

# Cambodia Road Crash and Victim Information System



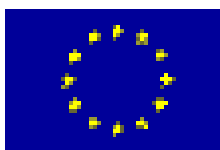
## Monthly Report March 2010



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## Cambodia Road Crash and Victim Information System Monthly Report – March 2010

### I. Introduction

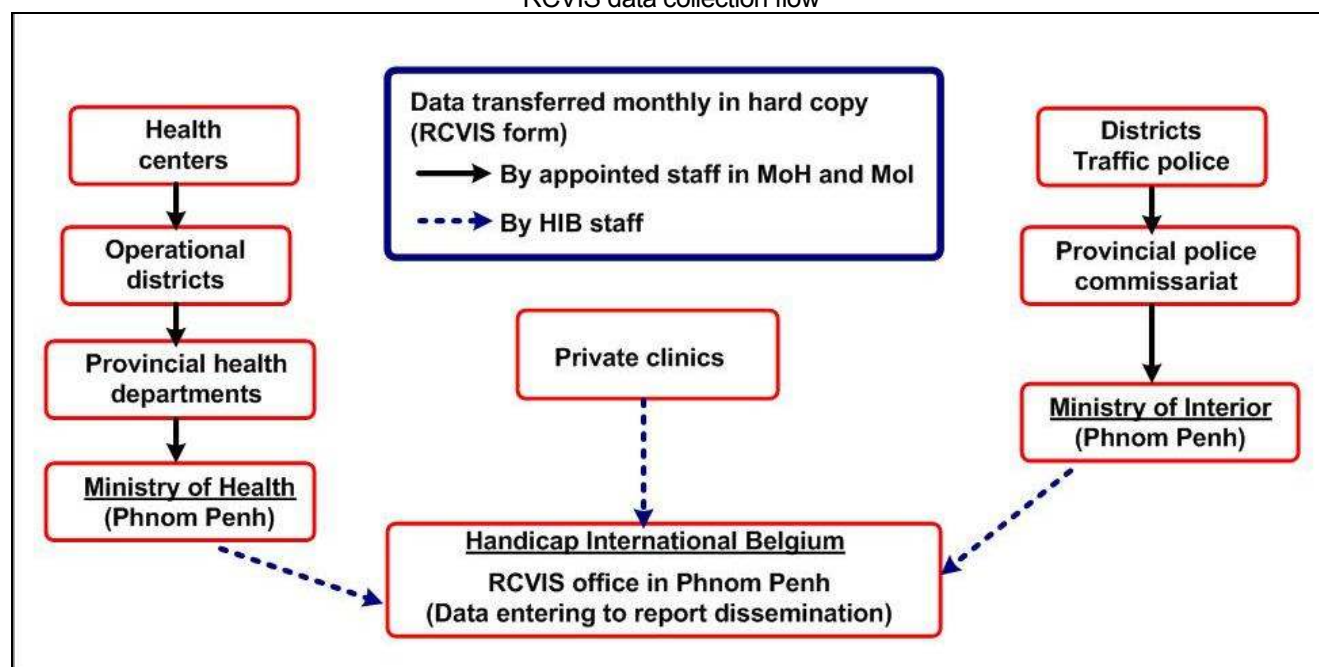
The Road Crash and Victim Information System (RCVIS) was launched in March 2004 by the **Ministry of Public Works and Transport**, the **Ministry of Interior** and the **Ministry of Health** in the framework of Action 2 (Road Accident Data Systems) of the **National Road Safety Action Plan** of the Royal Government of Cambodia, with the technical support of Handicap International Belgium.

The **objective** of the Road Crash and Victim Information System (RCVIS) is to provide government and development stakeholders in Cambodia with accurate, continuous and comprehensive information on **road traffic crashes and victims** for the purposes of increased understanding of the current road safety situation, planning appropriate responses and policy, and evaluating impact of current and future initiatives.

RCVIS collects, centralizes, analyses and disseminates information from **three different sources**:

- Traffic police.
- Public health facilities;
- Private clinics;

RCVIS data collection flow



RCVIS reports are **distributed monthly** and also available at [www.roadsafetycambodia.info](http://www.roadsafetycambodia.info)

#### **Notice:**

This monthly report is a snapshot of the situation at a particular time of the year. In-depth analysis is provided in the RCVIS annual reports. The annual report 2009 will be released in June 2010.



## Cambodia Road Crash and Victim Information System Monthly Report – March 2010

### III. Executive Summary

In March 2010, a provisional number of **1,246 casualties** resulting from **699 crashes** were reported by the participating hospitals, health centres, and traffic police departments in the 24 reporting provinces. Among them, **141 were fatalities and 514 were severely injured**. **1,079 vehicles** were involved in those crashes. Compared to March 2009, the number of **fatalities decreased by 18%**.

The highest number of casualties in March 2010 was in **Kampong Cham province (159 casualties)**.

In **Phnom Penh**, only Kuntha Bopha<sup>1</sup> and traffic police reported to RCVIS with total casualties of **96**. Among them, **15 died and 40 were severely injured**.

**139 motorbike casualties wearing a helmet at the time of crashes**. This number decreased by 30% compared to February 2010. 35% of them were farmers, followed by students (14%). The highest number of casualties that wearing a helmet was observed in Kandal province. The helmet wearing rates among casualties kept reduced during the last 6 months.

#### Key findings:

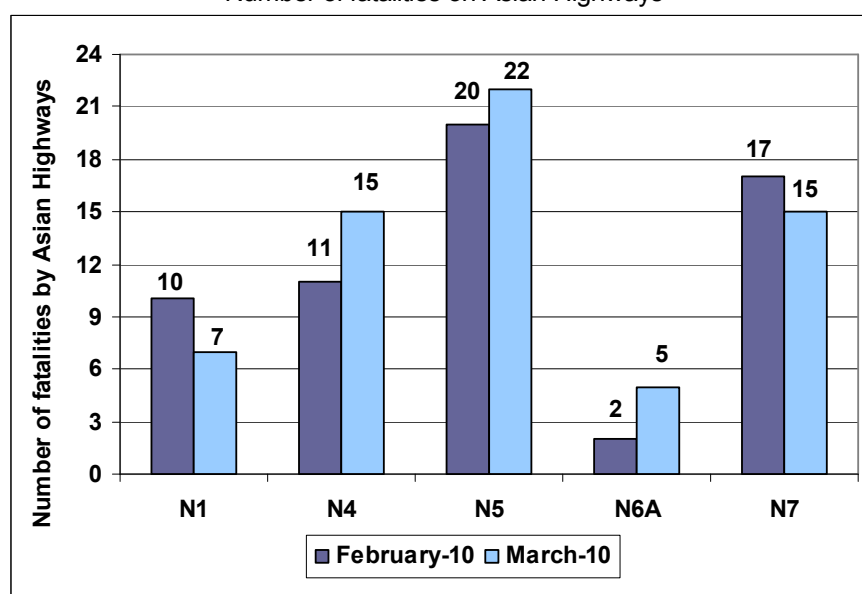
##### ○ General

- The main cause of crashes was **speeding** which contributed to **more than 55% of the total fatalities** in this month.
- Almost half of casualties were farmers (43%), a significant increase during the last 6 months.
- **Head-on collision** represented 29% of fatal crashes, followed by right-angle and rear-end (16% and 13% respectively).
- **During the first three months of the year**, there were **4,234 casualties** (include **482 fatalities**) resulting from 2,293 crashes with 3,514 vehicles involved. The highest number of casualties was observed in Siem Reap province (445).

##### ○ Asian Highways

- 45% of fatalities were injured along the Asian highway network. Compared to February 2010, the total number of fatalities increased by 7%, a significant increase was observed at NR.4 (from 11 to 15 deaths).

Number of fatalities on Asian Highways



<sup>1</sup> In Phnom Penh, data from other main national hospitals did not send, such as Calmette, Kossamak hospital, Khmer-Soviet hospital, National Pediatric and Preah Ketumealea.

**Cambodia Road Crash and Victim Information System**  
**Monthly Report – March 2010**

**IV. Evolution of Main Indicators**

**IV.1 Victim information**

|  | Oct-09              | Nov-09              | Dec-09              | Jan-10              | Feb-10              | Mar-10              |
|--|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|
| <b>Number of casualties</b>  | <b>1,058</b>        | <b>1,173</b>        | <b>1,421</b>        | <b>1,525</b>        | <b>1,463</b>        | <b>1,246</b>        |
| <b>Severity of injuries</b>  |                     |                     |                     |                     |                     |                     |
| Percentage of death  | 10%<br>(108 people) | 8%<br>(97 people)   | 9%<br>(126 people)  | 11%<br>(171 people) | 12%<br>(170 people) | 11%<br>(141 people) |
| Percentage of severely injured casualties (requiring surgical intervention of ICU) | 41%<br>(433 people) | 35%<br>(406 people) | 37%<br>(526 people) | 41%<br>(622 people) | 40%<br>(586 people) | 41%<br>(514 people) |
| Percentage of slight injury casualties   | 47%<br>(496 people) | 54%<br>(632 people) | 52%<br>(736 people) | 47%<br>(723 people) | 47%<br>(687 people) | 47%<br>(583 people) |
| <b>Percentage of casualties' gender</b>  |                     |                     |                     |                     |                     |                     |
| Male   | 70%                 | 76%                 | 75%                 | 75%                 | 73%                 | 73%                 |
| Female   | 30%                 | 24%                 | 25%                 | 25%                 | 27%                 | 27%                 |
| <b>Percentage of casualties' age</b>   |                     |                     |                     |                     |                     |                     |
| 0-4  | 3%                  | 3%                  | 3%                  | 2%                  | 2%                  | 3%                  |
| 5-9  | 4%                  | 4%                  | 4%                  | 4%                  | 4%                  | 4%                  |
| 10-14  | 4%                  | 4%                  | 3%                  | 4%                  | 4%                  | 4%                  |
| 15-19  | 17%                 | 16%                 | 14%                 | 16%                 | 16%                 | 15%                 |
| 20-24  | 23%                 | 21%                 | 22%                 | 22%                 | 23%                 | 21%                 |
| 25-29  | 14%                 | 16%                 | 16%                 | 17%                 | 16%                 | 15%                 |
| 30-34  | 8%                  | 8%                  | 7%                  | 8%                  | 7%                  | 8%                  |
| 35-39  | 7%                  | 7%                  | 8%                  | 6%                  | 5%                  | 7%                  |
| 40-44  | 5%                  | 7%                  | 7%                  | 6%                  | 6%                  | 5%                  |
| >=45   | 15%                 | 15%                 | 16%                 | 14%                 | 16%                 | 17%                 |
| <b>Percentage of type of road user</b>   |                     |                     |                     |                     |                     |                     |
| Driver   | 56%                 | 59%                 | 61%                 | 61%                 | 56%                 | 56%                 |
| Passenger  | 33%                 | 33%                 | 32%                 | 32%                 | 37%                 | 36%                 |
| Pedestrian   | 11%                 | 8%                  | 7%                  | 7%                  | 7%                  | 8%                  |
| <b>Percentage of casualties by type of transport</b>                               |                     |                     |                     |                     |                     |                     |
| Motorbike rider  | 74%                 | 79%                 | 70%                 | 72%                 | 72%                 | 73%                 |
| Passenger vehicle rider  | 7%                  | 4%                  | 12%                 | 9%                  | 9%                  | 5%                  |
| Bicycle rider  | 4%                  | 5%                  | 5%                  | 4%                  | 4%                  | 4%                  |
| <b>Percentage of casualties' occupation</b>  |                     |                     |                     |                     |                     |                     |
| Student  | 22%                 | 22%                 | 24%                 | 21%                 | 23%                 | 18%                 |
| Farmer   | 31%                 | 34%                 | 20%                 | 32%                 | 35%                 | 43%                 |
| Worker   | 17%                 | 14%                 | 16%                 | 15%                 | 18%                 | 16%                 |
| House keeper   | 4%                  | 3%                  | 4%                  | 4%                  | 4%                  | 3%                  |
| Vendors/small businesses owner   | 5%                  | 4%                  | 6%                  | 6%                  | 4%                  | 3%                  |
| Child  | 4%                  | 3%                  | 4%                  | 3%                  | 3%                  | 5%                  |
| Motorbike taxi   | 2%                  | 3%                  | 3%                  | 2%                  | 2%                  | 2%                  |
| <b>Safety Measures</b>   |                     |                     |                     |                     |                     |                     |
| Percentage of 4-wheeler driver having a driving licence                            | 13%                 | 70%                 | 33%                 | 67%                 | 63%                 | 71%                 |
| Percentage of motorbike casualties wearing a helmet                                | 26%                 | 22%                 | 27%                 | 23%                 | 21%                 | 17%                 |
| Percentage of motorbike casualties suffering from cranial trauma                   | 39%                 | 37%                 | 34%                 | 30%                 | 36%                 | 29%                 |
| Percentage of drivers having alcohol abuse   | 23%                 | 28%                 | 13%                 | 31%                 | 26%                 | 29%                 |
| <b>Time to transfer casualties to hospital after crashes</b>                       |                     |                     |                     |                     |                     |                     |
| Less than 10 minutes   | 5%                  | 4%                  | 2%                  | 2%                  | 2%                  | 2%                  |
| Between 10 and 30 minutes  | 27%                 | 31%                 | 28%                 | 37%                 | 17%                 | 30%                 |
| Between 30 minutes and 1 hour  | 16%                 | 15%                 | 16%                 | 12%                 | 11%                 | 12%                 |
| Between 1 hour and 2 hours   | 15%                 | 18%                 | 15%                 | 13%                 | 22%                 | 16%                 |
| More than 2 hours  | 37%                 | 32%                 | 39%                 | 36%                 | 48%                 | 40%                 |
| <b>Ways to transfer casualties to hospital</b>                                     |                     |                     |                     |                     |                     |                     |
| By Samu/ambulance  | 36%                 | 36%                 | 37%                 | 37%                 | 42%                 | 36%                 |
| By their private transportation  | 64%                 | 64%                 | 63%                 | 63%                 | 58%                 | 64%                 |
| <b>Percentage of casualties received first aid during having crashes</b>           | 44%                 | 28%                 | 36%                 | 35%                 | 40%                 | 35%                 |
| <b>Percentage of casualties was provided first aid by</b>                          |                     |                     |                     |                     |                     |                     |
| Traffic polices  | 71%                 | 64%                 | 52%                 | 65%                 | 53%                 | 57%                 |
| Royal arm forces   | 0%                  | 1%                  | 1%                  | 0%                  | 0%                  | 0%                  |
| Samu/Ambulance staffs  | 21%                 | 19%                 | 27%                 | 20%                 | 25%                 | 22%                 |
| <b>Percentage of casualties received first aid on</b>                              |                     |                     |                     |                     |                     |                     |
| Bleeding   | 32%                 | 24%                 | 29%                 | 27%                 | 31%                 | 24%                 |
| Unconsciousness  | 15%                 | 16%                 | 15%                 | 17%                 | 18%                 | 17%                 |
| Wound  | 18%                 | 25%                 | 22%                 | 21%                 | 22%                 | 17%                 |
| Broken bond  | 15%                 | 14%                 | 20%                 | 15%                 | 12%                 | 11%                 |
| How to transfer victim   | 20%                 | 16%                 | 11%                 | 16%                 | 14%                 | 28%                 |
| <b>Attendance of police</b>  |                     |                     |                     |                     |                     |                     |
| Percentage of cases were police was present on the crash site                      | 88%                 | 86%                 | 81%                 | 88%                 | 87%                 | 85%                 |



**Cambodia Road Crash and Victim Information System  
Monthly Report – March 2010**

**IV.2 Crashes and vehicle information<sup>2</sup>**

|   | Oct-09     | Nov-09       | Dec-09       | Jan-10       | Feb-10       | Mar-10       |
|---|------------|--------------|--------------|--------------|--------------|--------------|
| <b>Number of crashes</b>  | <b>531</b> | <b>643</b>   | <b>717</b>   | <b>717</b>   | <b>877</b>   | <b>699</b>   |
| <b>Number of vehicle involved</b>   | <b>986</b> | <b>1,068</b> | <b>1,200</b> | <b>1,152</b> | <b>1,283</b> | <b>1,079</b> |
| <b>Percentage of vehicle involved</b>   |            |              |              |              |              |              |
| Bicycle   | 5% (46)    | 5% (51)      | 6% (68)      | 3% (37)      | 5% (68)      | 4% (38)      |
| Motorbike   | 64% (630)  | 67% (719)    | 67% (807)    | 49% (568)    | 61% (781)    | 63% (685)    |
| Passenger vehicle   | 23% (230)  | 17% (184)    | 18% (220)    | 34% (392)    | 20% (262)    | 20% (212)    |
| Good vehicle  | 2% (16)    | 7% (72)      | 5% (63)      | 8% (95)      | 7% (87)      | 7% (87)      |
| Agriculture vehicle   | 1% (5)     | 2% (25)      | 3% (35)      | 4% (47)      | 3% (42)      | 4% (40)      |
| <b>Day of crash</b>   |            |              |              |              |              |              |
| Percentage of crashes occurred during the weekend (from Friday 6 pm to Sunday midnight) | 39%        | 42%          | 38%          | 41%          | 42%          | 35%          |
| <b>Time of crash</b>  |            |              |              |              |              |              |
| Percentage of crashes occurred during nighttime (from 6 pm to 5.59 am)                  | 41%        | 45%          | 44%          | 48%          | 37%          | 48%          |
| Peak(s) of crashes  | 6pm-7pm    | 6pm-7pm      | 6pm-7pm      | 6pm-7pm      | 7pm-8pm      | 7pm-8pm      |
| <b>Cause of crash</b>   |            |              |              |              |              |              |
| Percentage of crashes occurred due to human error                                       | 97%        | 97%          | 97%          | 97%          | 97%          | 96%          |
| High speed  | 53%        | 51%          | 55%          | 49%          | 51%          | 49%          |
| Alcohol abuse   | 10%        | 11%          | 9%           | 14%          | 12%          | 12%          |
| Non respect of rights of way rules  | 13%        | 16%          | 12%          | 14%          | 18%          | 14%          |
| Dangerous overtaking  | 8%         | 8%           | 9%           | 9%           | 7%           | 8%           |
| Changing direction without due care   | 4%         | 2%           | 2%           | 4%           | 3%           | 4%           |
| Driving against flow of traffic   | 3%         | 3%           | 1%           | 3%           | 1%           | 1%           |
| Other   | 6%         | 6%           | 9%           | 4%           | 5%           | 8%           |
| Percentage of crashes due to vehicle defect   | 3%         | 3%           | 1%           | 2%           | 3%           | 3%           |
| Percentage of crashes due to road conditions  | 3%         | 2%           | 2%           | 2%           | 1%           | 2%           |
| Percentage of crashes due to weather conditions   | 0%         | 0%           | 0%           | 1%           | 0%           | 1%           |
| <b>Type of collisions</b>   |            |              |              |              |              |              |
| Head-on   | 25%        | 28%          | 28%          | 30%          | 31%          | 32%          |
| Rear-end  | 16%        | 17%          | 16%          | 15%          | 14%          | 13%          |
| Right-angle   | 30%        | 25%          | 26%          | 25%          | 22%          | 24%          |
| Side-swipe  | 4%         | 10%          | 5%           | 9%           | 8%           | 9%           |
| Single vehicle  | 5%         | 3%           | 6%           | 4%           | 5%           | 3%           |
| Hit pedestrian  | 13%        | 9%           | 11%          | 10%          | 13%          | 11%          |
| <b>Hit and Run crashes</b>  | 29%        | 21%          | 28%          | 28%          | 26%          | 28%          |
| <b>Percentage of four-wheeler vehicles with</b>   |            |              |              |              |              |              |
| Left-hand-drive   | 79%        | 89%          | 81%          | 81%          | 80%          | 82%          |
| Right-hand-drive  | 21%        | 11%          | 19%          | 19%          | 20%          | 18%          |
| <b>Percentage of crashes occurred in urban areas</b>                                    | 40%        | 35%          | 33%          | 33%          | 34%          | 39%          |
| <b>Type of roads</b>  |            |              |              |              |              |              |
| Percentage of crashes occurring on national roads                                       | 65%        | 58%          | 62%          | 60%          | 60%          | 62%          |
| Percentage of crashes occurring on provincial roads                                     | 11%        | 16%          | 11%          | 14%          | 12%          | 10%          |
| Percentage of crashes occurring on local/track roads                                    | 13%        | 16%          | 17%          | 13%          | 19%          | 18%          |
| <b>Percentage of crashes occurring on paved roads</b>                                   | 85%        | 77%          | 78%          | 83%          | 80%          | 82%          |
| <b>Characteristics by type of roads</b>   |            |              |              |              |              |              |
| Percentage of crashes occurring on straight roads                                       | 79%        | 81%          | 78%          | 79%          | 78%          | 78%          |
| Percentage of crashes occurring on junctions (X, T, Y- junctions and roundabout)        | 14%        | 13%          | 13%          | 11%          | 9%           | 10%          |
| Percentage of crashes occurring on curves roads   | 7%         | 5%           | 9%           | 7%           | 10%          | 9%           |

<sup>2</sup> The number of crashes and vehicles involved are estimated based on data from both sources: traffic police and health facilities.



**Cambodia Road Crash and Victim Information System  
Monthly Report – March 2010**

**V. Data by Provinces<sup>3</sup>**

| Number of casualties  | Dec-09     |            |            |           |              | Jan-10     |            |            |          |              | Feb-10     |            |            |           |              | Mar-10     |            |            |          |              |
|-----------------------|------------|------------|------------|-----------|--------------|------------|------------|------------|----------|--------------|------------|------------|------------|-----------|--------------|------------|------------|------------|----------|--------------|
|                       | 1,421      |            |            |           |              | 1,525      |            |            |          |              | 1,463      |            |            |           |              | 1,246      |            |            |          |              |
| Severity of injuries  | Slight     | Severe     | Death      | Unknown   | Total        | Slight     | Severe     | Death      | Unknown  | Total        | Slight     | Severe     | Death      | Unknown   | Total        | Slight     | Severe     | Death      | Unknown  | Total        |
| Banteay Meanchey      | 52         | 28         | 6          | 0         | 86           | 44         | 34         | 9          | 0        | 87           | 39         | 36         | 6          | 0         | 81           | 33         | 31         | 6          | 0        | 70           |
| Battambang            | 41         | 25         | 3          | 0         | 69           | 42         | 36         | 4          | 1        | 83           | 66         | 32         | 6          | 0         | 104          | 72         | 39         | 7          | 0        | 118          |
| Kampong Cham          | 94         | 56         | 23         | 9         | 182          | 59         | 55         | 31         | 0        | 145          | 52         | 44         | 21         | 0         | 117          | 77         | 64         | 17         | 1        | 159          |
| Kampong Chhnang       | 56         | 13         | 7          | 1         | 77           | 41         | 13         | 6          | 0        | 60           | 54         | 16         | 4          | 1         | 75           | 38         | 11         | 4          | 2        | 55           |
| Kampong Speu          | 12         | 11         | 5          | 6         | 34           | 6          | 11         | 11         | 0        | 28           | 4          | 13         | 2          | 0         | 19           | 1          | 11         | 8          | 0        | 20           |
| Kampong Thom          | 62         | 48         | 8          | 0         | 118          | 17         | 22         | 14         | 0        | 53           | 7          | 12         | 16         | 0         | 35           | 43         | 14         | 6          | 0        | 63           |
| Kampot                | 34         | 23         | 2          | 2         | 61           | 14         | 21         | 2          | 0        | 37           | 37         | 26         | 5          | 1         | 69           | 15         | 16         | 3          | 0        | 34           |
| Kandal                | 74         | 36         | 16         | 2         | 128          | 78         | 59         | 15         | 1        | 153          | 77         | 37         | 24         | 0         | 138          | 51         | 49         | 17         | 0        | 117          |
| Kep                   | 6          | 5          | 0          | 0         | 11           | 4          | 2          | 0          | 0        | 6            | 5          | 1          | 1          | 0         | 7            | 1          | 1          | 0          | 0        | 2            |
| Koh Kong              | 11         | 4          | 0          | 0         | 15           | 24         | 9          | 1          | 0        | 34           | 21         | 7          | 1          | 1         | 30           | 4          | 8          | 1          | 0        | 13           |
| Kratie                | 5          | 7          | 4          | 0         | 16           | 17         | 20         | 13         | 0        | 50           | 11         | 20         | 6          | 0         | 37           | 6          | 22         | 13         | 0        | 41           |
| Mondol Kiri           | 2          | 2          | 0          | 0         | 4            | 0          | 1          | 1          | 0        | 2            | 0          | 5          | 4          | 0         | 9            | 1          | 5          | 1          | 0        | 7            |
| Pailin                | 8          | 12         | 1          | 0         | 21           | 4          | 4          | 0          | 0        | 8            | 16         | 11         | 1          | 0         | 28           | 5          | 13         | 0          | 0        | 18           |
| Phnom Penh            | 77         | 31         | 6          | 1         | 115          | 124        | 84         | 16         | 4        | 228          | 43         | 41         | 15         | 2         | 101          | 37         | 40         | 15         | 4        | 96           |
| Preah Vihear          | 14         | 18         | 3          | 0         | 35           | 8          | 18         | 1          | 0        | 27           | 7          | 9          | 2          | 0         | 18           | 20         | 4          | 2          | 0        | 26           |
| Prey Veng             | 21         | 22         | 8          | 0         | 51           | 21         | 10         | 8          | 0        | 39           | 26         | 20         | 10         | 0         | 56           | 19         | 12         | 7          | 0        | 38           |
| Pursat                | 23         | 20         | 7          | 0         | 50           | 21         | 20         | 5          | 0        | 46           | 15         | 25         | 8          | 0         | 48           | 19         | 16         | 9          | 0        | 44           |
| Ratanak Kiri          | 12         | 10         | 2          | 1         | 25           | 16         | 6          | 1          | 1        | 24           | 10         | 10         | 4          | 0         | 24           | 2          | 5          | 1          | 0        | 8            |
| Siem Reap             | 41         | 77         | 9          | 0         | 127          | 56         | 100        | 7          | 1        | 164          | 34         | 109        | 15         | 0         | 158          | 35         | 81         | 7          | 0        | 123          |
| Preah Sihanouk        | 15         | 11         | 0          | 0         | 26           | 15         | 25         | 8          | 0        | 48           | 31         | 55         | 8          | 0         | 94           | 8          | 15         | 5          | 0        | 28           |
| Stung Treng           | 10         | 9          | 4          | 1         | 24           | 21         | 17         | 3          | 0        | 41           | 12         | 5          | 3          | 0         | 20           | 16         | 7          | 1          | 0        | 24           |
| Svay Rieng            | 40         | 28         | 6          | 2         | 76           | 42         | 27         | 7          | 1        | 77           | 60         | 18         | 3          | 1         | 82           | 32         | 16         | 1          | 1        | 50           |
| Takeo                 | 25         | 26         | 6          | 8         | 65           | 41         | 23         | 7          | 0        | 71           | 43         | 17         | 3          | 14        | 77           | 17         | 21         | 7          | 0        | 45           |
| Oddar Meanchey        | 0          | 3          | 0          | 0         | 3            | 8          | 5          | 1          | 0        | 14           | 17         | 17         | 2          | 0         | 36           | 31         | 13         | 3          | 0        | 47           |
| Unidentified province | 1          | 1          | 0          | 0         | 2            | 0          | 0          | 0          | 0        | 0            | 0          | 0          | 0          | 0         | 0            | 0          | 0          | 0          | 0        | 0            |
| <b>Sub total</b>      | <b>736</b> | <b>526</b> | <b>126</b> | <b>33</b> | <b>1,421</b> | <b>723</b> | <b>622</b> | <b>171</b> | <b>9</b> | <b>1,525</b> | <b>687</b> | <b>586</b> | <b>170</b> | <b>20</b> | <b>1,463</b> | <b>583</b> | <b>514</b> | <b>141</b> | <b>8</b> | <b>1,246</b> |

<sup>3</sup> March monthly data does not include data from health facilities in Banteay Meanchey, Kampong Speu, Kandal, Kampot, Kep, Koh Kong, Kratie, Mondul Kiri, Pailin, Preah Vihear, Pursat, Ratanak Kiri, Stung Treng and Takeo. Because it has been sent later than the report release, it will be entered and analyzed in the 2010 annual report.



## Cambodia Road Crash and Victim Information System Monthly Report – March 2010

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### Contacts

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**Further analysis** and **additional information** is available on request. Please do not hesitate to contact one of the following persons

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