

**ROYAL GOVERNMENT OF CAMBODIA  
MINISTRY OF PUBLIC WORKS AND TRANSPORT**

**COUNTRY REPORT**

**ON  
ROAD SAFETY IN CAMBODIA**

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## I- Introduction

According to UN ESCAP Report in 2004, the road accidents are a growing worldwide problem - around 1 million deaths and over 23 million injuries per year, and around 85% of these deaths are occurred in developing countries. The problem is particularly urgent in developing countries as the Asia – Pacific region already contributes 44% of global road deaths although it currently only has around 16% of the worlds motorized vehicle fleet.

Particularly in the Kingdom of Cambodia, with the increasing number of motor vehicles every year and the effort of the Royal Government concentrating on construction, rehabilitation on road infrastructure to facilitate rapidly and smoothly transportation of goods, people in order to boosting national economic and particularly reducing people poverty, road accidents which are also increasing in a dramatically high rate.

In the Kingdom of Cambodia, road accidents are being recognized as a second big disaster after AIDS and caused lost of life, lost of public and private properties, affect social harmony. So Government Poverty Reducing Policies are affected and impeded by this second disaster. Road accidents, which had been recorded since 1994, are presented as the following:

Number of Road Accidents (1994-2006)

Year	Number of People	Number of Registered Vehicles	Number of Accident	Number of Victims			Fatality Rate	
				Dead	Heavy Injury	Light injury	Per 10.000 vehicles	Per 100.000 persons
1994	9,460,000	164,830	711	95	98	148	5.76	1
1995	9,690,000	191,682	719	91	144	218	4.75	0.94
1996	9,940,000	218,890	577	94	147	222	4.29	0.95
1997	10,180,000	239,770	429	83	134	201	3.46	0.81
1998	11,437,656	267,477	510	102	126	189	3.81	0.89
1999	11,722,454	297,667	556	196	309	465	6.58	1.67
2000	12,014,343	331,904	2951	401	1998	2391	12.08	3.34
2001	12,313,500	383,990	2699	459	1771	2413	11.95	3.73
2002	12,620,604	410,027	3335	535	2113	3188	13.05	4.24
2003	12,934,857	447,428	3760	824	2714	3615	18.42	6.37
2004	13,256,935	485,612	4,255	1,042	3,185	3,740	21.46	7.86
2005	13,587,032	574,829	3,957	904	3,185	3,833	15.73	6.65
2006	13,925,349	714,463	4,927	1,157	3,967	4,528	16.19	8.31

**Note:** -Population growth rate is 2.49 per year.

-This table show that from 2004 to 2006 in average road accidents caused from 3 to 4 people died and more than 100 people are injured seriously every day and left behind orphans, crippled people, widows and pushing them to slip into the poverty that impede the poverty reduction policy of the Government .

## II. Causes of Road Accidents

Road accidents caused by three main factors:

### 1. Human Factors (Road Users)

The statistics show that 92% of road accident has been caused by road users who infringed the traffic law, for instance driving faster than limited speed, driving carelessly, getting drunk during driving etc.

### 2. Road Defect

One part of road accident has been caused by road/bridge infrastructure, which is not yet in the appropriate safety to standard, for examples potholes in the road.

### **3. Vehicle Defect**

Vehicles have caused road accident because their owners did not properly maintain and regularly inspect the vehicle during the operation. So the road accident occurred when brake failure, tire blowout, power steering failure, headlight failure.

## **III. Road Accident Costing Evaluation:**

In 2003 ADB conducted the survey and estimated that road accident cost 116 millions USD during this year the road accident caused 824 dead, 3,740 slight injuries and 2,714 serious injuries. In 2006 road accident caused 1,157 dead, 3,967 serious injuries, 2,528 slight injuries. So, the cost maybe higher than the year 2003.

## **IV. Road Accident Reduction -Target in the ASEAN Countries**

In order to boost economic integration in the region to a quicker pace, all ASEAN countries had agreed to set up the targets reducing road accident as the following:

- Stage 1 - by 2004: not more than 10 fatalities per 10.000 vehicles.
- Stage 2 - by 2010: not more than 07 fatalities per 10.000 vehicles.
- Stage 3 - by 2020: not more than 02 fatalities per 10.000 vehicles.

**Note:** In 2006 the fatality rate in Cambodia is 16 fatalities per 10,000 vehicles, so we have to run to catch up the ASEAN target and we need a lot of money to deal with this serious problem.

## **V. Current Activities on Road Safety**

Up to now some progresses has been done as the following:

### **1- Road Safety Action**

With cooperation of ADB, Ministry of interior, the Ministry of Public Works and Transport has set up 15 action plans:

- 1) Creation National Road Safety Committee.
- 2) Road Accident Data Systems.
- 3) Road Safety Funding.
- 4) Road Safety Audit and Hazardous Locations.
- 5) Road Environment and Road Design.
- 6) Road Safety Education for Children.
- 7) Traffic Law and Regulations.
- 8) Law Enforcement.
- 9) Technical Inspection.
- 10) Drivers Training.
- 11) Emergency Assistance to Traffic Victims.
- 12) Road Safety Public Campaigns.
- 13) Partnerships with Private and Non Governmental Organizations.
- 14) Road Accident Costing Evaluation.
- 15) Road Safety Research Institution.

**Note:** The Prime Minister approved 15 Road Safety Action Plan.

### **2- Action Plan N° 1: National Road Safety Committee**

The Government of Cambodia Established of the National Road Safety Committee or so called (NRSC) in June 06<sup>th</sup>, 2005 is aiming to:

- Pile up the forces and create the cooperation, collaboration and facilitation between the Ministries and related Institutions to take measures to prevent and to reduce the road traffic accidents to lowest level.
- To protect the populations' lives, and to prevent the private and public properties from any losses that cause from traffic accidents in which affect the socio-economic and gross domestic product (GDP)
- To ensure the security, public order and road traffic safety.
- There are also 24 sub-committees (provincial committee-PRSC) of the NRSC to cope the road safety problem.

### **3- Action Plan N° 2: Road Accident Data Systems**

Knowing exactly and clearly the factors that caused to road accident are needed in order to take effective measures. Thus road accident data system must be accurate and reliable. Currently road accident data are not accurate and reliable; especially they are underestimated throughout the country. At the present time, HANDICAP (HIB) assists the National Road Action Plan (NRAC) to establish the new data collection system now in use throughout the country.

### **4- Action Plan N° 3: Road Safety Funding**

Since 2006, the Government has allocated some funds for Road Safety as the following:

In 2006, Ministry of Economic and Finance decided to earmark budget 384,200,000 riels for the first phase as the following:

- a) 196,200,000 riels about 47,850 USD for running the works of the General Secretariat of NRSC.
- b) 19,000,000 riels about 4,600 USD for spending on short sports of road safety for education on TV.
- c) 169,000,000 riels about 41,200 USD for training and publishing on road safety.
- d) Distribution 1000 USD to 24 provinces for awareness campaign.
- e) Distribution on set of the telephone and fax machine to 24 provinces for communication.

In 2007, Ministry of Economic and Finance decided to allocate budget 444,000,000 riels about 108,290 USD for the first phase as the following:

- a) 165,016,800 riels about 40,240 USD for running the works of the Secretariat of PRSC.
- b) 15,498,000 riels about 3,700 USD for spending on administrative affaire and printing of road safety program in General Secretariat of NRSC.
- c) 134,406,200 riels about 32,780 USD for traffic law training to all 24 PRSC.
- d) 39,380,500 riels about 9,600 USD for fuel of mission in the provinces of General Secretariat of NRSC.
- e) 89,691,600 riels about 21,870 USD for publishing on road safety.

### **5- Action Plan N° 4: Road Safety Audit and Hazardous Locations (no activity)**

### **6- Action Plan N° 5: Road Environment And Road Design (no activity)**

### **7- Action Plan N° 6: Road Safety Education For Children**

In December 2004, HIB distributed 1,500 helmets to children and their teachers from three schools in Phnom Penh during a ceremony chaired by his Majesty Norodom Sihamoni, King of Cambodia with 8,000 participants.

HIB, in collaboration with the Ministry of Education, Youth and Sports (MoEYS), developed a new road safety curriculum for primary school pupils from grade 1 to grade 6 (age 6 to 12), approved by the ministry in June 2005. It will form part of Local Life Skills Program of the national curriculum. Since 2005, with collaborate between NRSC, the HIB published the road safety books, for the first time for using in some schools in the Phnom Penh City and next step will be in the provinces.

### **8- Action Plan N° 7: Traffic Law And Regulations**

On the 20 December 2006 new Traffic Law approved by the National Assembly, on the 16 January 2007 approved by the Senate, and on the 08 February 2007 promulgated by the King.

The new traffic law is the important legal instrument that we need to use as reducing the road accidents in Cambodia.

### **9- Action Plan N° 8: Law Enforcement (no activity)**

### **10- Action Plan N° 9: Technical Inspection**

Today, Phnom Penh has two places of technical inspection by computer system and has prepared two more stations in provinces. Furthermore, MPWT allow some provinces to control the vehicles by eyes control, because we lake funds to invest in the technical inspection in other provinces.

### **11- Action Plan N° 10: Drivers Training**

NRSC has conducted the drivers training, especially to motors vehicle driving skill to the drivers with free, and distribute for free booklet on traffic law, skill to drive the motorbike and some other related documents. NRSC has trained to 500 drivers in 2007. The entire driver who have trained with fully 16 hours, were issues the certificate and allowed to have driving test examination. For this action, all the 24 PRSC are planning to do so.

Driving test examinations by computer system in Phnom Penh are being improved, we will use the driving test by computers system in other provinces too.

### **12- Action Plan N° 11: Emergency Assistance to Traffic Victims**

Red Cross of Cambodia is one of NRSC member. About this action, Red Cross is making effort for their works in emergency aid to traffic victims around Phnom Penh and other provinces.

### **13- Action Plan N° 12: Road Safety Public Campaigns**

A) According to the letter of United Nation Economic and Social Commission for Asia and the Pacific of 24 August 2006, The National Road Safety Committee of Cambodia collaborated with Handicap International Belgium organized Road Safety Week that held on April 04-06, 2007 before the Khmer New Year Holiday. During the first Road Safety Week many works has been done as following:

1) Dissemination of the new road traffic law: This was the highlight of the first road safety week in Cambodia. The new road traffic law was launched in the ceremony, chaired by deputy of NRSC. During the ceremony, new main articles of the law had been explained such as wearing a helmet / seatbelt, driving license for motorbike drivers over 49cc, alcohol concentration, and rate of fine/ penalties.

2) Enforcement campaigns: An enforcement/awareness campaign conducted by traffic police officers has been conducted during the whole week. focusing on the main cause of road traffic accidents, especially on drunk driving, driving on the wrong side of the road, not respecting the right way, dangerous over taking. This would be an important step forward to showing the important role of the police in improving road safety.

3) Awareness campaigns in schools: Education is one of the main components to improve road safety. Some schools could be selected to hold special events such as road safety play role, drawing competition, and question – answer on road safety/traffic law and especially road safety simulation.

4) Road safety television program: Road safety TVs spot is very important to disseminate the road safety and public education on the traffic law. Many TV channel aired the sports on Road Safety.

5) Test for driving license: Candidates can access to the test at the local area testing center. If they pass the theory test and the driving test, they will get the license.

6) Display 40 banners along the main road.

7) Round table discussion on TVK (state run TV) on traffic law for one hour.

8) Aired on Radio Free Asia on traffic law for one hour.

9) Putting in place some billboards along the main national roads.

B) Road Safety Week has been celebrated in some provinces at the same day. We can't celebrate to all 24 PRSC, because of lack of funds.

Some activities of awareness campaign have been done by the sub-committee NRSC in the 24 PRSC.

C) The helmet wearing campaign

Motorcycle riders are most vulnerable road users. Data from the Cambodia Road Traffic Accident and Victim Information System (RTAVIS) show that **70% of road traffic casualties in Cambodia are motorcycle riders and 38% of them suffer from head injuries**. Alarming, 40% of these casualties are youth between the ages of 15-24. To deal with this growing crisis, since 2004, governmental and non-governmental stakeholders active in the road safety sector have concentrated efforts on awareness on helmet wearing. In 2007 the statistics show that 21% Cambodian people are wearing helmets during driving. The total number of the registered motorbike is about 541,146 but only 2,085 motorbike riders hold the driving license. That is why motorbike riders are the most venerable road users.

Furthermore, there was a workshop on May 24-25, 2007 in Sihanouk Vill province.

The agenda of workshop is talking about Action Plan for helmet that focused on the following:

- a. Public education and awareness
- b. Legislation and enforcement
- c. Helmet standard development
- d. Involving community through provincial governments, commercial sector and NGOs
- e. Research, evaluation and monitoring
- f. Trauma management
- g. School education
- h. Management and coordination.

### **14- Action Plan N° 13: Partnerships with Private and Non Governmental Organizations**

#### **A) Handicap International Belgium (HIB)**

The National Road Safety Committee of the Kingdom of Cambodia and Handicap International Belgium has signed on the Cooperation Agreement on February 16, 2006 for reduction

of fatalities, disabilities and injuries through improvement of road traffic in Cambodia. The both sides implement some of the national road safety action plans of the Government of Cambodia, especially as following:

- Action 1: establishing the mechanism of the NRSC, HIB supported by technique and some money to support the work of the NRSC.
- Action 2: establishing road accident data and victim information systems.
- Action 6: developing road safety curriculum for primary schools in Phnom Penh and some provinces for the first step.
- Action 11: developing and implementing national road traffic casualty emergency assistance to traffic victim.
- Action 12: road safety publicities and campaigns. Up to now HIB has published 500 books on the traffic law and 15,000 booklets on the traffic law and skills to drive the motorbike.
- Action 13: road safety network is a partnership with private sectors and non-governmental organizations.

**B) Japanese International Cooperation Agency(JICA)**

Japan International Cooperation Agency and the Royal Government of Cambodia on December 12, 2006 have signed the agreement on the improvement Road Traffic in Phnom Penh City. Especially to improve urban traffic condition by reducing traffic congestion and accidents through the implementation of appropriate traffic management in Phnom Penh City.

The Project focused on three subjects:

- a. Improvement of intersection.
- b. Enhance the capacity of drivers.
- c. Strengthen the capacity of traffic police.

These three projects will start from June 2007.

**15- Action Plan N° 14: Road Accident Costing Evaluation** (no activity)

**16- Action Plan N° 15: Road Safety Research Institution** (no activity)

## **VI. Conclusions**

To achieve these targets, concerted and sustained efforts on the above action plans are needed and required as following:

1. Firm commitment from the Royal Government to provide sustainable funding for road safety
2. Commitment from private and non governmental organizations by supporting financial and technical assistance.
3. Commitment from people themselves to involve in Road Safety Action Plan.
4. Time, patience and cooperation between and among the stakeholder's delegation and NRSC.
5. NRSC has decided to prioritize 3 subjects (3Es) of the Action Plan such as:
  - Education (awareness campaign)
  - Engineering
  - Enforcement

On behalf of Cambodian delegation, I would like to make appeal to all donor countries, private sectors, and non-governmental organization - international organizations kindly to assist financial and technical support to the National Road Safety Committee to reduce the alarming road accidents in Cambodia.

**Thank you for your attention**