972 law, “driving under the influence” was mentioned only in passing, with no defined alcohol limits, testing procedures, or enforcement tools. This made prosecuting drunk driving nearly impossible.

The revised VTL creates a comprehensive DUI framework (§6.1–6.1.4) including:

- A defined legal Blood Alcohol Concentration (BAC) limit
- Mandatory breath and blood testing for suspected cases
- Introduction of breathalyzers and standardized field tests
- Authority to suspend or revoke licenses

- Mandatory rehabilitation for repeat offenders

This reform aligns Liberia with global norms and finally gives law enforcement the tools to address impaired driving, a critical risk factor in nighttime crashes.

#### 4.3.3.6 Pedestrian Protection: Creating a Rights-Based Framework

Another major gap in the 1972 VTL was the complete absence of pedestrian protection. Pedestrians, who make up a large share of Liberia's traffic victims, were neither mentioned nor protected in the law.

The revised VTL establishes an entire chapter dedicated to Protection of Pedestrian Rights (Chapter 16), mandating:

- Sidewalk construction
- Crosswalks and pedestrian lights
- School zone protections
- Penalties for obstructing pedestrian pathways
- Mandatory yielding to pedestrians at crossings

The law also integrates pedestrian considerations into road design mandates involving the Ministry of Public Works (MPW) and the Ministry of Transport (MoT), ensuring built-environment safety.

#### 4.3.3.7 Fines and Enforcement: Moving from Arbitrary to Structured Systems

The 1972 fine system was characterized by:

- Extremely low fines
- Manual ticketing
- Use of Liberian dollars only
- No offense record system
- Opportunities for corruption and loss of revenue

The revised VTL introduces:

- A harmonized fine schedule indexed to both USD and LRD
- A standardized electronic ticketing system
- Integration of MoT–LRA–MoJ data systems for transparency
- Graduated penalties for repeat offenders

This systemic reform makes enforcement fairer, more transparent, and more resistant to corruption.

#### 4.3.3.8 Special Zones: Prioritizing High-Risk Areas

A major innovation of the revised law is the creation of Restricted and Special Enforcement Zones (§4.31), where fines are doubled for violations in:

- School areas
- Hospital corridors
- Market streets
- Residential communities

This approach recognizes that vulnerable users, children, patients, market users, require enhanced protection.

#### 4.3.3.9 Public Health and Behavior Change Linkages

Throughout the presentation, WHO data and national crash statistics were used to emphasize that road traffic injuries are not merely legal or transport issues, they are a national public health emergency. Liberia's increasing fatalities, head injuries, child deaths, and trauma cases validated the need for behavior-changing provisions in the revised law. The presentation concluded by demonstrating how the new VTL combines:

- Clear legal definitions
- Stronger penalties
- Improved enforcement authority
- Public education
- National data systems to create a modern, evidence-based deterrent system.

The overarching message was that road safety improves only when legal provisions directly influence driver behavior, and the revised VTL is the instrument designed to achieve that shift.

#### 3.3.4. Future Mobility, Environment, and Commercial Regulation

The final presentation provided a comprehensive deep-dive into the forward-looking components of the Revised Vehicle and Traffic Law. Elements that were entirely absent from the 1972 legislation and are now critical to modern transport governance, climate resilience, and safe commercial mobility. The session emphasized that Liberia can no longer operate a transport system based on outdated assumptions from five decades ago; instead, the revised law positions the country to anticipate and regulate emerging technologies, evolving environmental demands, and rapidly growing commercial transport services.



Figure 8: Presentation of Future Mobility, Environment, and Commercial Regulation of the Revised VTL.

### 3.3.4.1 Integrating Future Mobility Technologies: Electric & Autonomous Vehicles

The presentation began by examining one of the most transformative additions to the revised law: the inclusion of Electric Vehicles (EVs) and Autonomous Vehicles (AVs) as legally recognized categories. Stakeholders were shown in detail how Chapter 13 introduces:

- Clear legal definitions for EVs, hybrids, and self-driving technologies
- Specialized registration and licensing procedures
- Distinct identifiers or plates for zero-emission vehicles
- Importation guidelines linked to safety, environmental, and technical standards
- Mandatory charging infrastructure planning integrated into urban road design

These provisions signal Liberia’s readiness to adapt to global mobility shifts. The revised law assigns defined responsibilities to institutions such as the EPA, MoT, LEC, LRA, and LNP, ensuring that the transition to electric and automated mobility is systematic, safe, and compliant with international norms. This modern framing moves Liberia towards a cleaner, smarter, and more efficient transport ecosystem.

### 3.3.4. 2 Environmental Protection and Climate-Smart Transport Regulation

A major gap in the 1972 law was the total absence of any environmental standards, despite transportation being one of the largest contributors to air and noise pollution. The revised law corrects this omission by embedding:

- EPA-approved emission and noise standards for all vehicles
- Mandatory vehicle inspection and certification for environmental compliance

- Regulations for hazardous material transport, including signage, driver training, emergency kits, spill containment tools, communication equipment, and route restrictions
- Collaborative enforcement mechanisms involving MoT, EPA, LNP, MPW, and LEC

The presentation reinforced how these reforms protect public health, reduce pollution, and strengthen national climate commitments. Stakeholders were made aware that Liberia can no longer tolerate smoky, noisy, or environmentally hazardous vehicles; the revised law makes such practices illegal and enforceable. This represents a paradigm shift from the reactive, safety-only approach of 1972 to a proactive environmental protection model aligned with global transport sustainability standards.

### 3.3.4. 3 Comprehensive Commercial Transport Reforms

The presentation then transitioned into one of the most impactful structural changes of the revised law: the establishment of Liberia's first comprehensive legal framework for commercial transport. Unlike the 1972 law, which only briefly mentioned taxis and trucks, the new law regulates:

- Taxis and Private Hire Vehicles
- Buses and Minibuses
- Motorcycles and Tricycles (for the first time)
- Heavy-Duty Vehicles
- Goods and Hazardous Cargo Transport

Stakeholders were shown detailed provisions covering:

- Operational permits and registration requirements
- Identification systems (vests, plates, operator IDs)
- Safety and maintenance standards
- District-based operational zones for commercial motorcycles and tricycles
- Passenger capacity rules, emergency exits, and fleet management obligations for bus operators
- Axle load controls and maintenance rules for heavy-duty vehicles

These reforms establish order in a sector historically characterized by informality, unsafe practices, and limited accountability. The new legal structure elevates commercial transport from a loosely regulated activity to a formal, safe, and professionally managed public service.

### 3.3.4.4 Civil Liability and Mandatory Insurance Reform

The presentation highlighted one of the most significant social protection measures in the revised law: No vehicle may be registered or renewed without valid third-party liability insurance. This provision addresses decades of systemic failure in which:

- Crash victims received no compensation
- Enforcement agencies lacked authority to demand proof of insurance

- Many operators drove illegally without financial responsibility

Under the revised law:

- MoT cannot issue or renew licenses without verified insurance
- LNP is empowered to check insurance validity during roadside enforcement
- Insurance becomes a core prerequisite for legal vehicle operation

This reform strengthens accountability and ensures that road crash victims finally receive financial protection.

#### 3.3.4.5 Digital Enforcement and Data-Driven Transport Governance

The final part of the presentation demonstrated how the revised law embraces technology to modernize enforcement and governance. The 1972 law relied entirely on manual record-keeping, handwritten tickets, and fragmented data systems. The revised law enables:

- E-ticketing systems for digital citations
- Centralized roadworthiness databases connected to inspection centers
- Police dashboard integration linking vehicle, license, and insurance records
- Mobile enforcement devices for real-time verification
- Data analytics tools for identifying crash hotspots and monitoring trends

Stakeholders were shown how these innovations reduce corruption, prevent revenue leakage, improve crash investigation, and create a transparent enforcement environment. Technology shifts the system from reactive punishment to proactive road safety management.

## 4.4 Key Issues Raised

The first validation workshop generated extensive and substantive feedback from government institutions, road user groups, civil society organizations, and development partners. The issues raised reflect both long-standing gaps in Liberia's transport regulatory framework and new challenges emerging from shifts in mobility trends, public health demands, and administrative realities. Discussions revealed a shared understanding that the revised VTL represents a major modernization effort, yet several provisions require refinement, clarification, or expansion to ensure the law is implementable, inclusive, and aligned with current national conditions.

### 4.4.1. Seatbelts, Child Restraints, and Occupancy Clarifications

Across multiple institutions, including the Ministry of Health, Road Safety Secretariat, transport unions, and general stakeholders, there were recurring concerns about clarity of occupant safety requirements. Participants questioned who must wear seatbelts, the exact age range for child restraints, and whether the new rules would unintentionally reduce passenger capacity in commercial vehicles. Several institutions also highlighted the absence of clear provisions on securing loads and preventing overloading. These issues underscored the need for precise language to avoid misinterpretation and ensure uniform enforcement nationwide.

#### 4.4.2. Road Safety Education and Public Awareness

The Ministry of Education and several civil society representatives emphasized that the revised law should more explicitly mandate school-based road safety education, beginning from the elementary level. Stakeholders noted that Liberia's high vulnerability among child pedestrians and adolescent road users requires curriculum-based education matched with public awareness campaigns. Driving schools further raised concerns regarding motorcycle training, arguing that without standardized rider education, Liberia will continue to experience high rates of motorcycle-related crashes.

#### 4.4.3. Driver Conduct, Attire, and Public Behavior Standards

Concerns were raised about driver professionalism, particularly among commercial operators. Unions and city authorities called for a legally mandated driver dress code, clearer rules on mobile phone use while driving, and stricter penalties for misuse of horns. Emergency Medical Services and the Ministry of Health also expressed frustration over the frequent failure of drivers to yield to emergency vehicles, indicating the need for stronger legal obligations.

#### 4.4.4. Roadworthiness, Vehicle Age Limits, and Technical Standards

The Ministry of Public Works and other stakeholders stressed the urgent need for a stronger roadworthiness inspection regime, consistent mechanical standards, and a clear national policy on vehicle age limits for imported vehicles. Several participants noted that substandard and aged vehicles are a major contributor to crashes and environmental pollution. The disabled community also expressed concern that the current draft lacks adequate provisions to support drivers and passengers with disabilities.

#### 4.4.5. Two- and Three-Wheel Vehicles (Motorcycles and Tricycles)

Motorcycle and tricycle unions raised multiple concerns, including the need for clear passenger limits, explicit helmet rules, affordable insurance, and stronger identification requirements to enhance security. Rising crime linked to unregistered motorcycles was highlighted as a national concern. The unions also stressed that commercial rider badges and reflective identification codes must be legally enforceable.

#### 4.4.6. Speed Limits and Traffic Operations

Stakeholders expressed significant confusion regarding the unit of measurement for speed limits, whether Liberia should continue using mph or fully transition to km/h in line with international standards. Concerns were also raised about increased speed limits in school and hospital zones, with several institutions advocating a consistent, SI-based limit equivalent to 25 km/h. Additionally, stakeholders demanded clearer procedures for the timely removal of broken-down vehicles.

#### 4.4.7. Alcohol, BAC Limits, and DUI Enforcement

The Liberia National Police questioned whether the proposed BAC limit aligns with previous law, recommending reassessment. Stakeholders also debated who should oversee rehabilitation for DUI offenders, noting that roles among the Ministry of Health, LNP, and justice institutions should be clearly defined.

#### 4.4.8. Heavy-Duty Vehicles, Material Transport, and Axle Load Rules

Institutions such as ECOWAS Transport Unit, EPA, and truck unions raised concerns about unclear standards for securing various types of materials, axle load limitations, and passenger restrictions for trucks. EPA highlighted gaps related to marine transport and environmental risks associated with poor goods management. Several stakeholders called for forward-looking provisions on cable cars and drones as part of Liberia's future transport evolution.

#### 4.4.9. Licensing, Fees, and Traffic Court Structure

The need for clear, unified, and LRD-based fine schedules was a major concern among drivers and law enforcement. Stakeholders questioned the treatment of late registration penalties, the integration of the National Identification Registry (NIR) into licensing, and the legal relationship between traffic courts and the judiciary.

#### 4.4.10. Law Structure, Institutional Alignment, and Compliance

Institutions, including MoT, MPW, and the Law Reform Commission—requested clarity on exemption categories, treatment of existing contracts (such as LTM agreements), and whether the new law constitutes an amendment or a full repeal and replacement of the 1972 law. RSAI and MoT also recommended clearer guidance on national car-free or emission reduction days.

#### 4.4.11. Emergency Vehicle Rights and Siren Regulations

The misuse of emergency sirens and unauthorized installation of light bars emerged as a major issue. EMS and MoH stressed that despite having legal right-of-way, emergency vehicles are routinely obstructed, suggesting the need for stronger enforcement language and public education.

#### 4.4.12. Traffic Control and Operations

EPA and general stakeholders expressed concerns about improper cargo handling in commercial vehicles and requested expanded load securement regulations. There were also calls for restricting truck operating hours in densely populated urban zones.

### 4.5 Recommendations and Initial Amendments

Following the discussions and detailed review of stakeholder contributions, several recommendations were proposed to enhance clarity, strengthen enforcement, and align the revised VTL with Liberia's road safety priorities.

#### 4.5.1. Strengthen and Clarify Safety Provisions (Seatbelts, Child Restraints, and Load Securement)

Stakeholders recommended that the revised law explicitly state that all vehicle occupants, including those in commercial vehicles and rear seats, must wear seatbelts. It was advised that the age requirement for child restraints be clearly defined, as recommended by RSAI, at **5** years and below, with further refinement in collaboration with the Ministry of Health. Provisions on securing loads should be revised to include explicit standards and penalties for load obstruction, overloading, and unsafe material transport.

#### 4.5.2. Integrate Road Safety Education into National Curriculum

Stakeholders recommended embedding road safety education into primary and secondary school curricula, coordinated between the Ministry of Education and Ministry of Transport. It was suggested that public awareness initiatives be included as recurring national programs, not one-off activities. Driving school regulations should be amended to explicitly require motorcycle rider training programs.

#### 4.5.3. Professionalize Driver Conduct and Enforce Behavior Standards

Several amendments were proposed to improve driver professionalism. These include adopting a mandatory dress code for commercial drivers, enforcing footwear requirements, and strengthening penalties for mobile phone use. Amendments should clarify horn misuse offenses and tighten right-of-way rules for emergency vehicles.

#### 4.5.4. Reinforce Roadworthiness, Vehicle Import Standards, and Disability Inclusion

Stakeholders recommended strengthening the roadworthiness inspection regime to ensure consistent nationwide enforcement. A national age limit for imported vehicles, commonly cited as 10 years, should be considered in a dedicated clause. Disability-related provisions should be expanded to ensure inclusive licensing, vehicle adaptation, and accessible transport services.

#### 4.5.5. Improve Motorcycle/Tricycle Regulation and Security Measures

The law should include:

- Maximum of two passengers per motorcycle
- Helmet rules for all riders and passengers, including certain tricycle operators
- Mandatory reflective identification numbers for commercial riders
- Clear procedures for insurance verification
- Affordable insurance options for motorcycle operators

These changes would improve safety and address rising security concerns linked to unregistered motorcycles.

#### 4.4.6. Standardize Speed Limits Using the SI System

Stakeholders recommended that Liberia fully transition to km/h, aligning with global best practices and ECOWAS standards. School, hospital, and residential zone speed limits should be standardized at 25 km/h. Provisions on towing broken-down vehicles should be strengthened to include mandatory timelines and penalties.

#### 4.4.7. Refine DUI Enforcement and Assign Institutional Responsibilities

It was recommended that the BAC limit be reviewed to ensure scientific validity and alignment with WHO guidelines. The law should also identify the responsible institution, MoH, LNP, or a joint committee, for rehabilitating DUI offenders and managing repeat violations.

#### 4.4.8. Expand Heavy-Duty Vehicle Rules and Material Transport Standards

Stakeholders proposed:

- Clearly defined securement requirements by material type
- Training and certification requirements for heavy-duty drivers
- Passenger restriction rules for trucks
- Standardized axle load provisions reflecting ECOWAS norms
- Additional rules for marine, drone, and cable car transportation under future mobility planning

#### 4.4.9. Standardize Enforcement, Fines, Licensing, and Traffic Court Procedures

Participants recommended a fixed and LRD-denominated fine schedule with periodic review mechanisms. Late registration penalties should follow a clear formula. NIR integration into the licensing system was advised to improve identity verification. The relationship between traffic courts and the judiciary should be clarified to prevent conflict in interpretation.

#### 4.4.10. Clarify Institutional Authority, Exemptions, and Contractual Transition

Stakeholders advised:

- Clear enumeration of exemptions (if any) for government or international agencies
- Assurance that existing contracts remain subject to the new law upon enactment
- Clarification from the Law Reform Commission on whether the law is a revision or full amendment/repeal of the 1972 law

#### 4.4.11. Strengthen Emergency Vehicle Protections and Siren Regulations

It was recommended that the law include stricter penalties for unauthorized siren use and clearer right-of-way obligations. Public education campaigns should accompany these changes for effective implementation.

#### 4.4.12. Expand Traffic Control Rules and Load Management

The EPA's recommendation for improved cargo securement regulations should be reflected through expanded sections on material transport. Consideration should be given to restricted truck operation hours in urban centers.

## 5. TRIPARTITE TECHNICAL WORKING GROUP MEETING

The Tripartite Technical Working Group Meeting represented the second-level expert review of the Revised Vehicle and Traffic Law (VTL) following the national validation workshop. This session brought together institutional experts in law enforcement, legal drafting, regulatory oversight, and road safety technical analysis to harmonize the proposed amendments and resolve outstanding issues that required deeper technical scrutiny. The meeting ensured that all revisions were legally coherent, enforceable, and aligned with Liberia’s national priorities and international standards.



Figure 9: Photo of the Tripartite Technical Working Group Meeting

Three (3) key institutions participated in the technical working sessions: the Liberia National Police (LNP), the Law Reform Commission, and the Ministry of Transport (MOT). Together, these institutions formed the technical tripartite working group responsible for leading the review, analysis, and refinement of the proposed revisions. Their combined expertise ensured a balanced approach that integrated legal, enforcement, and transport-sector perspectives, thereby strengthening the quality and relevance of the revised Vehicle and Traffic Law.

### 5.1 Objective of the Tripartite Technical Working Group Meeting

The primary objective of the Tripartite Technical Working Group Meeting was to conduct a detailed, clause-by-clause technical review of the comments and proposed amendments that emerged from the First Validation Workshop. The goal was to ensure that all recommendations were accurately captured and clearly reflected in the draft revisions; legally sound, consistent with national laws and regulatory frameworks; technically feasible and aligned with current enforcement, transport, and administrative realities; and responsive to stakeholder concerns, incorporating expert inputs and practical insights.

This systematic review process ensured that the revised Vehicle and Traffic Law was comprehensive, implementable, and aligned with national road safety priorities.

This session also sought to eliminate contradictions, close regulatory gaps, redefine agency responsibilities, and harmonize the text to ensure clarity for nationwide implementation. Ultimately, the meeting was convened to ensure that every provision in the revised law could be practically enforced on Liberia’s roads and withstand judicial interpretation.

## 5.2 Composition of the Tripartite Technical Working Group

The Working Group consisted of three (3) key institutions, each bringing specialized technical expertise and statutory mandates. Their contributions ensured that the revised law reflects a balanced blend of legal accuracy, enforcement practicality, and road safety technical rigor.

### 5.2.1 Government Agencies

The government institutions represented included:

- **Liberia National Police (LNP):** Provided enforcement perspectives, operational realities on road behavior, and clarity on penalties, violations, and field procedures. They guided decisions on breakdown management, speed enforcement, unregistered vehicles, and motorcycle regulations.
- **Ministry of Transport – Road Safety Secretariat (MoT/RSS):** Led policy interpretation, regulatory alignment, vehicle import standards, licensing procedures, data systems integration, and roadworthiness framework development.
- **Liberia Law Reform Commission (LRC):** Provided legal drafting expertise, ensured compatibility with Liberia’s judicial framework, clarified revocation clauses, exemptions, and validated statutory language for coherence and constitutionality.



Figure 10: Composition of the Tripartite Technical Working Group

## 5.3 Detailed Review of Proposed Amendments

The Technical Working Group performed an extensive, provision-by-provision analysis of all 50 issues raised during the validation workshop. Using the consolidated table of stakeholder concerns and agreed provisions, the team evaluated each issue to determine whether:

- The amendment was accepted
- The provision required redrafting or clarification
- Additional research or institutional guidance was needed
- The issue should be deferred to future regulation

### Key areas of focus included:

#### 5.3.1 Safety Provisions and Occupant Protection

The technical working group clarified that all occupants must wear seatbelts (Issue 1), defined child restraint standards, and confirmed maximum passenger capacities for commercial vehicles (Issue 2). Load securing standards were established with measurable limits for different vehicle types (Issue 3).

#### 5.3.2 Driver Qualification and Conduct

Heavy-duty driver age limits were set at minimum 25 years, aligning with ECOWAS where feasible (Issues 4 and 29). Motorcycle and tricycle operators must now undergo certification (Issue 5) and comply with PPE requirements (Issue 6), strengthening professionalization of operators.

#### 5.3.3 Behavioral Offenses and DUI Rules

The group harmonized DUI provisions (Issue 7), defined misuse of horns and loud music (Issue 8), standardized speed limits in special zones (Issue 14), and reinforced unambiguous rules on high-beam usage (Issue 10).

#### 5.3.4 Roadworthiness and Vehicle Standards

A new nationwide Roadworthiness Framework was adopted, led by MoT but enforced by LNP/MoJ (Issue 12). Vehicle import restrictions were established by limiting importation to vehicles less than 10 years old (Issue 13).

#### 5.3.5 Environmental and Noise Pollution Controls

Noise pollution enforcement standards were defined (Issues 8 and 42), with EPA empowered to support enforcement of vehicle-related environmental violations.

#### 5.3.6 Registration, Licensing, and Administrative Reforms

No grace period will be provided for expired registrations (Issue 17), unregistered vehicles are categorized as illegal (Issue 18), and fines were standardized to USD 25–50 (Issue 9). Ticketing copy distribution was harmonized among LNP, LRA, and offenders (Issue 20).

#### 5.3.7 Commercial Transport Regulations

Passenger limits for motorcycles (Issue 28), banning tint in commercial vehicles (Issue 11), and inclusion of scrap yards and garages as regulated sectors (Issue 19) were confirmed.

## 5.4 Technical Discussions and Harmonization

The Working Group’s deliberations focused on resolving cross-cutting technical challenges and ensuring that provisions were consistent, realistic, and legally defensible.

### 5.4.1 Clarifying Overlapping Institutional Mandates

The team refined the enforcement hierarchy, confirming that MoT sets policy and standards, LNP leads field enforcement, and MoJ oversees legal compliance and prosecution (Issue 21). This ended long-standing ambiguities in reporting and oversight.

### 5.4.2 Aligning National Standards with International Best Practices

Speed limits were standardized in km/h nationwide (Issue 31), aligning with international conventions. BAC levels and sanctions were harmonized with WHO guidance. Safety equipment requirements for motorcyclists were brought in line with global norms.

### 5.4.3 Enhancing Operational Efficiency

Issues such as timely removal of broken-down vehicles (Issue 15), reflective vest identification standards (Issue 16), and towing equipment requirements (Issue 30) were harmonized to strengthen enforcement consistency.

### 5.4.4 Legal Drafting and Structural Refinements

The Law Reform Commission led discussions on revising complex clauses, including revocation language (Issue 23), heavy-duty driving age requirements, and error correction protocols for operating licenses (Issue 22).

### 5.4.5 Future Policy Integration

Though not fully adopted, issues such as No-Go Zones for motorcycles (Issue 47) and banning sales on bridges (Issue 48) were documented for future policy development. Car-Free or No-Emission Day integration remains under consideration (Issue 36).

## 5.5 Outcomes and Consensus Achieved

The Tripartite Technical Working Group achieved a high level of consensus across all major reform areas. Key outcomes include:

### 5.5.1. Agreement on 50 Structured Amendments

All 50 stakeholder-raised issues were addressed, with clear technical resolutions or agreed text ready for inclusion in the final VTL draft.

No.	Stakeholder Concern	Technical Decision	Final Amendment Adopted
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1	Seatbelt usage unclear	Clarify occupant categories	Seatbelt mandatory for all occupants
2	Passenger limits inconsistent	Standardize capacity definitions	Passenger limits defined across all vehicle types
3	Loads not properly secured	Need enforceable load standards	Clear cargo securement requirements included
4	No minimum age for heavy-duty drivers	Align with ECOWAS & safety	Minimum age set at 25 years
5	Untrained motorcycle operators	Require professional certification	Mandatory rider certification added
6	Riders wear unsafe footwear/clothing	Need PPE standards	Required boots, helmets, and protective gear
7	Conflicting DUI clauses	Harmonize into one provision	Unified DUI section with single BAC rule
8	Horn abuse in traffic	Noise nuisance and distraction	Clear prohibition on horn misuse
9	Fines inconsistent	Need standard fine structure	All fines standardized to USD 25–50
10	Improper use of high-beams	Risk of glare & crashes	High-beam restrictions clarified
11	Tinting hides identity & threatens safety	Ban tint on commercial vehicles	Tinting prohibited on commercial transport
12	Weak roadworthiness system	Need oversight & standards	Strengthened national inspection framework
13	Importation of old unsafe vehicles	Need age limit	Imports restricted to vehicles ≤10 years
14	Speed limits unclear in sensitive zones	Risk to children & patients	School & hospital zone limits clarified
15	Broken-down vehicles cause hazards	Need removal requirements	Mandatory towing timelines added
16	Commercial riders lack visible ID	Security concern	Reflective vest ID codes mandated

17	Drivers exploit grace periods	Encourages non-compliance	No grace period for expired registration
18	Unregistered vehicles operating	Regulatory loophole	Defined as illegal/unauthorized
19	Scrap yards unregulated	Safety & security risks	Scrap yards and garages formally regulated
20	Confusion over ticket distribution	Record-keeping inconsistent	Ticket copies defined for LNP, LRA, offender
21	Overlapping agency mandates	Enforcement confusion	Roles for MoT, LNP, MoJ, EPA clarified
22	Errors on licenses not addressed	Need correction mechanism	Formal correction procedure integrated
23	Revocation rules unclear	Legal gaps	Revocation clause strengthened
24	Cyclists not included	Vulnerable road user risk	Cyclists included in relevant provisions
25	Pedestrian awareness lacking	High pedestrian fatalities	Pedestrian awareness added to training & law
26	Poor lane discipline	Frequent side-swipes	Lane discipline provisions clarified
27	Shoulder misuse	Safety hazard	Rules added for shoulder use
28	Motorcycle overloading	Excessive passenger deaths	Maximum of two persons mandated
29	Debate on heavy-duty driver age	Confirm requirement	Heavy-duty age remains 25 years
30	Unsafe towing operations	Limited capacity	Towing equipment requirements defined
31	MPH vs KM/H inconsistency	Need international alignment	Liberia adopts km/h nationwide
32	Need for road safety awareness	National behavior change	National Traffic Safety Day included

33	Distracting loud music	Safety & enforcement issue	Loud music prohibited while driving
34	Motorcycle operations unclear	Need inclusion	Motorcycles formally approved for hire services
35	Outdated crash terminology	Modernization needed	“SSS” replaced with “Crash Sites”
36	Car-Free Day proposed	Better as policy	Deferred to national policy framework
37	Maritime regulatory confusion	LMA role unclear	LMA responsibilities clarified
38	Ambiguous legal terms	Difficult to enforce	Terms like “time certain” clarified
39	Siren misuse widespread	Public safety concern	Siren use restricted to authorized vehicles
40	Lack of pedestrian crossings	High-risk roads	Mandatory pedestrian crossings designated
41	Same penalty for new/repeat offenders	No deterrence	Graduated penalties adopted
42	Noise pollution rampant	EPA authority weak	EPA empowered to enforce noise violations
43	Traffic device definitions vague	Enforcement difficulty	Traffic signs/signals/markings defined
44	Illegal parking disrupts flow	Enforcement weak	Stronger parking & obstruction rules
45	Goods vehicles unregulated	Safety & theft issues	Goods vehicle permit requirements added
46	Driving schools unstandardized	Poor driver training	Accreditation & curriculum rules added
47	Motorcycle No-Go Zones debated	Implementation complexity	Deferred to policy (not law)
48	Traders selling on bridges	High-risk & obstruction	Selling on bridges prohibited

49	Roads poorly categorized	Causes enforcement gaps	Clear national road classification added
50	Language barriers in licensing	Safety & comprehension	English proficiency or approved translation required

Table 1: Agreement on 50 Structured Amendments

### 5.5.2. A Harmonized, Enforceable, and Modernized Legal Framework

The meeting produced a unified version of the revised VTL that integrates:

- International safety standards
- Clear enforcement protocols
- Environmental protection measures
- Robust commercial transport regulations
- Digital enforcement and data integration

### 5.5.3. Strengthened Institutional Roles

Consensus was achieved on clearly defining mandates for MoT, LNP, MoJ, LRC, EPA, and other implementing agencies, minimizing future jurisdictional conflicts.

### 5.5.4. Improved Protection for Vulnerable Road Users

Provisions for children, pedestrians, motorcyclists, and persons with disabilities were strengthened, demonstrating commitment to a safe-systems approach.

### 5.5.5. Enhanced Clarity for Road Users and Enforcement Officers

The law now includes unambiguous rules on:

- Seatbelts and helmets
- Speed limits
- DUI
- Load securement
- Passenger limits
- Registration and insurance
- Commercial transport operations

### 5.5.6. Legal Draft Prepared for Final Validation

The revised and harmonized provisions proceed to the Third Validation Meeting, where the final draft was presented for endorsement prior to submission to the Ministry of Transport and onward transmission to the Cabinet and National Legislature.

## 6. SECOND AND FINAL VALIDATION WORKSHOP

The Second and Final Validation Workshop represented the last national stakeholder engagement before the Revised Vehicle and Traffic Law (VTL) was finalized for submission to the Ministry of Transport and onward transmission to the Office of the Minister of Transport, for onward submission to the President. The workshop served as the decisive stage for resolving outstanding controversies, validating technical inputs from the Tripartite Working Group, and securing broad-based national consensus on the amended provisions.



Figure 11: Second and Final Validation Workshop

### 6.1 Objective of the Final Validation Stage

The primary objective of the final validation workshop was to present, scrutinize, and verify the consolidated draft of the Revised VTL, integrating all amendments accepted during the Tripartite Technical Working Group review. The session aimed to:

- Resolve all remaining discrepancies or contested provisions;
- Validate technical decisions using participatory voting;
- Capture final stakeholder recommendations requiring legal refinement;
- Achieve national consensus on contentious issues such as fines, vehicle capacity, age limits, DUI sanctions, tinting rules, noise pollution enforcement, and roadworthiness obligations;
- Confirm that the revised law is ready for adoption and implementation.

This stage ensured that the Revised VTL reflects both expert legal drafting and the social legitimacy necessary for effective nationwide enforcement.

## 6.2 Stakeholder Participation

The final validation workshop brought together a broad mix of sectoral stakeholders. This inclusive participation ensured that the final VTL draft incorporated views from enforcement agencies, policy institutions, road users, and community stakeholders.

## 6.3 Presentation of Consolidated Draft Law

During the workshop, the Ministry of Transport presented the consolidated draft law, highlighting key changes from earlier drafts and amendments adopted during the technical working group stage. The presentation explained:

- Areas where stakeholder comments were fully incorporated (e.g., seatbelt clarification, child restraint coverage, reflective vest identification numbers);
- Areas requiring additional technical review (e.g., insurance enforcement mechanisms);
- Issues requiring a stakeholder vote (e.g., fines, passenger capacity, heavy-duty driver age limits);
- Cross-sector responsibilities regarding enforcement, policy interpretation, and implementation.

Participants were guided through chapter-by-chapter updates, ensuring that every change from the 1972 law and earlier drafts was fully understood and validated.

## 6.4 Final Review and Validation Inputs

Stakeholders provided detailed feedback on the consolidated draft, resulting in several clarifications, votes, and amendments to achieve consensus. Key validation inputs included:

No.	Issue Reviewed	Key Stakeholder Concern / Discussion	Final Decision / Outcome
1	Vehicle Occupancy & Passenger Limits	Debate between allowing 5 occupants vs. increasing to 6 in private vehicles.	Vote: 18 for “as designed,” 10 for “6 passengers.” Final occupancy remains based on manufacturer design.
2	Commercial Passenger Capacity	Need to differentiate passenger capacity between commercial and private vehicles due to fare structure and loading behavior.	Commercial capacity rules will remain separate and aligned with operational realities.
3	Load Securing & Overloading	Officers currently fine trucks “by eye view” without measurement tools.	Recommendation: Use axle-load law as reference; provide proper measurement tools for enforcement.

4	Heavy-Duty Driver Age Limit	Some stakeholders proposed reducing age to 18 or 25.	Vote: 22 for age 25, 3 for age 22. Final decision: Minimum age remains 25 years. Optional 6-month probationary permit proposed.
5	Motorcycle & Tricycle Rider Training	Training must include licensing; MOT testing centers should validate training; MOE should support education.	Integrated into final draft: Training linked to licensing; MOT validation required; MOE coordination encouraged.
6	Rider PPE & Helmet Enforcement	Question on whether riders must provide helmets for passengers.	Dealers must supply two helmets per motorcycle sold; waste collectors must wear helmets and secure waste properly.
7	Child Restraints	Uncertainty whether child restraint rules apply to 2- and 3-wheelers.	Recommendation: Child restraint law must apply to all vehicle classes where applicable.
8	DUI & BAC Enforcement	Calls for vehicle impoundment, tracking DUI tests, and jail penalties for offenders.	DUI tests must be logged; DUI vehicle impoundment supported; consideration of jail penalties noted for future revision.
9	Noise Pollution Enforcement	Clarification on speaker use, late-night disturbances, and celebrations in traffic.	Consensus: Traffic celebrations fall under inappropriate road behavior; enforcement to follow.
10	Fines & Currency	Debate: USD vs. LD; some requested higher fines (\$300).	Vote: 15 votes for USD 25–50, vs. 12 votes for \$300. Outcome: Standard USD 25–50 traffic violation fine range retained.
11	High-Beam Usage	Need repair standards and restrictions on high-beam imports.	Recommendation: Repairs must match original specifications; illegal high-beam lights should be restricted.
12	Roadworthiness & Vehicle Registration	Requests for annual inspection timetable, mandatory January registration, standardized systems, and prohibiting defective vehicles despite stickers.	Annual & standardized inspections supported; defective vehicles prohibited regardless of sticker.

13	Importation of Old Vehicles	Reinforce inspection at ports; ensure safety systems meet standards.	Vehicles must meet standardized safety features; port-of-entry roadworthiness inspection recommended.
14	Broken-Down Vehicle Removal	Debate on 30 minutes vs. 1 hour removal time in urban areas.	Vote: 1 hour approved (majority); 30 minutes received 3 votes.
15	Registration Grace Period	Stakeholders requested a 1-month grace period.	No grace period—earlier technical decision upheld. MOT explained mobile-money registration solves delays.
16	No-Go Zones & Selling on Bridges	Need legal support for enforcement but concerns about practical implementation.	Both issues noted for future regulation, not included in current VTL text.
17	Emergency Kit Requirements	Request for mandatory emergency kits in all vehicles.	Approved—emergency kits required for all vehicle types.
18	Reflective Vest Identification Numbers	Need clarity on sector-specific ID numbering for riders.	Vest numbering standards will be developed by LNP and sector regulators.
19	Insurance Issues	Insurance companies often fail to compensate victims; need stronger enforcement.	Police intervention required; insurance associations must comply with law; MOT to circulate revised VTL to insurers.
20	Open Discussion Issues	Need clearer definitions (“stop/stand/park”), review of driving school fees, lost license procedures, tracking foreigners, stronger penalties for expired licenses, national awareness campaigns, stakeholder involvement in crash investigations, and review of transport fare structure.	Recommendations acknowledged; several items to be addressed through policy, regulation, or administrative guidelines outside the VTL.

Table 2: Final Review and Validation Inputs

## 6.5 Endorsement of the Revised Vehicle & Traffic Law

After extensive deliberation and resolution of all outstanding issues, the workshop concluded with broad national endorsement of the consolidated Revised Vehicle & Traffic Law. Stakeholders expressed satisfaction that the updated law:

- Reflects national realities and enforcement capacities;
- Aligns with international safety standards;
- Provides clear legal definitions and administrative procedures;
- Strengthens enforcement for high-risk behaviors;
- Modernizes road transport governance in Liberia.

With consensus achieved, the Revised VTL was adopted as the final version to be submitted to:

1. The Ministry of Transport (MoT) for formal transmission;
2. The Cabinet for executive review;
3. The National Legislature for enactment.

Stakeholders reaffirmed their commitment to support implementation through enforcement, education, public awareness, and inter-agency collaboration.

## 7. KEY FINDINGS AND FINAL AMENDMENTS

The revision of the Vehicle and Traffic Law of Liberia resulted in a modernization of the country's transport regulatory framework. The combined process: national validation, technical review, and final stakeholder endorsement yielded several major policy shifts, structural reforms, and legal clarifications that significantly strengthened Liberia's capacity to manage road safety, regulate transport systems, and aligned it with international and regional road safety standards.

### 7.1 Summary of Major Policy Shifts

The revised law introduces transformative reforms that reposition road safety as a national priority grounded in evidence-based policymaking and clear enforcement mechanisms. The following policy shifts are among the most substantial:

#### 7.1.1. Transition from Ambiguity to Prescriptive Safety Standards

The 1972 law relied heavily on broad or subjective language, such as "reasonable speed" or general expectations of safe conduct. The revised law replaces these uncertainties with specific requirements, including:

- Mandatory seatbelt use for *all* occupants;
- Defined child restraint age categories;
- Clear helmet and PPE rules for 2- and 3-wheel operators;
- Statutory speed limits by zone and by road type;
- Explicit DUI/BAC thresholds with procedural enforcement guidelines.

These shifts align Liberia with global best practices and eliminate interpretative inconsistencies that previously undermined enforcement.

#### 7.1.2. Formalization of Commercial Transport Governance

The new law recognizes and regulates commercial motorcycles, tricycles, buses, taxis, and heavy-duty vehicles as formal transport sub-sectors. This includes:

- Licensing and certification requirements;
- Passenger capacity rules;
- Uniform identification and registration standards;
- Safety equipment obligations;
- Cargo and load securement rules.

This policy shift is critical given the dominant role of informal transport in Liberia's urban mobility landscape.

#### 7.1.3. Introduction of Environmental, Insurance, and Technological Provisions

For the first time in Liberia's traffic legislation, the revised law incorporates:

- Emission and noise pollution controls;
- Hazardous materials transport standards;
- Mandatory third-party liability insurance for all vehicles;
- E-ticketing, data integration, and digital enforcement tools.

These provisions extend the scope of the VTL beyond safety to include sustainability, consumer protection, and modernization of enforcement.

#### 7.1.4. Institutional Realignment and Clear Mandate Definitions

The revised law articulates specific roles for MoT, LNP, MoJ, EPA, LRA, and other agencies. This replaces the historic overlap in responsibilities and clarifies the chain of command for inspections, ticketing, data management, and criminal proceedings.

## 7.2 Structural and Legal Improvements

Beyond policy direction, the revised VTL introduces critical legal and structural improvements essential for enforceability and institutional coherence.

#### 7.2.1. Clearer Legal Drafting and Modern Legislative Structure

The revised law:

- Separates compound or ambiguous clauses;
- Introduces new chapters for emerging issues;
- Harmonizes penalties;
- Provides clear definitions for technical terms (e.g., traffic control devices, load limits, emergency vehicles).

The structural reorganization enhances legal clarity and reduces enforcement disputes.

#### 7.2.2. Strengthened Roadworthiness and Import Controls

Key improvements include:

- A national roadworthiness inspection framework;
- Mandatory inspection timelines;
- Port-of-entry inspections for imported vehicles;
- A 10-year age limit for vehicle imports;
- Specific lighting, tinting, and material securement standards.

These reforms address Liberia's chronic influx of unsafe, defective, and outdated vehicles.

#### 7.2.3. Institutionalized Data and Enforcement Systems

The revised law enables:

- National harmonization of registration systems;
- Integration of MoT–LNP–LRA data systems;
- Digital ticketing;
- Enforcement tracking;
- Mechanisms for monitoring repeat offenders.

This structural upgrade shifts the system from manual, paper-based processes to a modern data-driven model.

#### 7.2.4. Enhancements to Criminal and Administrative Penalties

The revised VTL clarifies:

- Fines (USD 25–50 standardized, except where otherwise specified);
- Graduated penalties for repeat violations;
- Criminal liability for severe offenses such as operating without a license or DUI violations;
- Mandatory impoundment and enforcement of illegal or improperly registered vehicles.

This strengthens deterrence and enhances judicial consistency.

### 7.3 Compliance with ECOWAS Road Safety Standards

The revised VTL brings Liberia significantly closer to regional harmonization under ECOWAS transport safety protocols. Key areas of compliance include:

#### 7.3.1. Driver Licensing and Training Standards

- Minimum age for heavy-duty drivers set at 25, consistent with ECOWAS commercial transport requirements.
- Mandatory certification for motorcycle and tricycle operators aligns with regional motorcycle safety initiatives.

#### 7.3.2. Axle-Load Enforcement and Cargo Standards

- Clear references to existing axle-load laws align Liberia with the ECOWAS Highway Axle Load Control Framework.
- Adoption of securement requirements ensures safer cross-border movement of goods.

#### 7.3.3. Speed Management and Standardized Units

- Adoption of km/h as the national measurement for speed aligns Liberia with ECOWAS and African Union road safety frameworks.
- Special zone limits (25 km/h) reflect ECOWAS recommendations for vulnerable road user protection.

#### 7.3.4. Hazardous Material Transport

- Classification, labeling, and emergency-response standards align with ECOWAS recommendations for dangerous goods movement.

#### 7.3.5. Vehicle Import & Roadworthiness Compliance

- The 10-year age limit moves Liberia toward regional convergence on used vehicle import standards.

#### 7.3.6. Digital Enforcement Systems

ECOWAS encourages electronic enforcement, cross-border data sharing, and modernization, all now partially embedded in Liberia's revised VTL.

### 7.4 Remaining Gaps and Recommendations

While the revised VTL reflects substantial progress, several policy and implementation gaps remain. These require further regulatory development, institutional strengthening, or policy-level interventions.

#### 7.4.1. Enforcement Capacity and Resource Gaps

Road safety enforcement will require:

- Speed measurement devices;
- Load measurement tools;
- Training for LNP officers;
- Expansion of testing centers;
- Budgetary allocations for digital systems.

Without these, some provisions may be difficult to operationalize.

#### 7.4.2. Need for Complementary Regulations and Guidelines

Certain issues are better handled through regulations, not legislation. These include:

- No-Go Zones for motorcycles;
- Selling on bridges;
- Emergency lane protocols;
- Detailed curriculum requirements for driving schools;
- Enforcement manuals for roadworthiness inspections.

#### 7.4.3. Strengthening Insurance Oversight

Stakeholders raised deep concerns that insurance companies fail to pay claims. **Recommendation:** *Develop a Road Traffic Insurance Enforcement Directive in collaboration with CBL, MoT, LNP, and insurance associations.*

#### 7.4.4. Public Awareness and Road User Education

Legislative reforms must be paired with:

- Nationwide awareness campaigns;
- Curriculum integration at the primary and secondary level;
- Media partnerships for ongoing sensitization.

#### 7.4.5. Institutional Coordination Risks

The revised law assigns shared responsibilities across MoT, LNP, MoJ, EPA, and other agencies.

**Recommendation:** *Establish a National Road Safety Implementation Taskforce to oversee VTL rollout.*

#### 7.4.6. Economic and Fare Structure Adjustments

Commercial passenger capacity changes may affect incomes and fare systems.

**Recommendation:** *The Ministry of Transport should review and realign national transport fares to reflect updated standards.*

## 8. INSTITUTIONAL AND IMPLEMENTATION CONSIDERATIONS

The successful rollout of the Revised Vehicle and Traffic Law of Liberia depends not only on the strength of the legal text but also on the capacity of national institutions to operationalize its provisions, enforce compliance, build public awareness, and monitor progress over time. Effective implementation requires close coordination among multiple ministries, agencies, and enforcement bodies, each contributing distinct responsibilities within a unified national road safety framework. This section outlines how institutional mandates, enforcement systems, capacity-building needs, and monitoring structures must evolve to support the full implementation of the revised law.

### 8.1 Lead Ministries and Agencies

Responsibility for implementing the revised Vehicle and Traffic Law rests on a network of ministries and agencies whose mandates converge around road transport, public safety, environmental management, education, revenue systems, and justice administration.

At the center of this framework is the Ministry of Transport, which now assumes the role of lead regulator under the revised law. The Ministry is expected to translate legislative provisions into detailed operational guidelines, oversee all vehicle registration and inspection systems, certify training institutions, lead national awareness campaigns, and maintain a comprehensive database of licensed drivers and registered vehicles.

Supporting the Ministry of Transport is the Liberia National Police, whose role as the primary enforcement body becomes even more critical under the revised law. The LNP is tasked with ensuring roadside compliance with speed limits, helmet and seatbelt use, DUI rules, vehicle registration, and insurance verification. Their ability to execute these duties consistently and fairly will determine how quickly behavioral norms begin to change on Liberia's roads. Enforcement will require officers to adopt modern technologies such as e-ticketing and digital verification tools, tools that significantly increase transparency and reduce discretionary interpretation of the law.

The Ministry of Justice also plays a central role as the legal oversight body responsible for prosecution, the operation of Traffic Courts, and legal interpretation of offenses. The new roadworthiness inspection regime requires MoJ to supervise inspection centers, ensuring fair, consistent, and evidence-based assessments. Meanwhile, the Law Reform Commission ensures that all legislative language is clear, enforceable, and aligned with constitutional expectations.

Other supporting agencies include the Environmental Protection Agency, responsible for emissions and noise pollution enforcement; the Liberia Revenue Authority, which manages the financial aspects of vehicle registration and fines; the Liberia Electricity Corporation, which helps integrate new mobility technologies such as electric vehicles; and the Ministry of Education, responsible for embedding road safety education in school curricula and regulating driving school instructors. These interconnected mandates reflect the multisectoral nature of road safety and highlight that the VTL cannot be effectively implemented by a single institution acting alone.

## 8.2 Enforcement Mechanisms

The revised VTL envisions a modernized enforcement system that replaces ad-hoc, manual, and discretionary practices with structured, technology-driven and procedurally consistent mechanisms. The first significant shift is the introduction of a digital ticketing and offense tracking system, designed to eliminate inconsistencies that often arise in manual paper systems. By linking traffic citations directly to national vehicle and driver databases, enforcement becomes both traceable and tamper-resistant.

Similarly, the strengthened roadworthiness inspection framework introduces predictable standards, routine inspection schedules, and the possibility of enforcing compliance at the port of entry for imported vehicles. Roadside inspections become more reliable as officers increasingly rely on measurable technical criteria rather than visual judgment.

Speed enforcement also transitions toward objectivity through the use of radars, automated cameras, pacing techniques, and standardized km/h signage nationwide. DUI enforcement mechanisms are strengthened through scientific testing methods, clear BAC limits, and mandatory logging of DUI tests to ensure cumulative tracking of repeat offenders.

Commercial motorcycle and tricycle enforcement mechanisms also improve with mandatory helmet use, PPE requirements, reflective vest identification codes, and rules limiting passenger loads. Pollution and noise standards are enforced through coordinated actions between EPA and LNP, marking one of Liberia's first moves toward integrating environmental compliance into transport governance. Together, these mechanisms modernize enforcement in ways that promote fairness, reduce corruption, and strengthen deterrence.

## 8.3 Public Awareness and Capacity Building Needs

Even the most well-drafted transport law cannot succeed without widespread understanding and acceptance by the public. For this reason, public awareness emerges as a central pillar of implementation. The revised VTL introduces several new behavioral requirements that many drivers, riders, and pedestrians may not initially understand—such as child restraint rules, speed limits in kilometers rather than miles, mandatory insurance, helmet standards, and strict load-securing obligations. Effective communication is essential for ensuring voluntary compliance and reducing friction between road users and enforcement officers.

Awareness campaigns must therefore be continuous rather than episodic, employing a combination of radio, television, social media, community engagements, and school curricula. The Ministry of Education plays a critical role in cultivating future generations of safer road users by embedding structured road safety content into the school system. Meanwhile, specialized capacity-building programs must be targeted toward law enforcement officers, driving school instructors, vehicle inspectors, and MoT personnel. Training must emphasize the technical details of the revised law, the proper use of

enforcement equipment, crash reporting procedures, and professional conduct guidelines that reinforce citizen trust.

Institutional capacity must also grow. MoT needs improved digital systems, standardized registration tools, and expanded testing centers. LNP requires equipment for speed enforcement, DUI testing, and digital ticketing. EPA must strengthen its ability to monitor emissions and noise pollution. Without such capacity-building, the revised VTL risks falling short of its intended impact.

## 8.4 Monitoring and Evaluation Framework

A robust Monitoring and Evaluation (M&E) framework is essential for assessing the effectiveness of the revised Vehicle and Traffic Law, identifying emerging implementation challenges, and guiding iterative improvements. Monitoring must begin immediately upon rollout and continue regularly through coordinated reporting systems shared among MoT, LNP, LRA, EPA, and the Traffic Courts. Data generated from ticketing systems, roadworthiness inspections, DUI logs, and vehicle registration databases will form the backbone of evidence-based evaluation.

Evaluation will focus on indicators such as reductions in crash fatalities and injuries, improvements in seatbelt and helmet compliance, increased registration and insurance coverage, and reductions in violations related to speeding, overloading, and DUI. These metrics will help determine whether the revised law is achieving its intended safety outcomes and where additional reforms or enforcement emphasis may be necessary.

To ensure objectivity, the M&E framework also incorporates periodic independent assessments from the Law Reform Commission, civil society organizations such as RSAI, and development partners where appropriate. A feedback mechanism must be embedded within the system so that findings from the monitoring stage translate into procedural improvements, regulatory adjustments, or policy reforms. This adaptive approach ensures that the VTL remains responsive to Liberia's evolving transport dynamics, institutional capacities, and public safety needs.

Intervention Logic	Objectively Verifiable Indicators (OVIs)	Means of Verification (MoV)	Key Assumptions / Risks
<b>OVERALL GOAL</b>			
To reduce road traffic fatalities, injuries, vehicle crashes, and unsafe driving behavior through effective implementation of the Revised Vehicle & Traffic Law.	<ul style="list-style-type: none"> <li>- 30% reduction in road traffic fatalities within 5 years.</li> <li>- 40% increase in helmet and seatbelt compliance.</li> <li>- Reduction in DUI-related crashes by at least 25%.</li> <li>- 60% of vehicles pass the annual roadworthiness inspection.</li> </ul>	<ul style="list-style-type: none"> <li>- National Road Safety Annual Report (MoT/RSS).</li> <li>- Police crash reports &amp; LNP database.</li> <li>- Hospital and EMS trauma statistics.</li> <li>- WHO road safety monitoring data.</li> </ul>	<ul style="list-style-type: none"> <li>- Sustained political commitment.</li> <li>- Adequate budget allocation for enforcement and public awareness.</li> <li>- No major economic shocks that undermine enforcement capacity.</li> </ul>

PURPOSE			
To ensure the revised VTL is fully enforced, understood by the public, and supported with functional institutional systems, resulting in behavioral change and improved compliance.	<ul style="list-style-type: none"> <li>- 80% of enforcement officers trained on the revised VTL.</li> <li>- 70% of licensed drivers are aware of new legal provisions.</li> <li>- Significant increase in registered and insured vehicles.</li> <li>- Digital ticketing system operational nationwide.</li> </ul>	<ul style="list-style-type: none"> <li>- MoT training reports.</li> <li>- LNP enforcement records.</li> <li>- Public perception surveys.</li> <li>- LRA &amp; MoT registration/insurance data.</li> </ul>	<ul style="list-style-type: none"> <li>- Agencies collaborate effectively.</li> <li>- Public acceptance of new rules.</li> <li>- Technology systems function reliably.</li> </ul>
OUTPUTS			
1. Strengthened enforcement systems	<ul style="list-style-type: none"> <li>- E-ticketing system deployed across all major enforcement corridors.</li> <li>- Roadworthiness inspections standardized in all counties.</li> <li>- DUI testing logs digitized.</li> </ul>	<ul style="list-style-type: none"> <li>- LNP digital enforcement dashboard.</li> <li>- MoT inspection registry.</li> <li>- Traffic Court adjudication records.</li> </ul>	<ul style="list-style-type: none"> <li>- Officers properly trained to use equipment.</li> <li>- Adequate internet and electricity access at enforcement points.</li> </ul>
2. Improved driver and vehicle compliance	<ul style="list-style-type: none"> <li>- Increase in valid registrations and insurance coverage.</li> <li>- 90% helmet use in the commercial motorcycle sector.</li> <li>- 50% reduction in unregistered vehicles on the road.</li> </ul>	<ul style="list-style-type: none"> <li>- MoT &amp; LRA compliance audits.</li> <li>- Roadside surveys.</li> <li>- LNP enforcement data.</li> </ul>	<ul style="list-style-type: none"> <li>- Insurance companies comply with law and pay claims.</li> <li>- Drivers purchase PPE and comply with rules.</li> </ul>
3. Enhanced institutional capacity for VTL implementation	<ul style="list-style-type: none"> <li>- MoT, LNP, EPA, and Traffic Court staff trained on legislative updates.</li> </ul>	<ul style="list-style-type: none"> <li>- Training attendance lists.</li> <li>- Agency performance reports.</li> </ul>	<ul style="list-style-type: none"> <li>- Agencies retain trained staff.</li> <li>- Inter-agency coordination mechanisms remain active.</li> </ul>

	- At least 5 new inspection centers are functional.		
4. Increased public awareness of revised VTL provisions	- 70% of the public exposed to awareness messages. - Road safety education integrated into school curricula.	- Media monitoring reports. - MoE curriculum revision records. - Surveys from RSAI, MoT.	- Adequate funding for communication campaigns. - Schools adopt curriculum changes.
<b>ACTIVITIES</b>	<b>Performance Indicators</b>	<b>Means of Verification</b>	<b>Assumptions</b>
1. Conduct nationwide awareness campaigns	- # of radio/TV programs aired. - # of community outreach events.	- Media logs. - MoT/RSAI awareness reports.	- Media houses cooperate. - Public responds to messaging.
2. Train enforcement officers on revised VTL	- # of officers trained. - # of training modules developed.	- Training attendance sheets. - Certificates issued.	- Adequate training budget.
3. Deploy digital enforcement tools	- % of counties using e-ticketing. - # of devices deployed.	- LNP IT system reports.	- Technology remains functional; stable network.
4. Implement national roadworthiness standards	- # of vehicles inspected. - % failing inspection.	- MoT inspection registry.	- Inspection centers properly staffed.
5. Strengthen data systems and inter-agency reporting	- MoT–LNP–LRA shared system operational. - Frequency of quarterly reports.	- System logs. - M&E reports.	- Agencies maintain data sharing protocols.
6. Integrate road safety into school curriculum	- # of schools that adopt curriculum. - # of teacher training programs.	- MoE implementation reports.	- Teachers and schools have capacity to deliver curriculum.

7. Establish M&E oversight mechanisms	<ul style="list-style-type: none"> <li>- Quarterly and annual road safety performance reports produced.</li> <li>- Stakeholder evaluation meetings held.</li> </ul>	- National Road Safety M&E Framework reports.	- Stakeholders actively participate in reviews.
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*Table 3: Monitoring and Evaluation (M&E) framework for the Revised VTL*

## 9. CONCLUSION

The revision of Liberia’s Vehicle and Traffic Law represents one of the most significant legislative reforms in the country’s transport sector in over five decades. Initiated to address a rapidly changing mobility landscape and a rising public health crisis caused by road traffic crashes, the process achieved far more than a technical update to outdated statutes. It brought together an unprecedented coalition of government institutions, enforcement agencies, civil society actors, professional bodies, transport unions, and development partners, each contributing insights that transformed the revised law into a modern, inclusive, and future-oriented legal framework.

The entire review and validation process underscored the complex and interconnected nature of road safety governance. Stakeholders recognized that the old 1972 law, despite its historical importance, could no longer support the demands of a fast-growing vehicle population, expanding commercial transport services, emerging environmental concerns, and the increasing risks faced by pedestrians, motorcyclists, and other vulnerable road users. The revised law therefore goes far beyond correcting past deficiencies; it redefines how Liberia approaches road safety, institutional coordination, transport regulation, technological integration, and public accountability.

The final product is a strengthened legal instrument that sets clearer standards for behavior on the road, introduces modern enforcement systems, and clarifies the roles of major institutions such as the Ministry of Transport, Liberia National Police, Ministry of Justice, Law Reform Commission, Environmental Protection Agency, and Liberia Revenue Authority. It introduces long-overdue protections for children, pedestrians, commercial riders, and passengers, and brings Liberia into closer alignment with ECOWAS and global road safety measures.

Yet perhaps the most important achievement of this reform process lies not only in the text of the revised law, but in the national consensus built around it. Through consultations, validation workshops, and technical negotiations, stakeholders demonstrated a shared commitment to collective responsibility for road safety. The law now reflects the lived realities of road users, the operational constraints of enforcement agencies, and the strategic policy aspirations of the Government of Liberia. It is this shared ownership that gives the revised VTL its strongest foundation for lasting success.

### 9.1 Final Remarks

The Revised Vehicle and Traffic Law stands as a landmark step in Liberia’s journey toward safer, healthier, and more orderly mobility. It embodies a shift in national mindset—from reactive enforcement to proactive prevention, from fragmented institutional mandates to coordinated governance, and from informal practices to structured, measurable, and accountable systems.

The extensive amendments introduced across the law address structural gaps that have persisted for decades. These include outdated vehicle standards, weak enforcement authority, ambiguous legal definitions, absence of environmental protections, and the lack of formal recognition for commercial motorcycle and tricycle operators who now form a large portion of Liberia’s transport workforce. The revised law responds to these realities with forward-looking provisions that balance safety, equity, economic livelihood, and future mobility technologies.

The process highlighted that road safety is not merely a technical function—it is a multi-dimensional national priority that affects public health, education, economic productivity, environmental quality, and social well-being. It reinforced the fact that effective road safety requires cultural transformation as much as legislative change. Liberia’s growing recognition of this connection marks a turning point in how the country will address mobility challenges moving forward.

Equally important, the validation process demonstrated strong inter-institutional collaboration, a prerequisite for sustained implementation. The constructive engagement between MoT, LNP, MoJ, LRC, EPA, and civil society organizations such as Road Safety Action International revealed the deep interdependence of their mandates. This collaboration must continue beyond validation into the implementation phase if the revised law is to achieve its intended impact. The Revised VTL is therefore not just a legal revision; it is a new vision for Liberia’s transport future—one grounded in safety, sustainability, and shared national responsibility.

## 9.2 Next Steps for Enactment and Implementation

With the validation process completed and consensus achieved on all major provisions, the next phase involves transitioning from deliberation to enactment and implementation. This stage is equally critical, as the success of the revised law will depend on how effectively it is adopted, communicated, enforced, and sustained.

The next step will be a submission of the draft to the office of the Minister of Transport, for onward submission to the President, and subsequently submitted to the Legislature for action. . While undergoing committee review, plenary debate, and eventual passage into law. Continued collaboration with the Law Reform Commission and Ministry of Justice will be essential to ensure that the legislative process proceeds smoothly and that no ambiguities remain before enactment. Once the revised law is legislated, the Government of Liberia will embark on a implementation agenda. This will include developing subsidiary regulations and operational guidelines covering roadworthiness inspections, motorcycle and tricycle operations, insurance compliance, traffic enforcement procedures, emission and noise standards, data reporting requirements, and administrative penalties. These regulations will give practical effect to the law’s provisions and provide frontline officers, inspectors, driving schools, and judiciary actors with clear operational direction.

Large-scale public awareness campaigns will also be required to ensure that citizens understand the new rules. Many provisions, such as helmet use, standardized passenger limits, km/h speed limits, insurance requirements, and environmental standards, represent significant changes from longstanding norms and will require time, education, and consistent messaging to ensure voluntary compliance. Capacity building will form a major part of implementation. Enforcement agencies will need training on new procedures, new equipment for speed and DUI enforcement, updated reporting tools, and strengthened internal accountability systems. Similarly, MoT will need to expand its data systems, inspection capacity, and regulatory oversight functions. EPA will require enhanced monitoring capabilities for emissions and noise control. Driving schools will require updated curricula aligned with the revised law and CAP-trained instructors.

Monitoring and evaluation processes will track progress in real time, ensuring that the law remains responsive to implementation challenges, technological developments, and evolving policy priorities. Regular feedback loops between agencies, road users, and civil society will support adaptive implementation and future amendments. In essence, the revised Vehicle and Traffic Law mark the beginning of a new chapter in Liberia's transport governance. The journey ahead will require sustained collaboration, adequate resources, strong leadership, and resolute public commitment. With these elements in place, the law has the potential to dramatically reduce road traffic deaths, improve mobility efficiency, and contribute to a safer and more prosperous Liberia.

## **Annex A: List of Stakeholders Consulted**

## **Annex B: Invitation letters to stakeholders**

## **Annex C: Validation Workshop Agendas**

## **Annex D: Photographs of Validation Activities & Technical Tripartite Session**

## **Annex E: Validation Activities & Technical Tripartite Session Attendance Log**



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