

Country Experiences on Decade of Action: Cambodia

September 30th, 2012

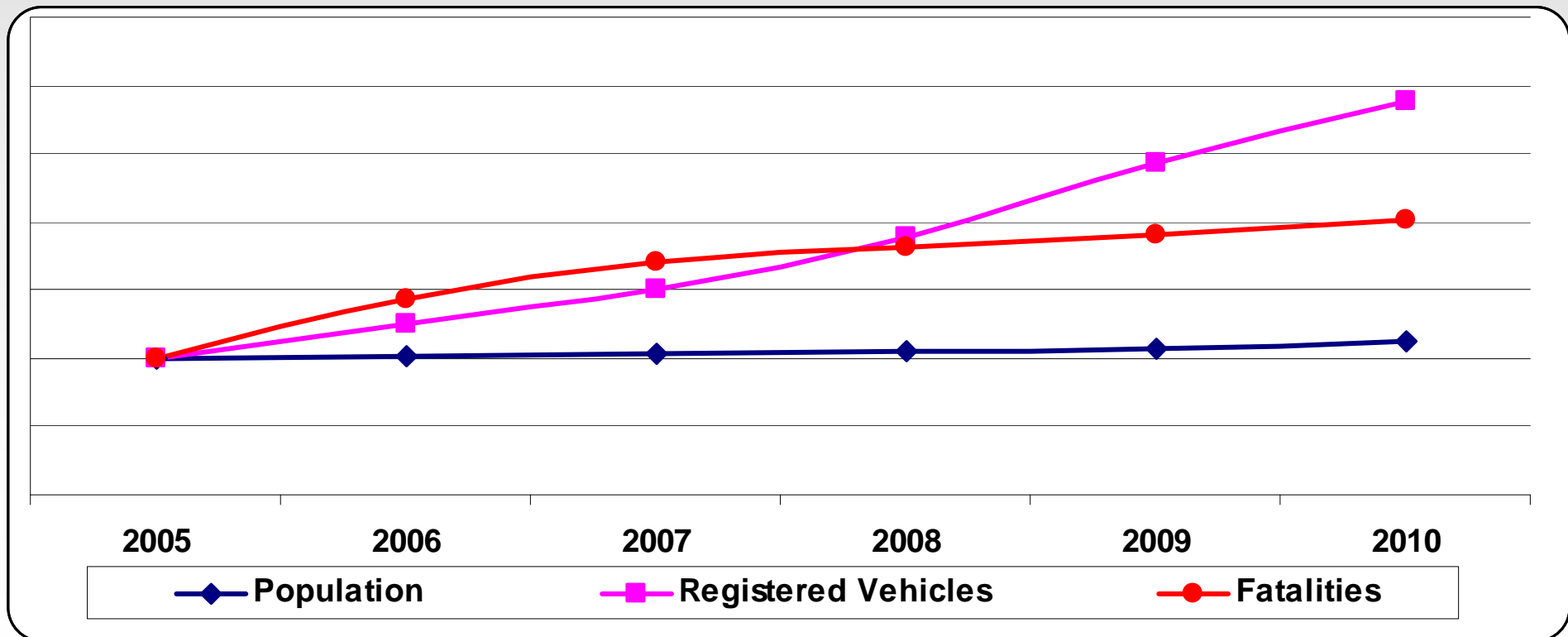
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Road Safety Issues - Cambodian Context

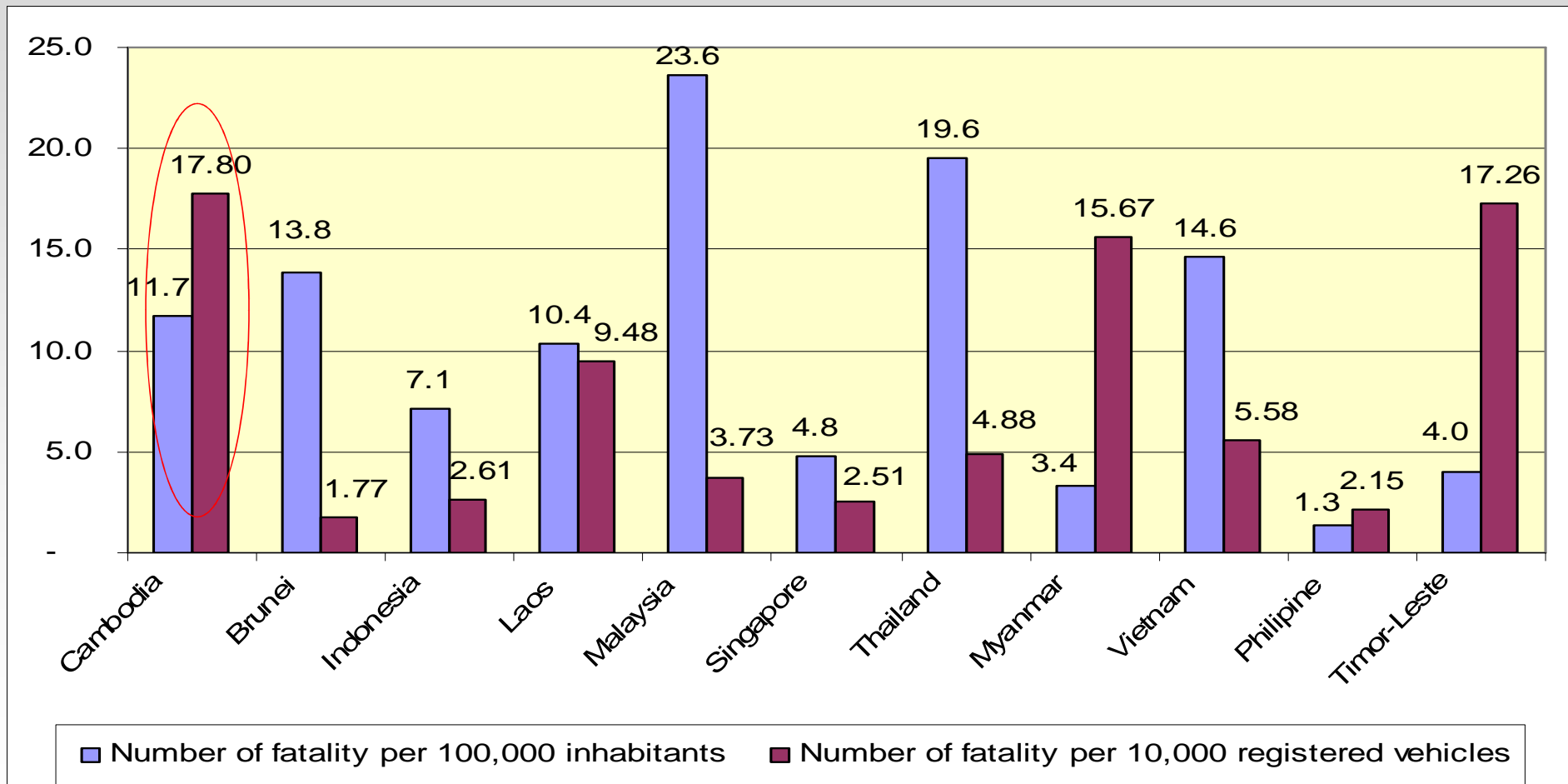
- **Every day, 5 persons die and more than 40 persons are injured** (1% of discharged patients from hospitals were reported to have life-long impairments, which may lead to social discrimination and disability)
- **Over the last 6 years, the number of fatalities increased 100%**

Evolution of road fatalities, vehicles and population (base 100 = 2005)



Road Safety Issues - Cambodian Context

The road traffic fatality rate in Cambodia is already very high.



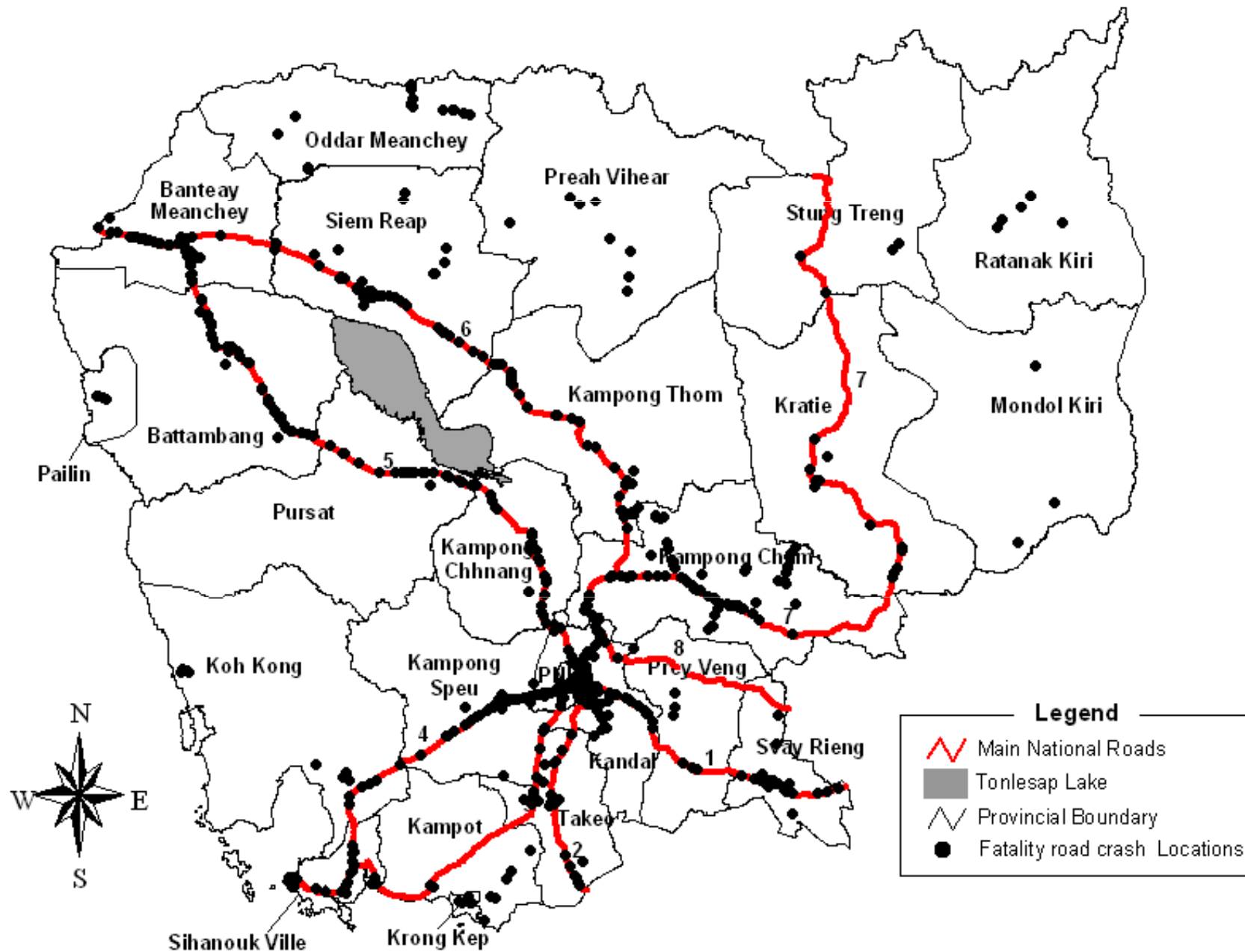
Source: Global Status Report on Road Safety, Time for Action, by WHO 2009

Road Safety Issues - Cambodian Context

The road network is rapidly improving, allowing speed increases.



Road Safety Issues - Cambodian Context



Road Safety Issues - Cambodian Context

The motorization rate is rapidly increasing, with very high share of 2-wheeled vehicles and traffic mixes



Road Safety Issues - Cambodian Context

As a consequence:

- Motorcycle' riders account for the large majority of fatalities (70%)
- 70% of motorcycle fatalities get head injuries
- 12% of fatalities are pedestrians



Road Safety Issues - Cambodian Context

More than 50% of fatalities are due to speeding and other 16% caused by drunk driving.



Road Safety Issues - Cambodian Context

With the current rate of economical development, we expect in the coming years there will be a significant increase in:

- Population;**
- Motorized vehicles, particularly motorcycles;**
- Expanding road network, particularly paved roads through rural areas across the country.**



Road Safety Issues - Cambodian Context

- In addition, Limited / Lack of**
- Law enforcement**
 - Resources: human resources + Funding**
 - Knowledge of population**
 - Emergency responses**



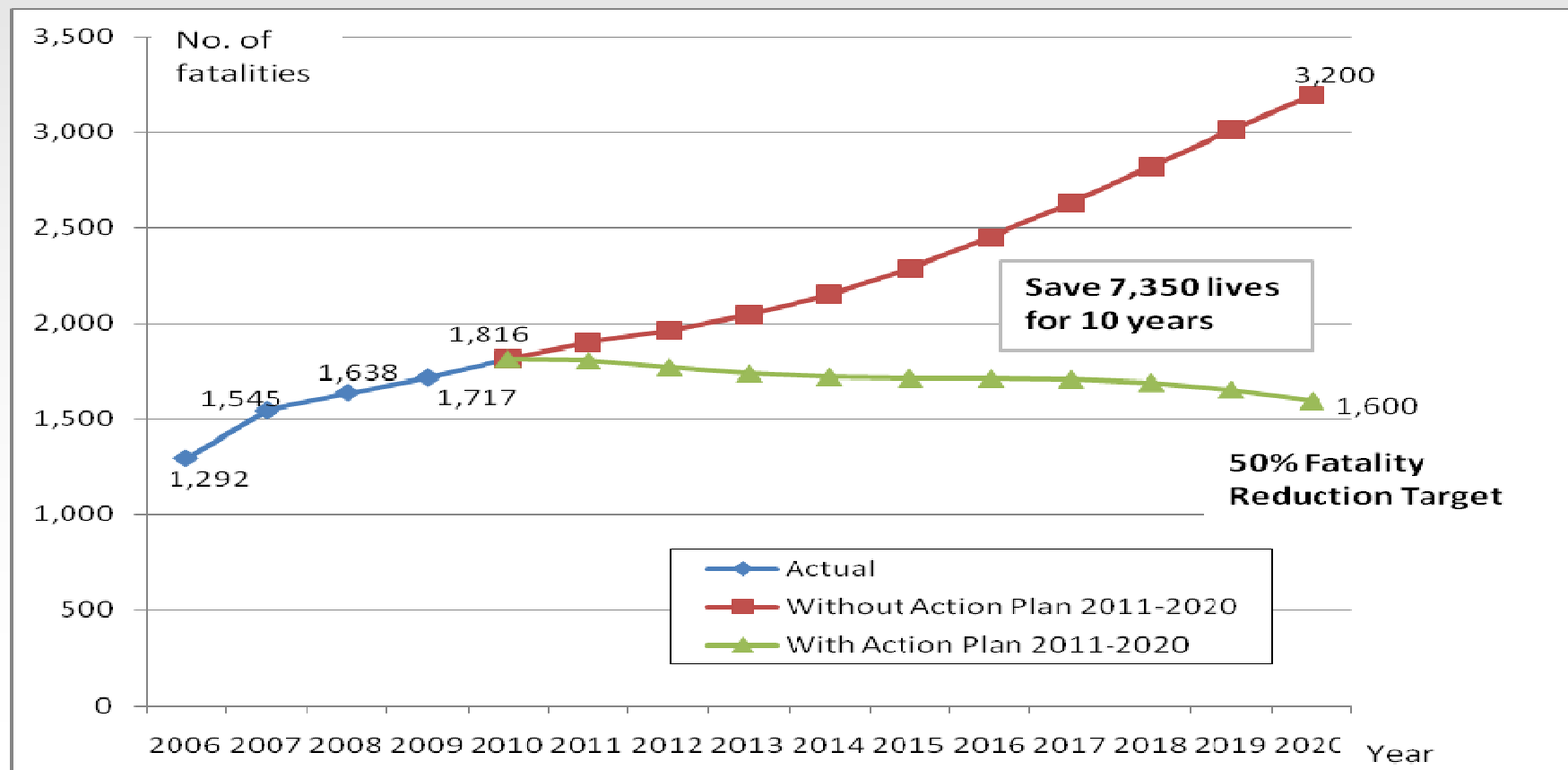
Road Safety Issues - Cambodian Context

These factors will lead to higher numbers of the road crashes, fatalities, injuries and disabilities

in the coming years !

(1,800 fatalities in 2010 and 3,200 in 2020)

Based on an estimation - made by the Road Safety Research Institute in the Netherlands



Road Safety Issues - Cambodian Context

The total economic loss of road crashes was estimated at US\$ 279million⁽¹⁾ in 2010 – **COMPARED TO (roughly estimated) US\$ 3 Million investment in RS** in the same year.

Road Safety is underfunded!

Disease/Injuries	Casualties/Victims	Investment
Road crashes ⁽²⁾	18,500 (1,816 died – 2010)	\$3 M (2010)
Mine/UXO ⁽³⁾	286 (71 died - 2010)	\$23 M (2011)
HIV ⁽⁴⁾	58,000 (2009)	\$52 M (2008)
Dengue Fever ⁽⁵⁾	12,347 (37 died - 2010)	\$1.28 M for medical only
Malaria ⁽⁶⁾	80,000 (300 died-2009)	

Sources: (1) Cost analysis survey – 2010, HIB and IMOB

(2) RCVIS 2010 annual report and own estimation

(3) http://www.cmaa.gov.kh/upload/cmvis-monthly_report_12-dec-2010.pdf and <http://www.mineaction.org/downloads/1/portfoliofinal.pdf>

(4): Cambodian Millionair Development Goal report 2010 and http://aidsdatahub.org/dmdocuments/NASA_cambodia.pdf

(4) http://news.xinhuanet.com/english2010/health/2010-12/31/c_13672416.htm

(6) <http://leavefreedom.blogspot.com/2010/02/malaria-causes-nearly-300-deaths-in.html>

Road Safety Issues - Cambodian Context

Road Crashes lead to General Development Issues:

- **Poverty**: loss of breadwinners in families
- **Economic Development**: socio economic cost estimated at USD279 Million in 2011 (HI and Hasselt University)
- **Gender**: 80% of casualties are men and 20% are women
- **Children**: 10% are younger than 15 years old
- **Education**: 20% are students



HI Road Safety Program - Goal

In 2004 HI Cambodia initiated a Road Safety program in close collaboration with government counterparts.

Program's Goal: To prevent road traffic fatalities, disabilities and injuries, and to improve the safe environment for road users in Cambodia.



HI Road Safety Program – Phase 1: 2004-2010

Methods: Initiating + Implementing activities
 Integrated into the 2005-2010 National Road Safety Action Plan

Projects		2004	2005	2006	2007	2008	2009	2010
1	Road Crash and Victim Information System (RCVIS)							
2	Road safety education							
3	Public awareness campaigns							
4	Support to government							
5	Community Based Education							
6	Road Safety Network							
7	First aid							
8	Road Safety Research							

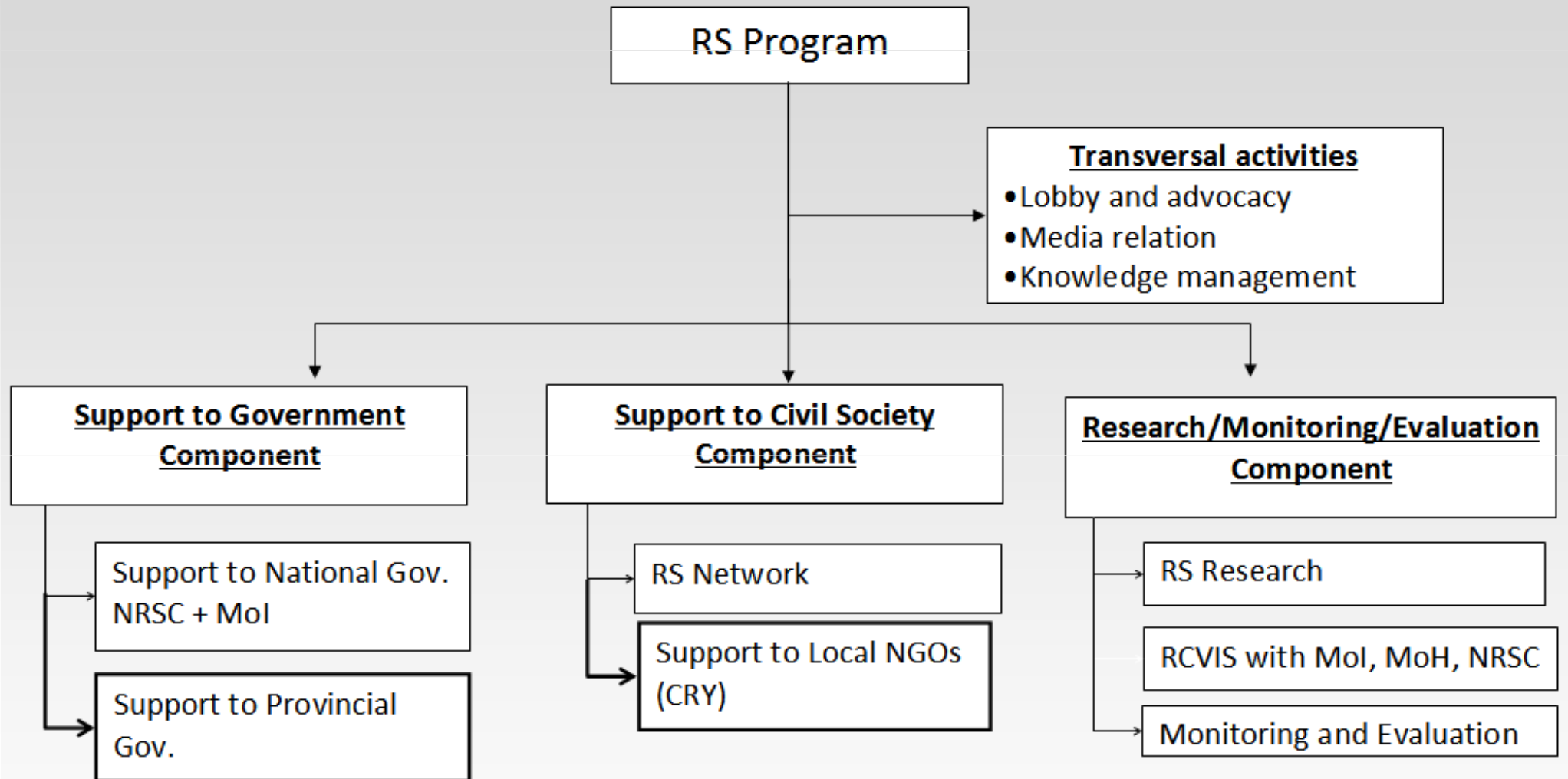
The evolution of the country context

- **The involvement of new players into the field. (WHO, JICA, CRC, AIPF, GRSP, CRY) → Mostly in Helmets, Education and Campaigns**
- **Significant gap in the area of research/monitoring/evaluation**
- **Technical support to the government and civil society is still very crucial**

(It requires continuous technical support, particularly to the National Road Safety Committee on the development and management of Cambodia's commitments to the United Nation's Decade of Action for Road Safety)

HI Road Safety Program – Phase 2: 2011 Onwards

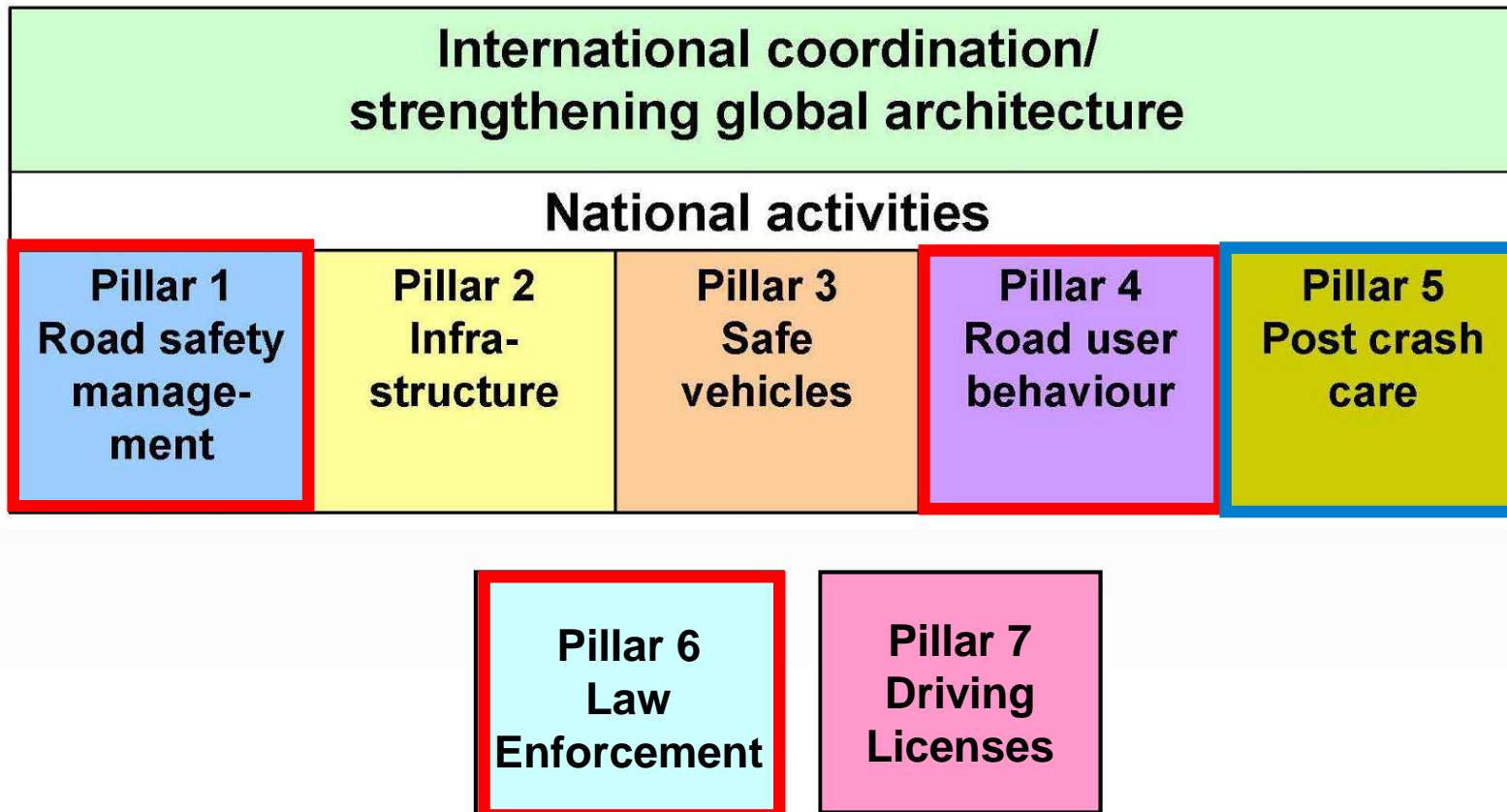
Methods: Less implementing role , More “advisory” role



HI Road Safety Program – Phase 2: 2011 Onwards

The program has contributed to
the UN Decade of Action on Road Safety

A framework for the Decade



HI Road Safety Program – Phase 2: 2011 Onwards

Our General Approaches

- In close collaboration with government counterparts
- Focus on main risk factors: helmets, drunk driving, speeding
- Integrate the activities into the government action plans
- Regional-International knowledge transfer
- **Empower local teams (government/NGOs/Civil society)**



HI Road Safety Program – Main achievement since 2004

From Implementing agency to Providing Technical Support

- **Support to creation of the National Road Safety Committee. This platform has been progressively leading the development and implementation of road safety national policies, strategies and action plans.**
- **Development and implementation of RCVIS including GPS for identifying black spots. The system has been recognized as model by UNESCAP**
- **Development and implementation of road safety curriculum at primary and lower secondary schools + Extending to high schools**
- **Significant contribution to the increase of helmet wearing rate (7% in 2004 to 85% in 2011 – drivers in PP)**
- **Active lobby for the approval of the new traffic law/amendment and enhanced law enforcement**

Partners and Contacts

Thanks to our partners

In-country partners

National Road Safety Committee
Ministry of Interior
Ministry of Health
Ministry of Education, Youth and Sports
Cambodia Red Cross
Coalition for Road Safety
Asia Injury Prevention Foundation
Global Road Safety Partnership
World Health Organization

International partners

Johns Hopkins International Injury Research Unit
US Centers for Disease Control
International Traffic Safety Data and Analysis Group
Road Safety Institute in the Netherlands
Road Safety for All
Fleet Safety Forum

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