



Country Report on Road Safety Initiatives in **CAMBODIA**

By

Name: **Pisith VONG (Cambodia)**

Agency: **National Road Safety Committee**



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 2000-2006
 - Vehicle Kilometer Traveled/year: N/A

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 2008/9)
 - 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



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)
 - Deaths per Billion VKT: N/A
- **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 (1996-2006)

| Year | Registered Vehicles | Road Length (Km) | Number of accidents | Fatality Index | | | |
|------|---------------------|------------------|---------------------|----------------|---------------------|------------------------|-----------------|
| | | | | Death | Per 10,000 Vehicles | Per 100,000 Population | Per Billion VKT |
| 1996 | 27,408 | 30,391 | 577 | 94 | 4.1 | 0.9 | N/A |
| 1997 | 20,881 | 30,391 | 429 | 83 | 3.2 | 0.8 | N/A |
| 1998 | 27,707 | 30,391 | 510 | 102 | 3.7 | 0.9 | N/A |
| 1999 | 30,151 | 30,391 | 556 | 196 | 6.4 | 1.7 | N/A |
| 2000 | 34,229 | 30,391 | 2951 | 401 | 12 | 3.3 | N/A |
| 2001 | 51,120 | 30,391 | 2699 | 459 | 12.4 | 3.7 | N/A |
| 2002 | 27,010 | 30,391 | 3335 | 535 | 12.7 | 4.2 | N/A |
| 2003 | 37,440 | 30,391 | 3760 | 824 | 18.4 | 6.4 | N/A |
| 2004 | 38,184 | 30,391 | 4,255 | 1,042 | 21.5 | 7.7 | N/A |
| 2005 | 89,217 | 30,391 | 6,301 | 904 | 15.7 | 6.5 | N/A |
| 2006 | 139,634 | 30,391 | 9,338 | 1,292 | 18.1 | 9.2 | N/A |



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% (2006)