



# CAMBODIA

## Key road safety challenges and solutions

---

November 2015





## WHAT WE WILL COVER

- Driving License
- Helmet wearing & drink driving policy
- Law enforcement
- National action plan
- Public awareness

# ព្រះរាជាណាចក្រកម្ពុជា ជាតិ សាសនា ព្រះមហាក្សត្រ

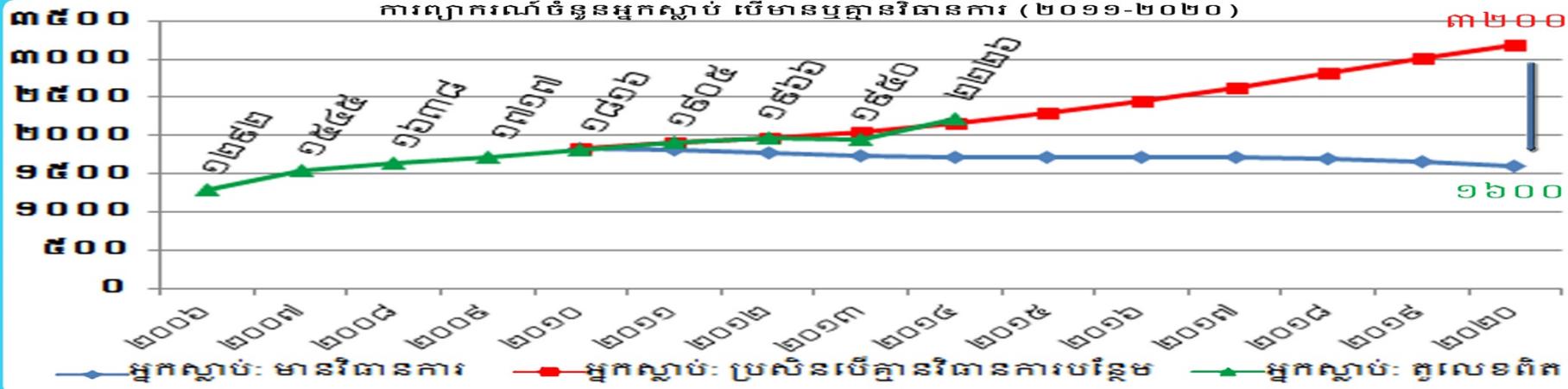


គណៈកម្មាធិការជាតិសុវត្ថិភាពបរិស្ថានស្តុកស្តុចស្រូវសោក

របាយការណ៍  
ស្តីពី

ជំនន់គ្រោះ និងគ្រោះថ្នាក់បរិស្ថានស្តុកស្តុចស្រូវសោក  
ឆ្នាំ ២០១៤

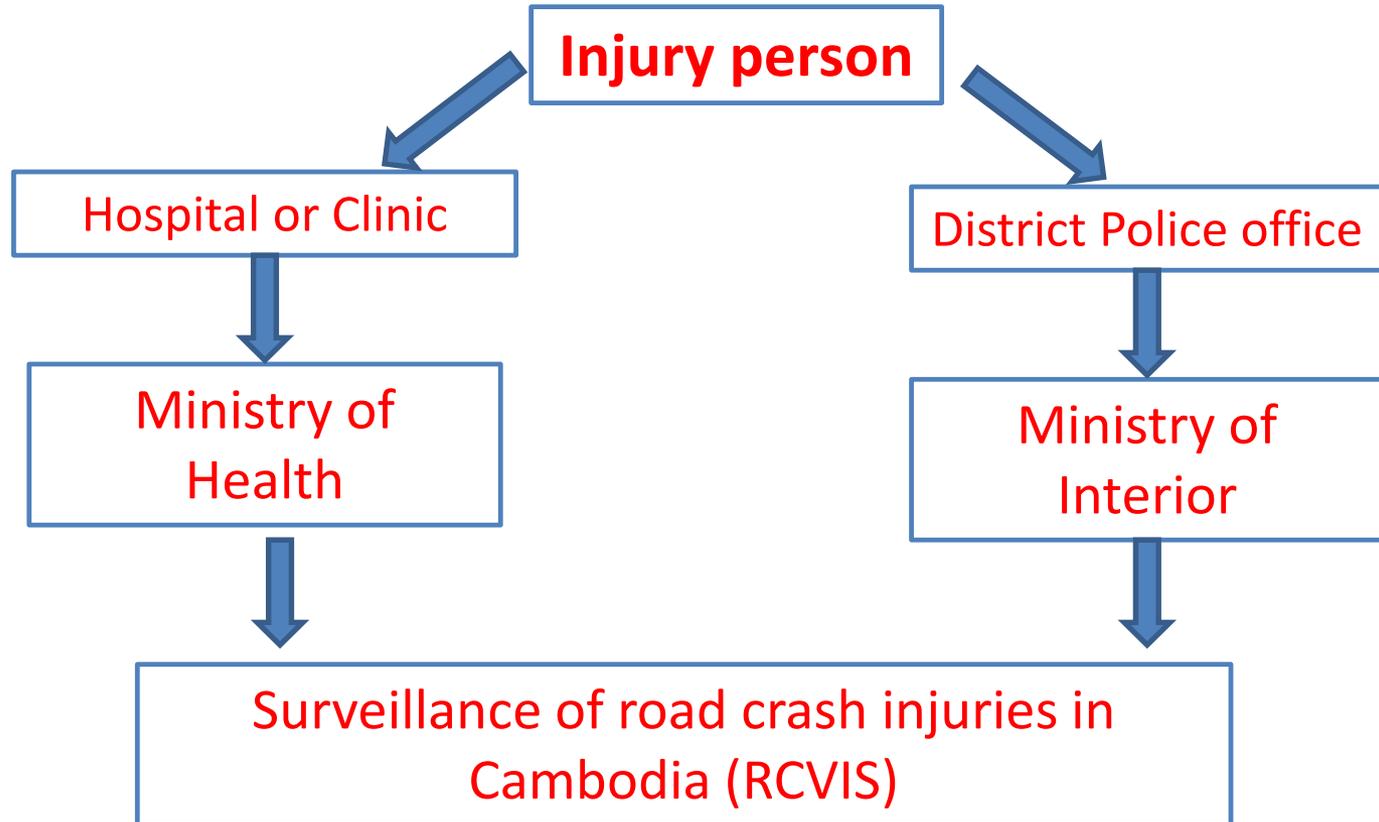
ការល្អករណ៍ចំនួនអ្នកស្លាប់ បើមានឬគ្មានវិធានការ (២០១១-២០២០)



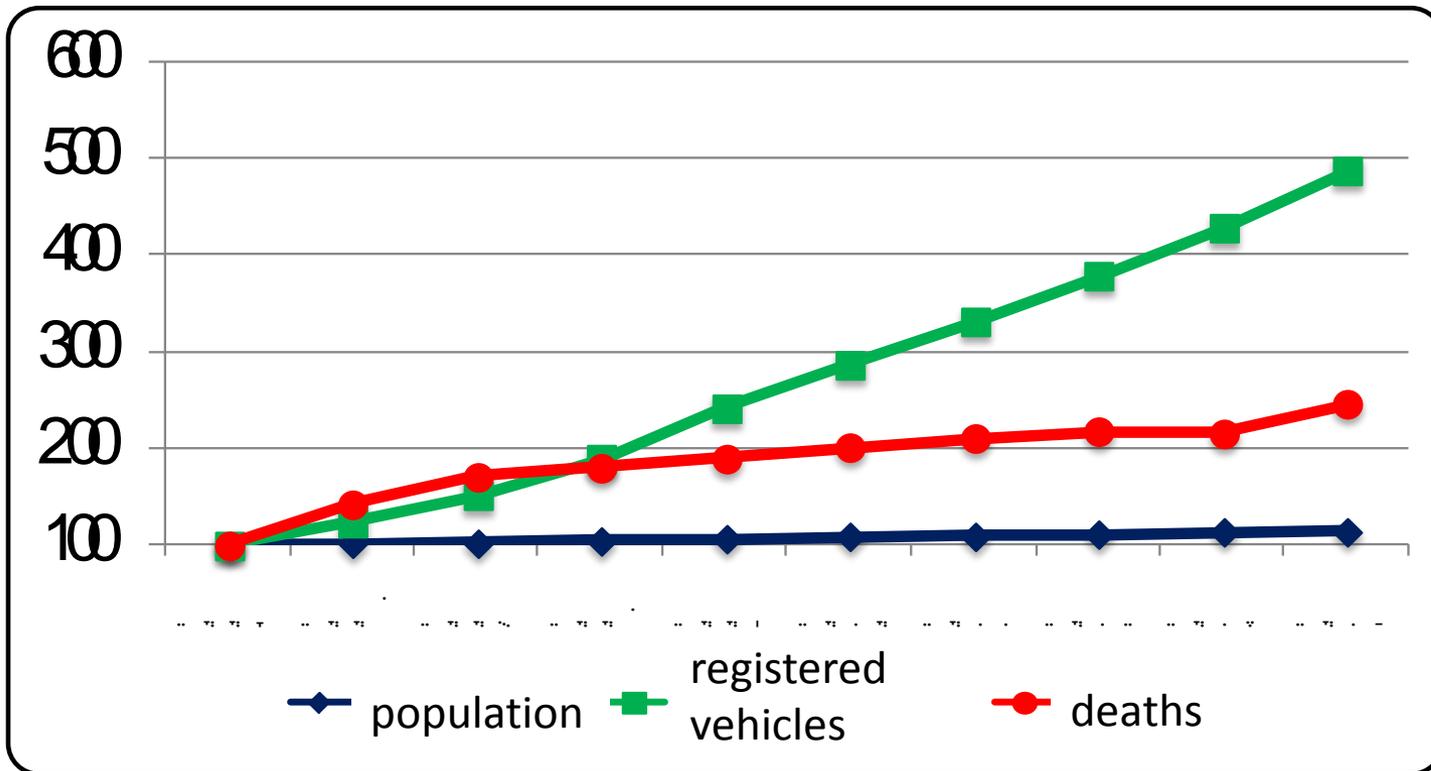
# Introduction

- **Population:** above 14 Millions in 2014
- **Motor vehicles registered:**
  - 1990: 49,450 vehicles
  - 2014: 344,249 vehicles (almost seven time increase)
  - 1990-2014 (cumulative): **2,786,454**
  - Motorcycle: 84% and Car and others mode of vehicles: 16%
- **Road Traffic death rate:** 14.7/100,000 pop (2014)
- **Leading causes of death:**
  - Speeding (43%)
  - Drink-driving (17%)
- **Vulnerable road users (VRU):** 86% of all traffic deaths:
  - Motorcycle users (MC): 73%
  - Pedestrians: 10% and
  - Cyclists: 3%
- **Economic loss:** \$337M (\$43M due to drink driving) in 2013, it takes about 2.7% of GDP.

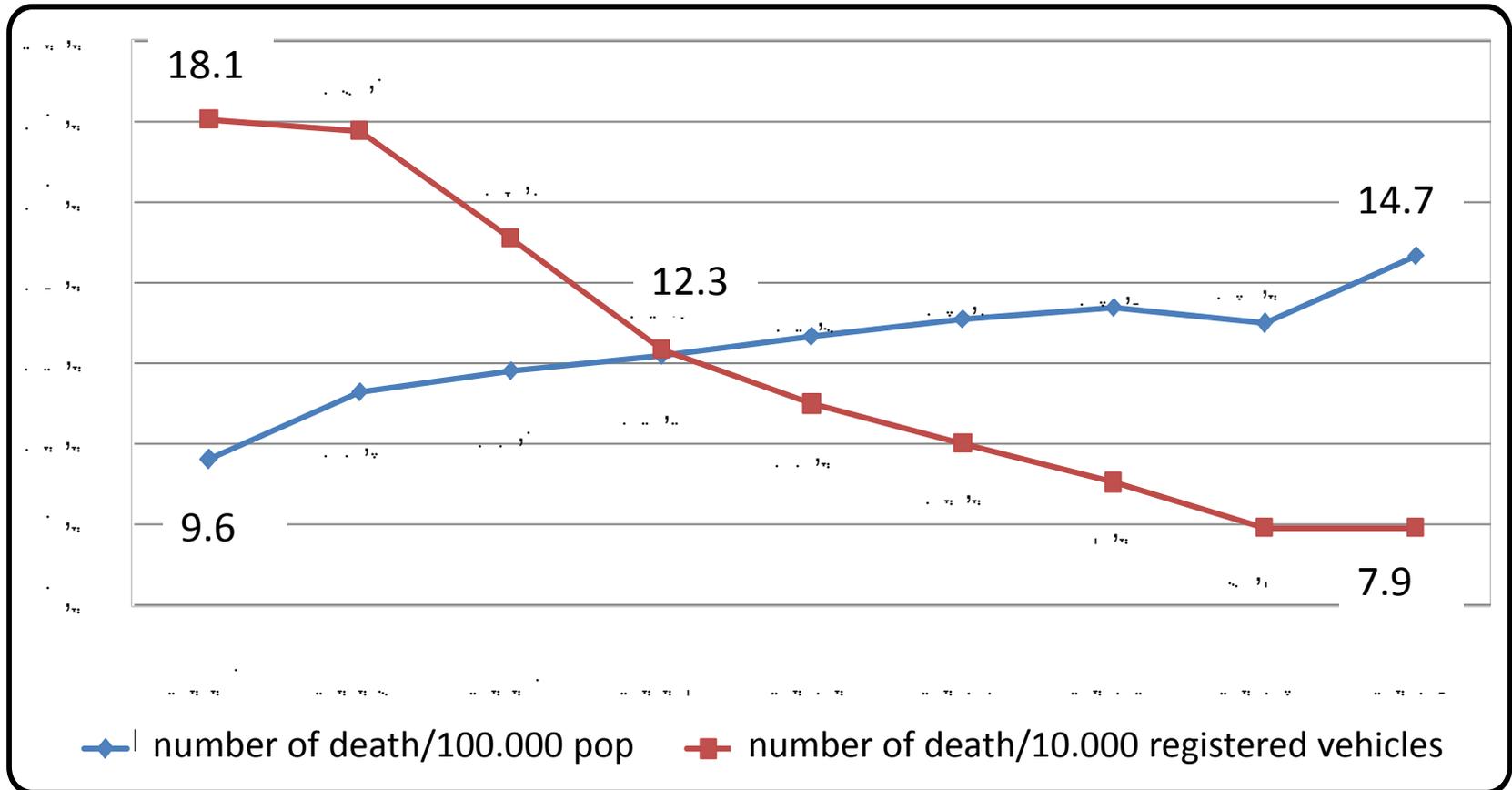
# Data collection flow of traffic accident



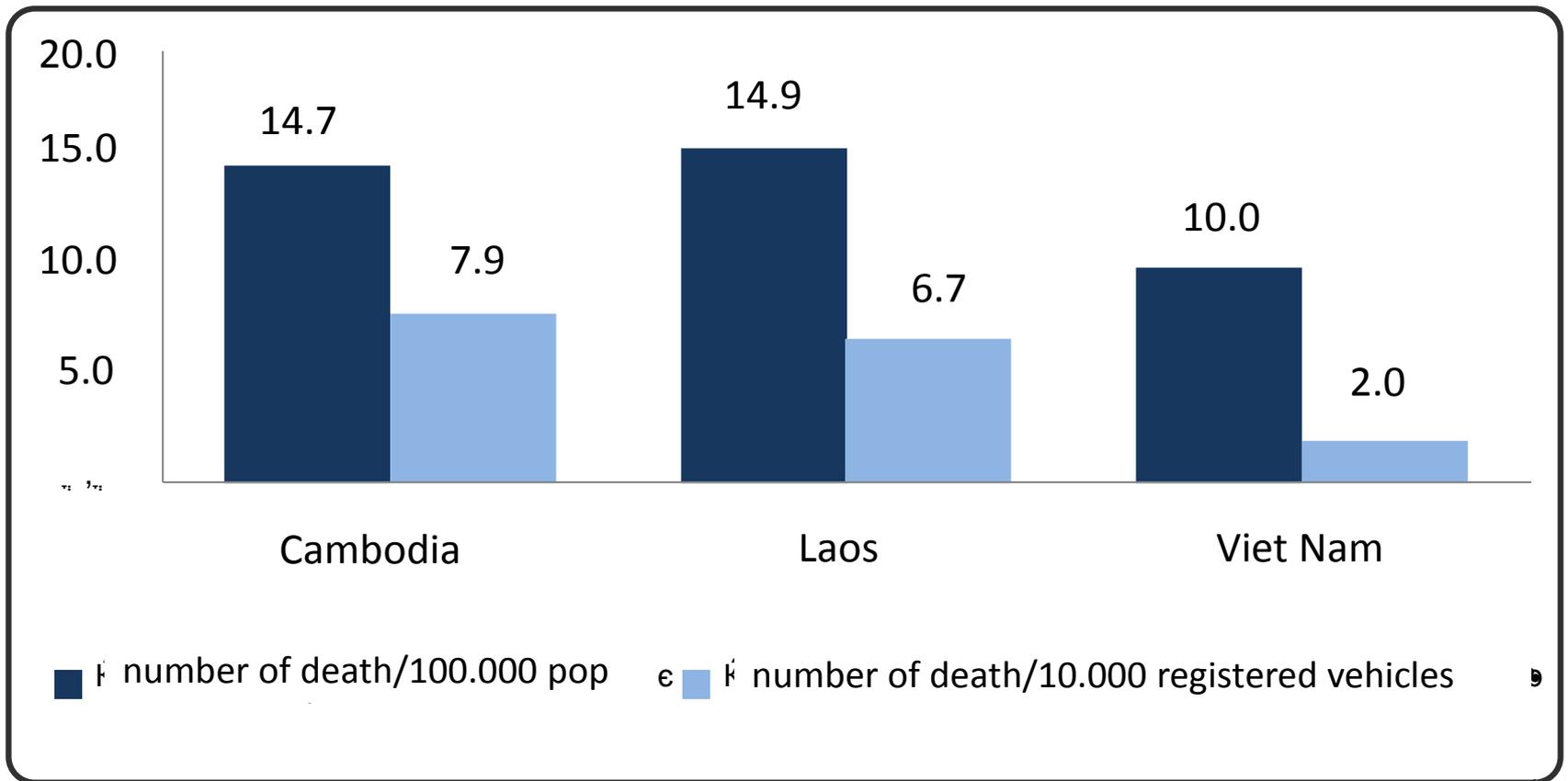
# Trend of road traffic death / number of population / vehicles registration 2005-2014



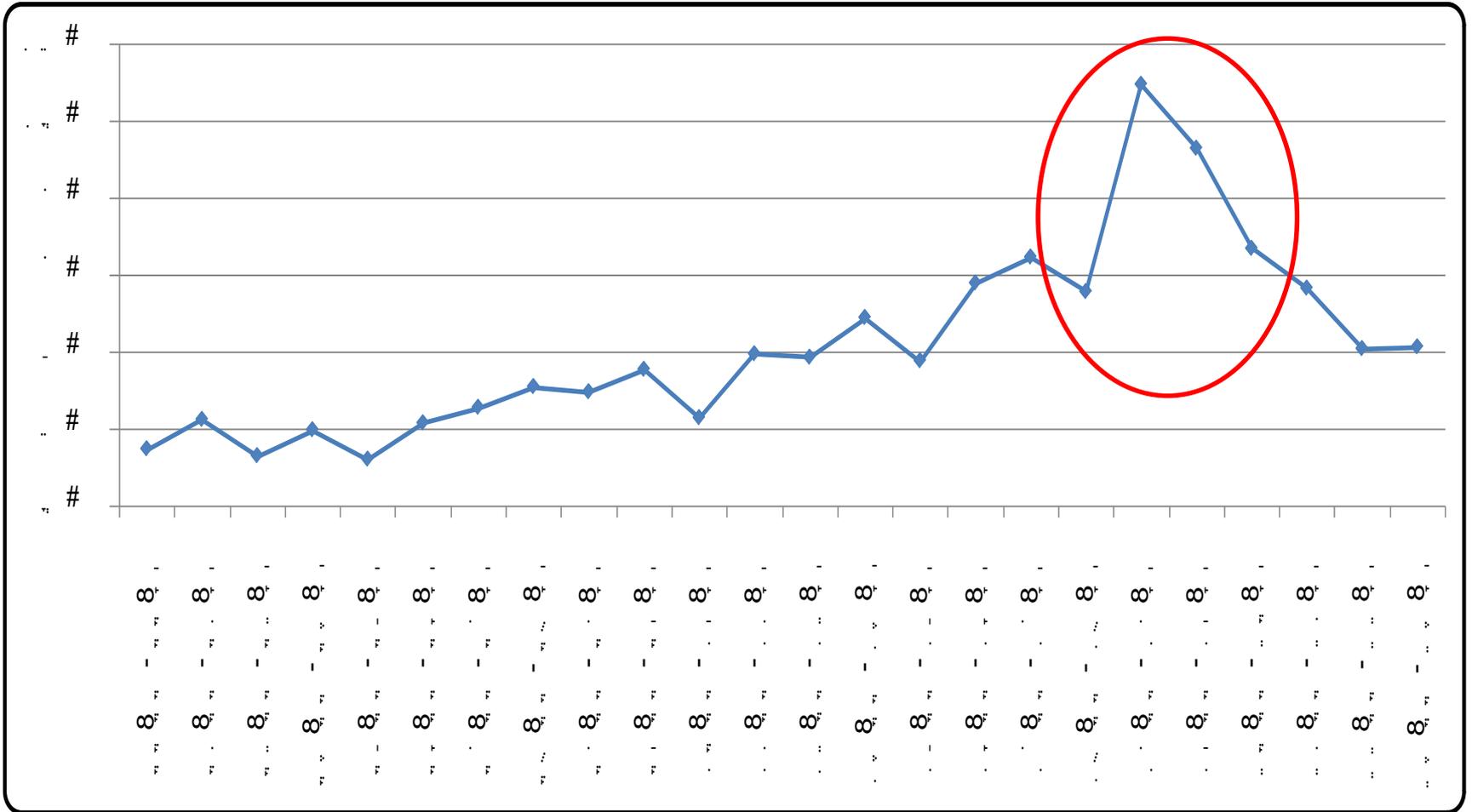
# Road Traffic death ratio by population and registration vehicles, 2006-2014



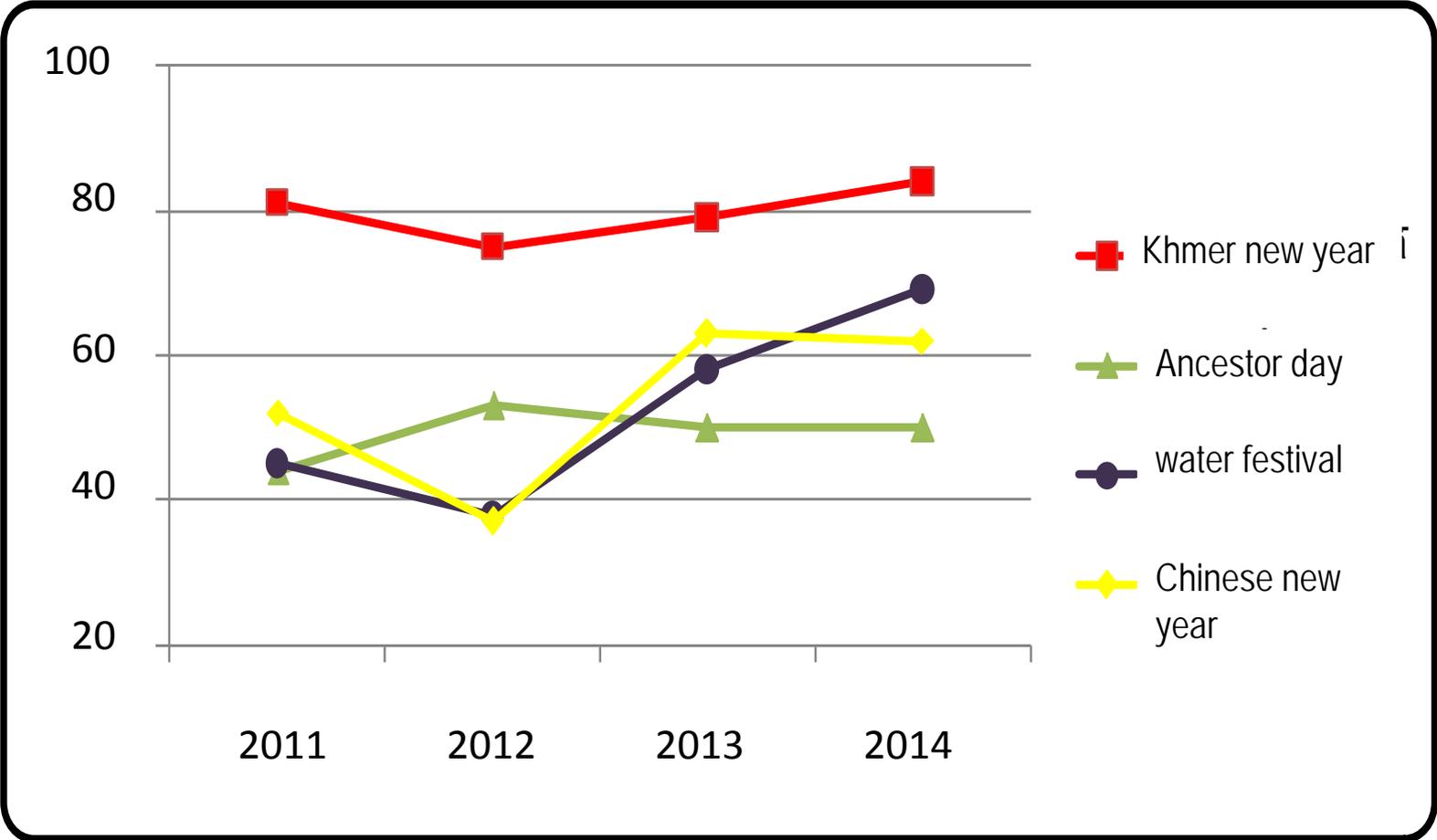
# Comparison of death ratio with neighboring countries 2014



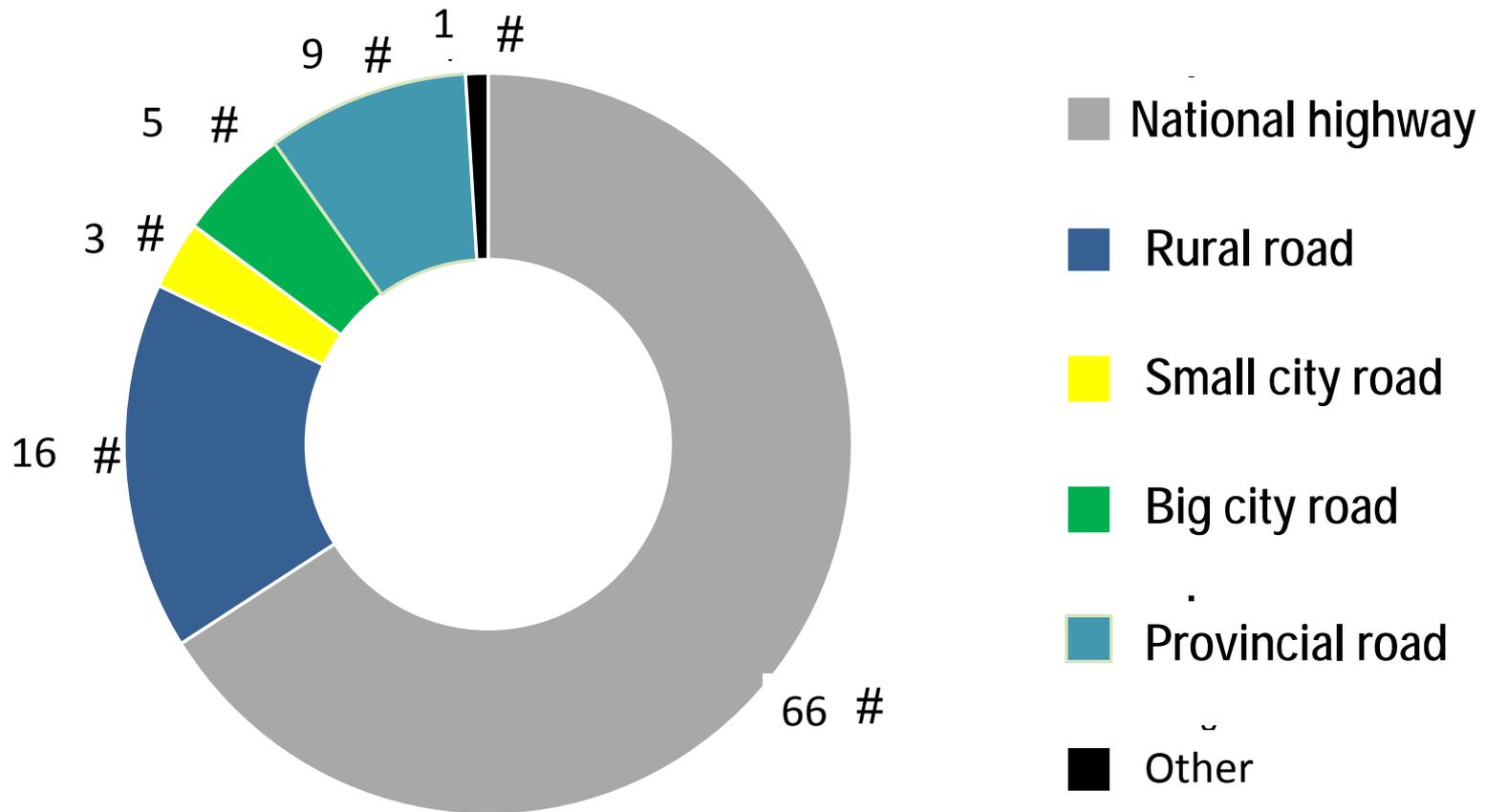
# Death ratio by time in 24hrs 2014



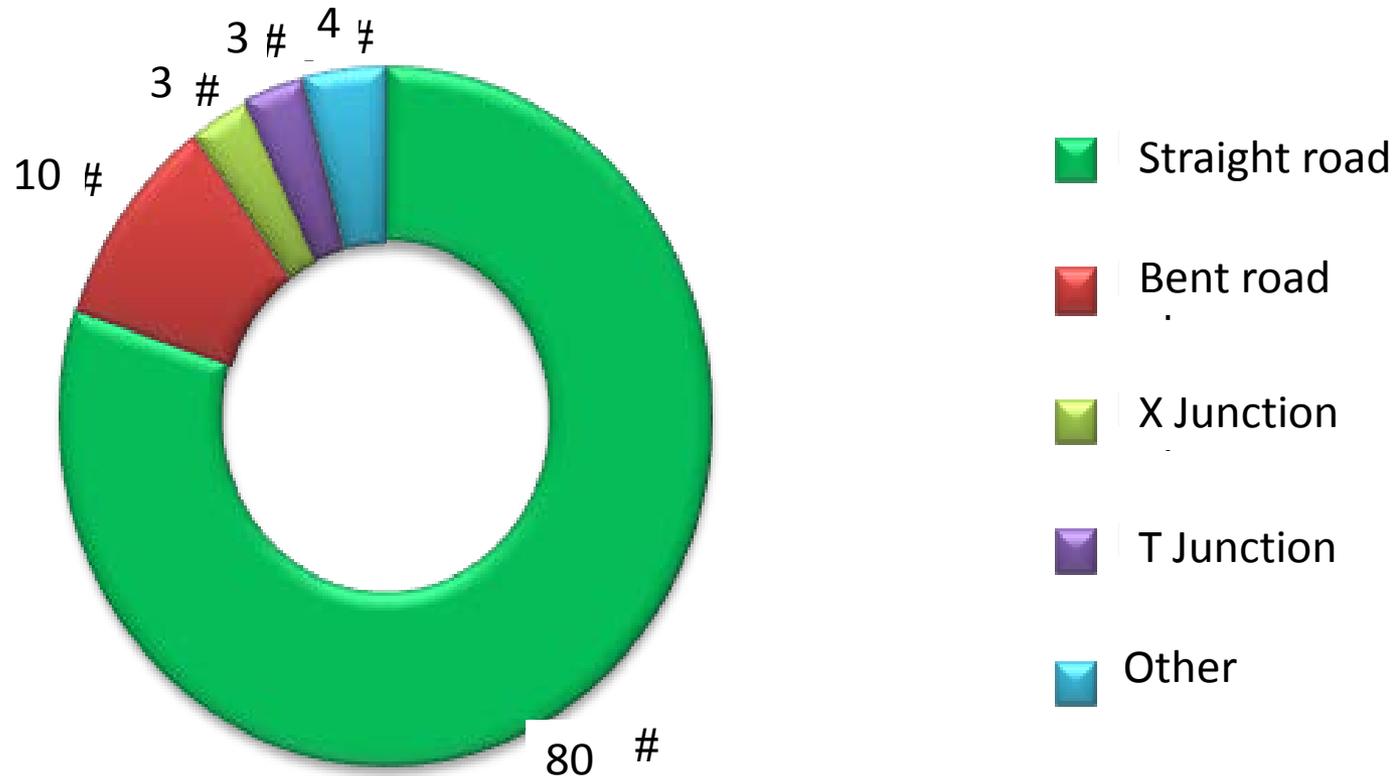
# Number of Road Traffic deaths during main National Holiday in the country 2011-2014



# Death ratio by road types 2013



# Death ratio by road condition 2014





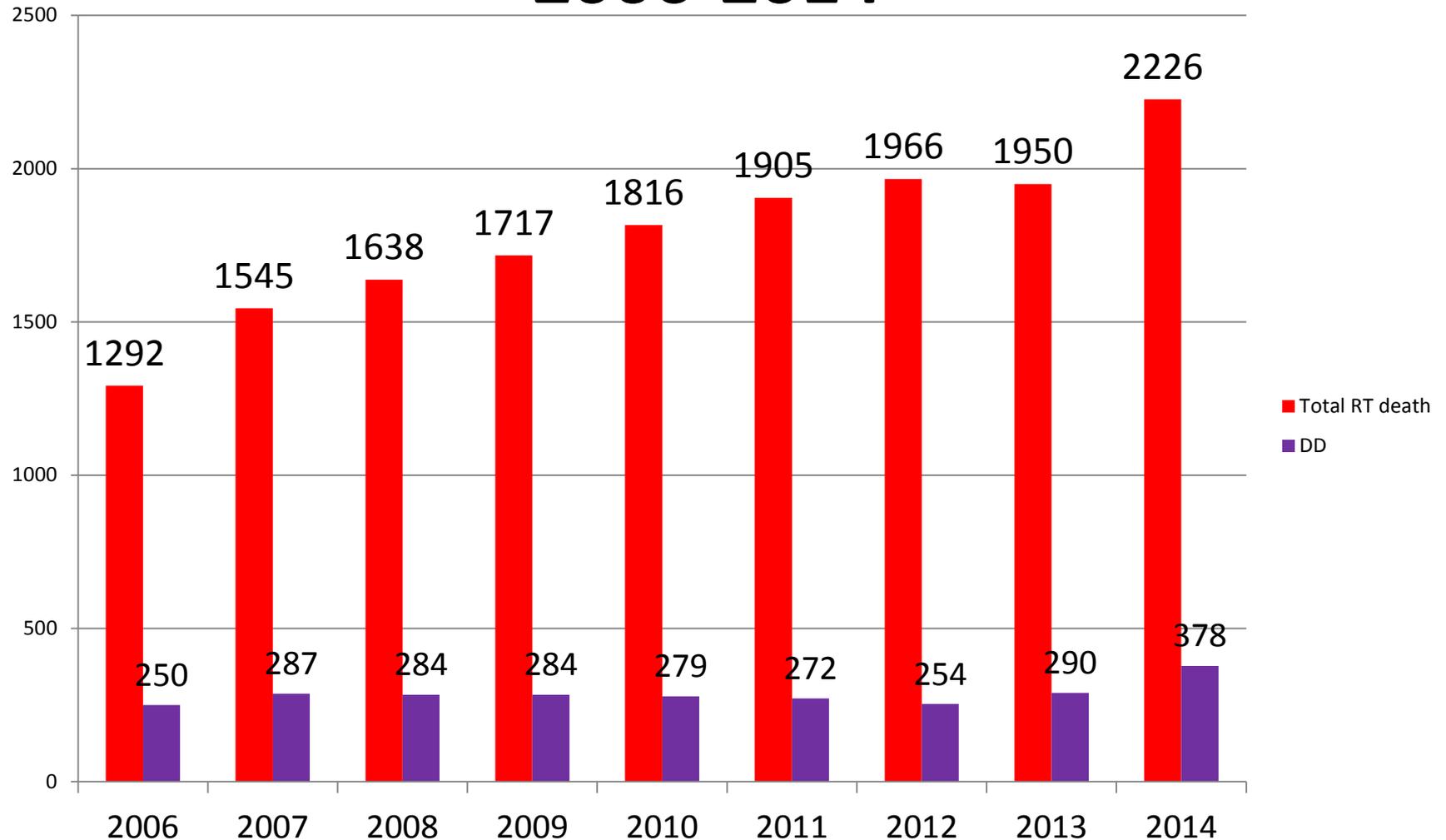
# Road traffic deaths statistic in Phnom Penh City and Provincial Town 2010-2014

កម្រិត បណ្តាញ/កម្រិត	២០១០	២០១១	២០១២	២០១៣	២០១៤		កម្រិត បណ្តាញ/កម្រិត	
	កម្រិត	កម្រិត	កម្រិត	កម្រិត	កម្រិត	ភាគរយ	កម្រិត	ភាគរយ
កម្រិត បណ្តាញ/កម្រិត	៤៥	៥៤	៤៤	៤២	១៤៤	៧%	២៣	៧៧%
កម្រិត បណ្តាញ/កម្រិត	១០១	១១៤	១២៣	៤៤	១២១	៤%	៣៧	៤៤%
កម្រិត បណ្តាញ/កម្រិត	២៣៤	២៣៣	១៤៤	១៤៧	២១៧	១០%	៣០	១៦%
កម្រិត បណ្តាញ/កម្រិត	៤២	៧៤	៦៤	៤៤	១០៥	៤%	២១	២៤%
កម្រិត បណ្តាញ/កម្រិត	៦៧	៤៦	៤៧	៧៤	១០២	៤%	២៤	៣១%
កម្រិត បណ្តាញ/កម្រិត	១០៤	១០៤	១១១	១០០	១០៤	៤%	៤	៤%
កម្រិត បណ្តាញ/កម្រិត	៤៧	៦០	៤៧	៧៧	៤៦	៤%	៥	១២%
កម្រិត បណ្តាញ/កម្រិត	១៥៦	១៤៥	១៣៤	១២៤	១៤០	៧%	២៦	២១%
កម្រិត បណ្តាញ/កម្រិត	៣	៤	១១	៦	១៥	១%	១៣	២១៧%
កម្រិត បណ្តាញ/កម្រិត	២៤	២៧	៣៤	២១	២១	១%	០	០%
កម្រិត បណ្តាញ/កម្រិត	៤១	៧០	៧៦	៥៣	១២១	៤%	២៤	៣០%
កម្រិត បណ្តាញ/កម្រិត	២៦	២២	១៧	១៤	១៤	១%	៣	២០%
កម្រិត បណ្តាញ/កម្រិត	២៤	១៧	៤៤	៤៣	៤៧	២%	៤	៥%
កម្រិត បណ្តាញ/កម្រិត	១០	៥	១៥	១៧	១៦	១%	១	៦%
កម្រិត បណ្តាញ/កម្រិត	១៤៥	២៧៤	២៥៦	២៤២	២៤៥	១១%	៣៣	១២%
កម្រិត បណ្តាញ/កម្រិត	៦២	៤៧	៧៣	៤៣	៧៤	៤%	៤	៦%
កម្រិត បណ្តាញ/កម្រិត	២៧	៣៤	៤៤	៤៤	៤៤	២%	៧	១៤%
កម្រិត បណ្តាញ/កម្រិត	៤៧	១០៦	១០៤	១០៧	១៣៦	៦%	២៤	២៧%
កម្រិត បណ្តាញ/កម្រិត	៦១	៧៤	៤១	៦២	៦៥	៣%	៧	១១%
កម្រិត បណ្តាញ/កម្រិត	៣៤	៣៤	៤២	៦១	៤៦	២%	១៤	២៤%
កម្រិត បណ្តាញ/កម្រិត	១៣២	៧៤	៥៧	៥២	១០០	៤%	៤	៥%
កម្រិត បណ្តាញ/កម្រិត	២៤	២០	២០	២៥	៣២	១%	៣	១០%
កម្រិត បណ្តាញ/កម្រិត	៤៤	៤៦	៦៦	៦៤	៧៧	៣%	១៣	២០%
កម្រិត បណ្តាញ/កម្រិត	៤១	៥៣	៥១	១០៦	១០៤	៤%	២	២%
កម្រិត បណ្តាញ/កម្រិត	៣	៦	១	១	០	-	-	-
កម្រិត បណ្តាញ/កម្រិត	១៤១៦	១៥០៤	១៥៦៦	១៥៤០	២២២៦	១០០%	២៧៦	១៤%

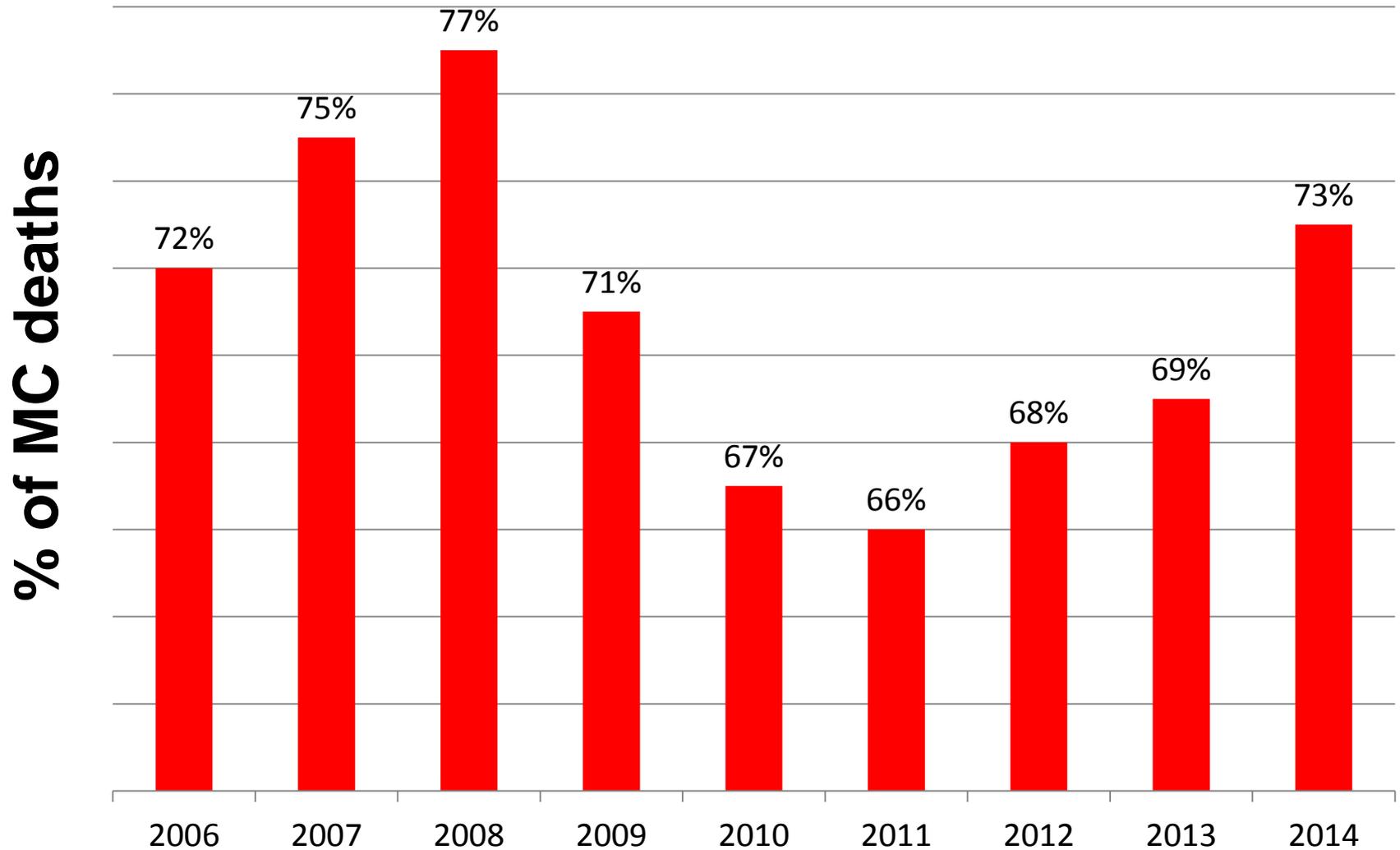
# Road traffic deaths statistic along the highways 2011-2014

	2011			2012		2013	
	No.	No.	No.	No.	%	No.	%
୧୦୩	୧୧୯	୧୦୭	୧୧୦	୧୧%	୯	୯%	
୩୯	୫୯	୯୯	୬୦	୬%	୨୨	୫୯%	
୧୦୯	୯୩	୧୧୬	୧୦୫	୧୦%	-୨୨	-୨୦%	
୧୫୯	୧୩୩	୧୩୯	୧୩୯	୧୩%	-୨	-୨%	
୫୯୫	୫୬୫	୧୯୩	୫୩୬	୫୩%	୫୩	୫୯%	
୧୯୩	୧୯୯	୧୬୯	୧୫୯	୧୫%	-୨୦	-୬%	
୧୫୯	୧୫୫	୧୫୦	୧୯୫	୧୯%	-୯	-୫%	
୯୫	୯୯	୯୬	୬୫	୬%	୨୬	୩୩%	
-	-	-	୧୫	୧%	-	-	
୧୦୧୫	୧୦୩୩	୯୫୫	୧୦୫୬	୧୦୦%	୯୯	୯%	

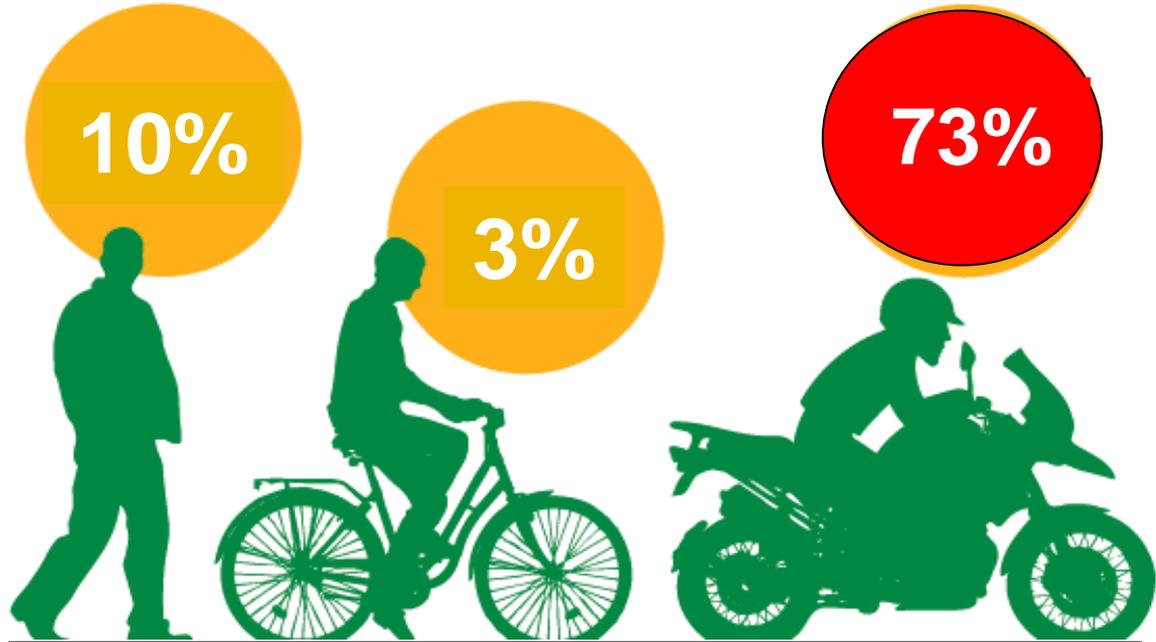
# Trend of Road Traffic deaths in Cambodia 2006-2014



# Trend of MC deaths (all traffic deaths)



# CAMBODIA 2014



64% of all traffic deaths aged 15-29y

56% of all MC deaths aged 15-29y

# 86%

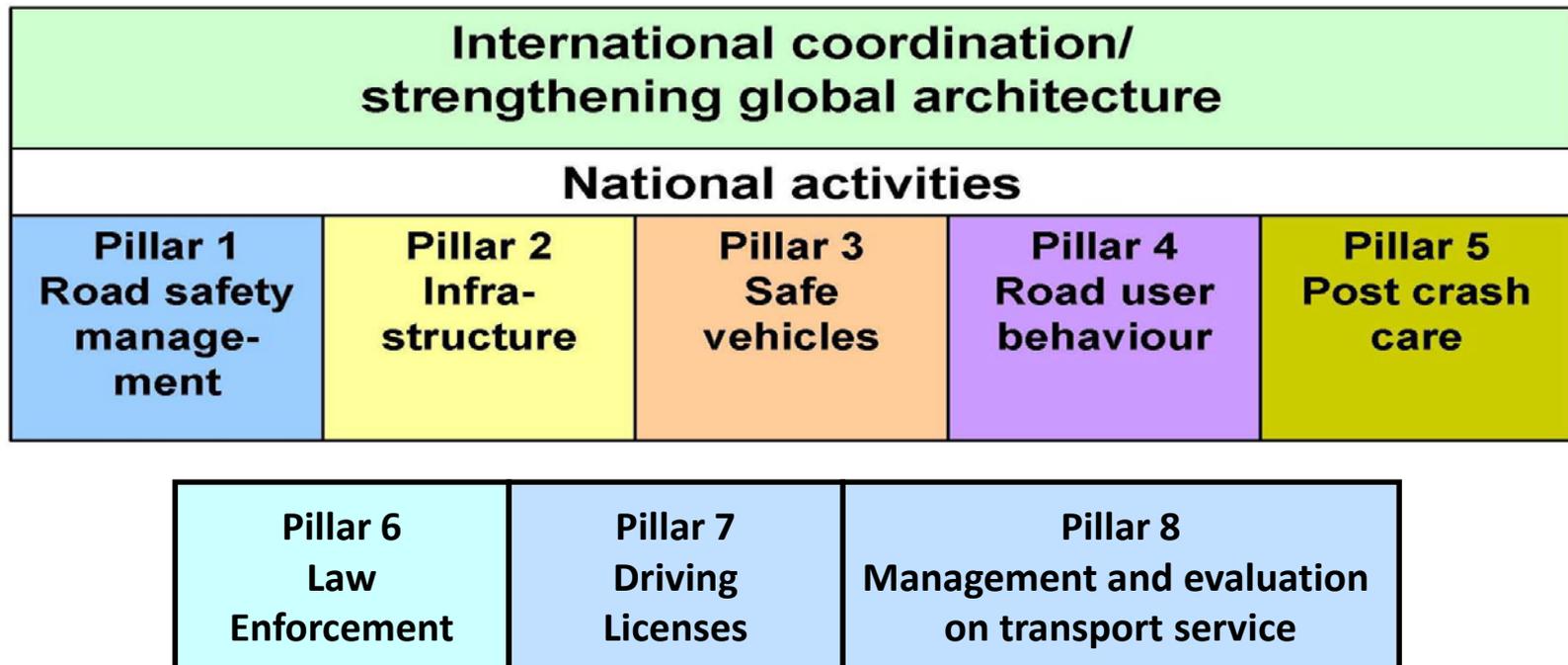
**of all road traffic deaths are**

In 2014, the trend of traffic death has been increasing dramatically for people of young ages from 20 to 24Y (about 23%) in which they have only 11% of the total population. This is the great loss for the country.

source: RCIVIS 2014

# National Strategy and Coordination

## A framework for the Decade



# National Strategy and Coordination

---

- Established the National Road Safety Committee (NRSC) on 26 June 2005
  - RS Core Working Group at the end of 2010
  - TWG on legislation in 2011
- Launch of UN Decade of Action in 2011
- Developed Nat. RS Policy
- and Action Plan 2011-2020
- Amendment of the traffic law ( promulgated on 9 Jan 2015)
- Alcohol policy and law
- Improvement of infrastructures.

# Key Road Safety Challenges

---

## Three key risk factors:

- Drive over Speeding ( 46%)
- Non use of helmet (HM)
  - Helmet wearing rate among
    - Drivers: 65%
    - Extra seat passengers: 9%
  - Only 12% of MC casualties have been wearing helmet during the crash.
  - Leading causes of death: head trauma (69%)
- Drink-driving law enforcement:
  - 17% of all traffic dead
  - 20% of all MC deaths used to DD

## Public awareness:

- Social marketing:
  - Developed TV/radio spots, billboards on HM & DD
- Awareness workshops
  - among youth, moto-taxi drivers, government staff, members of commune councils...
  - TV/Radio talk show, televised debate, comedy , songs, drawing competition etc.
- Press conference: Alcohol ad and RTI
- Journalist training

# ***Wear a Helmet, Anywhere, and Anytime!***

**Protect yourself from severe head injury **and fines.****



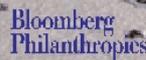
អ្នកគិតថា ម្នាក់សុវត្ថិភាពមួយគ្រប់គ្រាន់ហើយឬ?

គិតឲ្យបានច្បាស់៖ ចាប់ពីឥឡូវនេះទៅ ច្បាប់តម្រូវ  
ទាំងអ្នកបើកបរ និង អ្នករួមដំណើរ ត្រូវពាក់មួកសុវត្ថិភាព  
ការពារខ្លួនអ្នកពីរបួសក្បាលធ្ងន់ធ្ងរ និង ការជាក់ពិន័យ  
សូមពាក់មួកសុវត្ថិភាពពេលធ្វើដំណើរ  
ជិតឬឆ្ងាយ និង គ្រប់ពេលវេលា



***Wear a Helmet, Anywhere, and Anytime!***  
**Protect yourself from severe head injury!**

សូមពាក់មួកសុវត្ថិភាពពេលធ្វើដំណើរ  
ជិតបុគ្គលិក និង គ្រប់ពេលវេលា  
ការពារខ្លួនអ្នកពីរបួសក្បាលធ្ងន់ធ្ងរ



# If You Drink, Don't Drive!

គិតដល់ជីវិតអ្នក និង អ្នកដទៃ  
ពិសាគ្រឿងស្រវឹង កុំបើកបរ



If you drink and drive, you may end up like this!

ពិសាគ្រឿងស្រវឹង  
ហើយបើកបរគឺអាចបែបនេះ  
ពិសាគ្រឿងស្រវឹង កុំបើកបរ



- Major revision: ( more than 50% of articles revised ) now called the new road traffic law ( promulgated on 9 January 2015)
- Helmet:
  - mandating MC passengers to wear helmet
- Fines and Penalties;
  - Increased to five times:
  - Penalties → followed criminal code ( 2009)

# Helmet Law

## Current RTL (Ch. 3, Article 9)

Drivers of motorcycle two and three-wheelers (Remork or trailers) must wear helmet.

## Amendments in the NRTL (Ch. 3, Article 8)

- **Motorcycle driver and pillion passengers including children age from 3 years old must wear helmets correctly and with quality standard**
- Drivers of motorcycle two and three-wheelers must wear helmet correctly (e.g., properly strapping on the helmet).
- Motorcycle can carry two people and one child.
- **FINES: (five times increased)**
  - **Increased fine from 0.75\$ to \$5.**

## Status/Issues

- Fine from 1 st January 2016 ( five times increased)

# Drink Driving (DD)

## Current RTL (Ch. 10, Article 79)

DD with BrAC content from 0.25mg-039mg per liter of air, or BAC from 0.05g-0.079g/dL of blood will be fined as following:

- **Motorcycles** two and three wheelers: Riel 6.000 or \$US1.5
- **Light vehicle** (family car, etc): Riel 12000 or \$US3
- **Heavy vehicle** (truck, bus, etc): Riel 25000 or \$US6.25

...

## Amendments in the NRTL (Ch. 10, Article 66 )

DD with BrAC content from 0.25mg-039mg per liter of air, or BAC from 0.05g-0.079g/dL of blood:

- **Vehicle will be impounded for 3 days and**
- **Fine will be 5 times increased** from the current RTL ( A.66).  
(Fines and penalties will be detailed in the sub-decree).

## Status/Issues

Will implement on 1<sup>st</sup> January 2016

# Enforcement Activities

- **Capacity building:**
  - Traffic police trained on enforcement operation
- **Equipped with:**
  - Alcolyzer, mouthpieces
  - Generators
  - Helmets, reflective vest
  - Traffic batons, etc
- **Enforcement operation:**
  - HM & DD at evening and night times
  - Visible and consistent



# Expected outcomes

---

- Increasing knowledge on road safety system;
- Exchange knowledge and best practices among road users;
- Apply best practices in the country:
  - 1- Speeding, alcohol law and helmet enforcement
  - 2- Motorcycle clothing
  - 3- Data collection on alcohol
  - 4- Legislation and tax policy



Thank you