



Road Safety Management Workshop

Road Safety in **CAMBODIA**

By

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Agency: **National Road Safety Committee**

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National Data

- Cambodia:
 - Population: **14,474,644** (annual growth rate 2.15)
 - Square Kilometer: **181,035 Km²**
 - Road Length: **30,391 km**
 - No of Registered Vehicles and % trend:
714,463 vehicles and 37% increase from 2000-2007

Definition and Data System

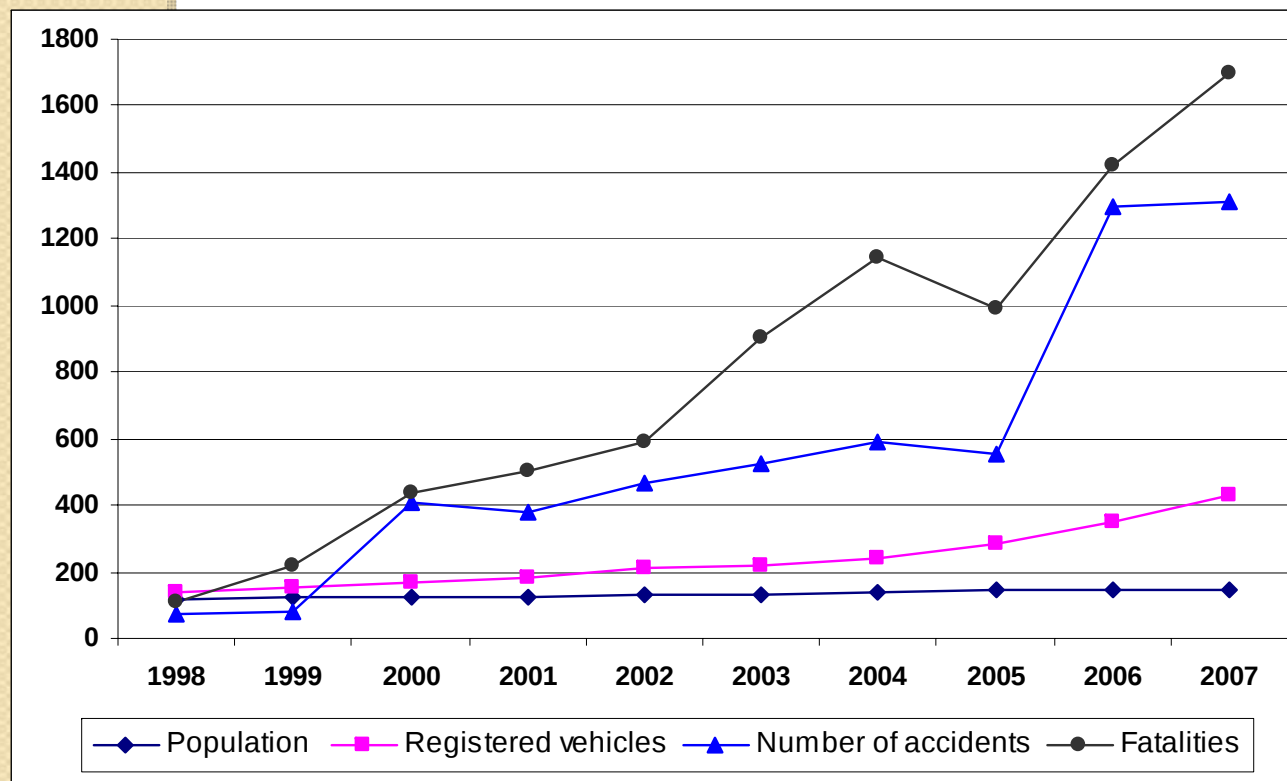
- **Definition:**
 - **Fatality:** death within 30 days of accident
 - **Serious injury:** casualties hospitalized for more than 10 days
 - **Moderate injury:** casualties hospitalized from 1-10 days
 - **Slight Injury:** casualties not hospitalized
- **Data System – Road Traffic Accident and Victim Information System (RTAVIS):**
 - **Police and Hospital Data**
 - **Form:** standardized for the whole country
 - **Database System:** Yes – centralized database access and retrieval at Handicap International Belgium (transfer to NRSC in 2009/10)
 - **Software:** Microsoft Access and Visual Basic 6, and SPSS
 - **Annual Accident Report availability:** Yes, including monthly report and customized to end-user needs
 - **Injury classification used:** fatality, severe, moderate, slight

Data & Major Trend

traffic accidents make up **46% of all recorded injuries**, and contribute almost **7%** towards the causes of **physical impairment and disability** in the country

Road traffic accidents, casualties and fatalities increase **more proportionally** than road traffic and population.

Evolution of road traffic accident and casualties (base 100 = 1995)



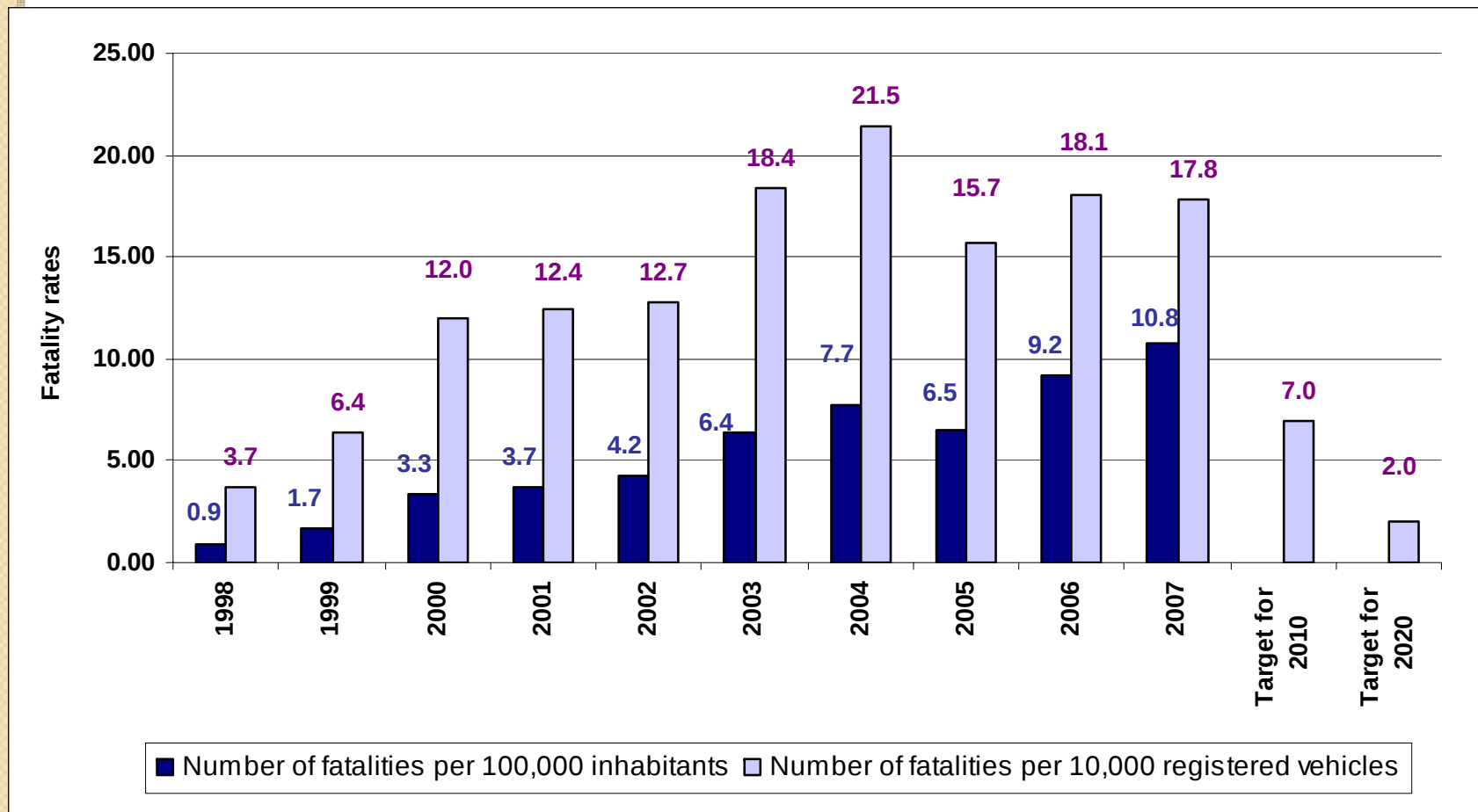
- Every day, more than 4 persons die and other 70 are injured.
- From 2001 to 2007, the number of fatalities has triple.
- The total economic loss of road traffic accidents is estimated at **116 million US\$ annually (ADB) in 2004.**

Safety Target and Management

- **National Safety Targets established:**
 - **Deaths / 10,000 vehicles:** 7 by year 2010 (currently 18 / 10,000 vehicles)
 - **Deaths / 100,000 population:** N/A (currently 9.2 / 100,000 population)
- **National Safety Plan:**
 - **ADB/ASEAN version**
 - **Key strategies and programs:** RTAVIS, helmet wearing, education and awareness, traffic laws and enforcement, technical inspection, driver training, emergency assistance (first aid),
- **Institutional Set-up and arrangements**
 - National Road Safety Committee (legally est.2005) tasked with overall coordination of RS in Cambodia
 - Budget: USD 108,000 (2007), USD 300,000 (2008)

Road Safety Facts (1998-2007)

In 2007, the fatality rate (in 10,000 vehicles) is more than double the target for 2010. It is a very big challenge for the country to achieve the target, which is set in the National Road Safety Action Plan.



Type of Transport

Very high share of 2-wheeled vehicles in the vehicle fleet (75% of motorized vehicles).



Traffic Mix

Heterogeneous traffic mix (e.g. motorbikes, ox carts and bicycles sharing the road with high-speed 4-wheelers).



Key Issues and Challenges

- Key Issues Identified in National Plan
 - **Target Groups:** motorcycle riders, students (grade 1-9), general public, traffic police
 - **Target behaviours:** helmet wearing, speeding, drunk-driving, seatbelt, overloading,, road rules, vehicle registration and licensing
 - **Road and vehicle:** vehicle inspection, improvement of road design

Strategic Programs and Projects

Strategic Projects	% Intervention Coverage				Potential Reduction %	No. of Deaths Involved/y	Expected No. of Fatality Reduction			
	2007	2008	2009	2010			2007	2008	2009	2010
Helmet	30	50	80	80	50	127	19	32	51	51
RSE	50	70	80	80	30	84	13	18	20	20
driver training	15	30	40	40	30	623	28	56	75	75
Total						834	60	105	146	146
Targeted Safety Index (deaths/10,000 vehicles)							0.84	1.48	2.04	2.04

Example of a Successful Road Safety Intervention

- **Name of intervention:** Helmet Wearing Awareness Campaign in Phnom Penh (2004-ongoing)
- **Problem statement:** The majority of motorcycle riders do not wear helmets and suffer the majority of casualties and deaths (97%)
- **Issues identified:** Helmet wearing law not yet implemented, young people are most vulnerable, helmets are expensive compared to income, no helmet standards, attitudes towards helmets among riders, incorrect usage of helmet
- **Rationale:** The majority of Cambodians drive motorcycles (77%), to increase voluntary compliance of helmets use among Cambodian motorcycle riders
- **Detail of Intervention:** TV and radio spots, poster, leaflet campaign, education in schools, celebrity endorsements, advocacy, multi-stakeholder involvement
- **Impact of Intervention:** Phnom Penh increase from 7% (2004) to 21% (2007)

Fact of Intending

To share road safety knowledge, skills, experience, understanding and deliver sustained reductions in road traffic accident.

Thank you

