

***6<sup>th</sup> Revision***

***08-Sep-08 &***

***26-Nov-08***

***By Council Lawyers***

**Kingdom of Cambodia  
Nation – Religion – king**

# **National Road Safety Policy**

**Royal Government of Cambodia**

**Date: .....**

# Introduction

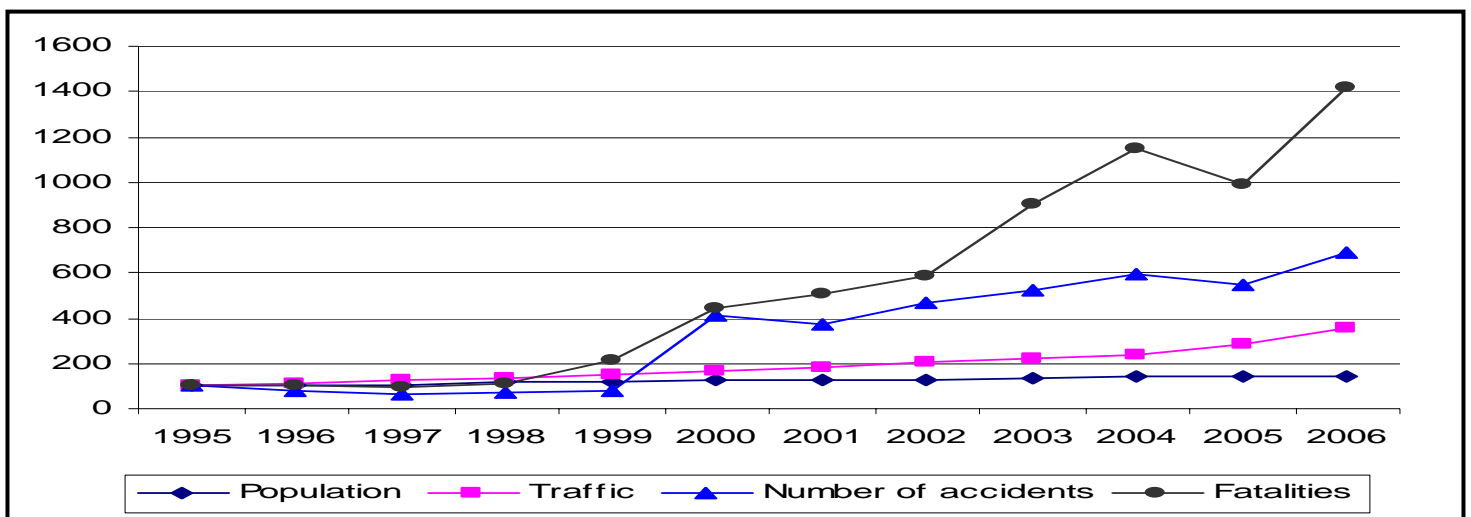
Road traffic crashes are the second largest killer after AIDS. Road crashes are not inevitable. However, they should be prevented as they negatively impact on human and animal life and socio-environment as a whole. Collaboration is essential to prevent and reduce to road crashes to their lowest level. The national road safety policy is potential tool and key to maintain security, order and safety for all road users in Cambodia. The Royal Government of Cambodia has encouraged all sectors to promote road safety where expenditure on such activities is seen as an investment rather than an expense, to prevent this disaster from happening in the society.

In 2001, the Royal Government of Cambodia committed to the long-term reduction in accidents and casualties in the ASEAN region. Implementation of the policy assumes and encourages multi-sectoral involvement from the government, non-governmental organizations and the private sector. Coordination and monitoring of the policy and action plan will be overseen by the National Road Safety Committee.

Royal Government of Cambodia has prioritized and encouraged road safety action plan implementation, traffic law and regulations enforcement and behavior change. To accomplish road safety action plan implementation is very significant in terms of preventing and minimizing crashes to achieve the goal of ASEAN to reduce less than 2 fatalities per 10,000 registered vehicles by 2020.

## 1- Road Accident Context

Cambodia, during the last few years, has seen an increase in the volume of road traffic (16% per year on average). In the same time, **more than 4 persons die and more than 50 are injured daily** on the roads of Cambodia. In the last 5 years, the number of accidents increased by 11% and the number of fatalities has continuously increased. With fatalities at 17.08 per 10,000 registered vehicles, Cambodia has the highest mortality rate in the ASEAN region.



Data from the Cambodia Road Traffic Accident and Victim Information System of Cambodia (RTAVIS) from 2007 shows that 75% of road traffic accidents and casualties in Cambodia are motorcycle riders and 39% of them suffer from head injuries. 97% of all motorcycle casualties were not wearing helmets, and they are vulnerable road users. Other vulnerable groups such as pedestrians and cyclists represent 12% of total casualty figures. Of these casualties, children and the elderly are the most affected.

The majority of accidents (94%) are caused by human error. Speed, particularly along the national roads, drink-driving and dangerous overtaking are the chief causes of accidents within human error. Only 55% of car/truck/bus drivers' casualties have a valid driving license at the time of the accident.

Alarming, 73% of casualties are among the active part of the population (age 20 to 54), with farmers, students and workers the overwhelming majority. Over 73% of all casualties and deaths are male. Consequently, the groups most affected are

invariably the main breadwinner in the household resulting in a loss of income for the family, high medical and/or funeral costs and in the case of injury rehabilitation costs.

Ultimately, the impact on the national economy as a result of accidents and casualties is tremendous. Crashes and casualties have cost the Cambodian Government over 116 million dollars in 2003, or 3.2 % of their GDP

## 2- Royal Government of Cambodia Efforts on Road Safety

The Royal Government of Cambodia recognizes traffic accidents and casualties as a development issue and is promoting efforts to ensure road safety, in collaboration with international and local non-governmental organizations and the private sector. These activities include:

- **Road Safety education and awareness:** The Government is supporting the implementation of a road safety curriculum in both primary and lower secondary schools nationwide. Public awareness campaigns are ongoing, focusing on the new land traffic law;
- **Road Traffic Accident Victim Information System:** The Government is supporting the continued development and dissemination of the information system which provides reliable data on accidents and casualties in Cambodia. The database is managed by National Road Safety Committee.
- **Driver Training and Testing, Vehicle Registration and inspection:** The Government is prioritizing driver training and licensing, targeting motorcycle drivers specifically. Vehicle registration and inspection are being reformed in well process.
- **Emergency Response:** Traffic Police and Health workers are being trained in first aid to properly assist road accident victims at the scene of an accident.
- **Road Safety management and Coordination:** The National Road Safety Committee is responsible for overall management, funding and coordination of road safety in Cambodia. A key strategy of the NRSC is to work with relevant Ministries, institutions and local and international organizations to implement road safety programme in Cambodia.

## 3- Policy Statements

The Cambodian National Road Safety Policy provides the basis for working toward attaining the vision of a safe road traffic environment. It is a critical initiative in the effort to elevate road safety issues to a position of high priority on the agenda of national policy. The policy will assist in guiding and coordinating the actions of the National Road Safety Committee, and the relevant ministries, institutions, units and other agencies. Also, the policy will provide the basis for the processes of accountability, evaluation and research, and creates the framework for securing funding for sustainable road safety interventions.

### 3.1. Vision Statement:

The national road safety policy has a vision to obtain a high safety for road users in Cambodia in accordance with internationally accepted standards.

### 3.2. Goals:

- Equip all road users with knowledge and understanding of the traffic law and road safety
- Prevent and reduce road crashes to minimize the accident and fatality rate to its lowest level.

### 3.3. Objectives:

The main objectives that will contribute in achieving the above goals are:

- To maintain order and safety in using the roads, on which are served to travel publicly around Cambodia;
- To protect citizen and animal's life and environment;
- To prevent people's health ruining and both public and private property damaging;
- To prevent violations resulting from roads using.

### **3.4. Strategy**

- To elevate traffic law and regulations implementation;
- To raise road safety awareness and education;
- To effectively manage the traffic accidents data system, and to take urgent actions to prevent road accidents;
- To strengthen the accountability of those officials who implementing road traffic law;
- To strengthen the collaboration with private sectors and NGOs relative to traffic safety.
- To improve and ensure the safety of road infrastructures;
- To encourage the public to be aware of and involve with road safety through the creation of communication networks to provide information and other related documents aiming to improve the traffic safety.

## **4. Measures for Implementing National Road Safety Policy**

### **4.1. EDUCATION AND AWARENESS:**

The Royal Government continues to promote awareness and education on road safety and traffic laws and regulations to highlight the seriousness of the road accident problem, its social and economic implications and the necessity to curb road accidents.

- Develop, implement and include road safety curriculum into primary, secondary and high school curriculum in the national education system;
- Continue to work with NGOs and private sector to conduct road safety campaigns aimed at vulnerable road users and high risk behaviours;
- Promote the awareness and understanding of the new road traffic law;
- Promote road safety education and awareness along national roads and other rural areas.

### **4.2. STRENGTHENING TRAFFIC LAW ENFORCEMENT AND REGULATIONS:**

The government will take appropriate measures to assist the implementing bodies to improve the quality of their enforcement agencies in order to effectively enforce the Traffic Law.

- Raise effective strategic plans of enforcement;
- Take appropriate actions to ensure that the enforcement authorities are adequately manned, trained, equipped and empowered to carry out their function ensuring safe road use and orderly traffic flow;
- Ensure public, especially drivers, is trained on the road traffic law, and understand the responsibility for both civil and criminal law over the road rules violation;
- Strengthen traffic law enforcement and regulations.

### **4.3. VULNERABLE ROAD USERS:**

The Royal Government will focus and prioritize road safety resources to prevent and reduce accidents on vulnerable target groups such as motorcycle riders, young adults, and pedestrians.

- Conduct education campaigns and training focused on motorcycle riders to encourage safer road behaviours;
- Launch road safety education into national curriculum aimed at training young drivers safe driving behaviour, road rules and traffic law;
- Create safe road environments for children and pedestrians within the zones where safety unavailable;
- Implement the national helmet wearing action plan.

### **4.4. ROAD SAFETY ENGINEERING:**

The government will undertake initial steps to promote road safety practices at national, state and local levels. Safety conscious planning and design of roads and road networks will be encouraged whilst undertaking new as well as upgradation and rehabilitation road schemes through application of road safety audits.

- Require all proposed new and rehabilitation road schemes to be checked from a safety perspective for all types of road users
- Conduct Road Safety Audit during the planning and designing stages
- Adopt accident reduction strategies for existing roads through black spot improvement programmes.
- Install road traffic signs and road furniture along the roads in build-up areas and national roads

#### **4.5. EMERGENCY ASSISTANCE:**

The Government will support the development of an effective national emergency response system to minimize the injuries and deaths of road accident victims.

- Collaborate with relevant ministries, organizations and private companies to develop emergency response system;
- Support first aid skills training to polices, health staffs and other volunteers;
- Encourage the development of emergency response transport systems in order to rescue and take care of accident victims.

#### **4.6. DRIVER TRAINING, VEHICLE INSPECTION AND REGISTRATION:**

The government will strengthen the system of driver licensing and training to improve the competence and capability of drivers, particularly to strengthen vehicle technical inspection and number plate issuing.

- Promote the statutory periodic inspection as an essential check on the road worthiness of vehicles;
- Promote the quality of learning and teaching in driving schools. Teachers must obtain certificates showing competence. Traffic law lessons and driving test must be equivalent to internationally accepted standard, and the driving test must be in fair basis and transparent
- Strengthen vehicle registration system.

#### **4.7. ROAD SAFETY DATABASE AND RESEARCH:**

The Government will promote the continued development of the Road Traffic Accident Victim Assistance System (RTAVIS) database and recommend road safety research to identify priority interventions for researching and analyzing data, and to and better influence road safety policy.

- Continue to use and promote RTAVIS database as source for accident and casualty figures for the nation;
- Encourage greater road safety research.

#### **4.8. NATIONAL ROAD SAFETY COMMITTEE:**

The government will define the institutional responsibilities of the various stakeholders of road safety and take appropriate measures to ensure the sustainable works done by NRSC.

- Strengthen the legal and institutional framework for managing road safety from the national to the commune levels;
- Secure the financial mechanisms for sustainable road safety funding;
- Identify and train road safety professionals;
- Create partnerships and collaborate with international and local non-governmental organizations and private sector to implement road safety programmes.

## **5. Monitoring the Policy Implementation**

NRSC will establish mechanisms to monitor and evaluate the national road safety policy and action plan implementation. The monitoring and follow-up process will include regular reporting of achieved results, assessments of outcomes and possible adjustments of strategies and actions. This monitoring process will be facilitated by the development of specific principles.

A Road Safety Fund and efforts to prioritize road safety issues, we are having national budget which is the basic budget and other budget from partners to process the works. Funding options for road safety activities will be examined. Partnership solutions will be strengthened.