

ADB-ASEAN Regional Road Safety Program

**National Road
Safety Action
Plan (2005-2010):**

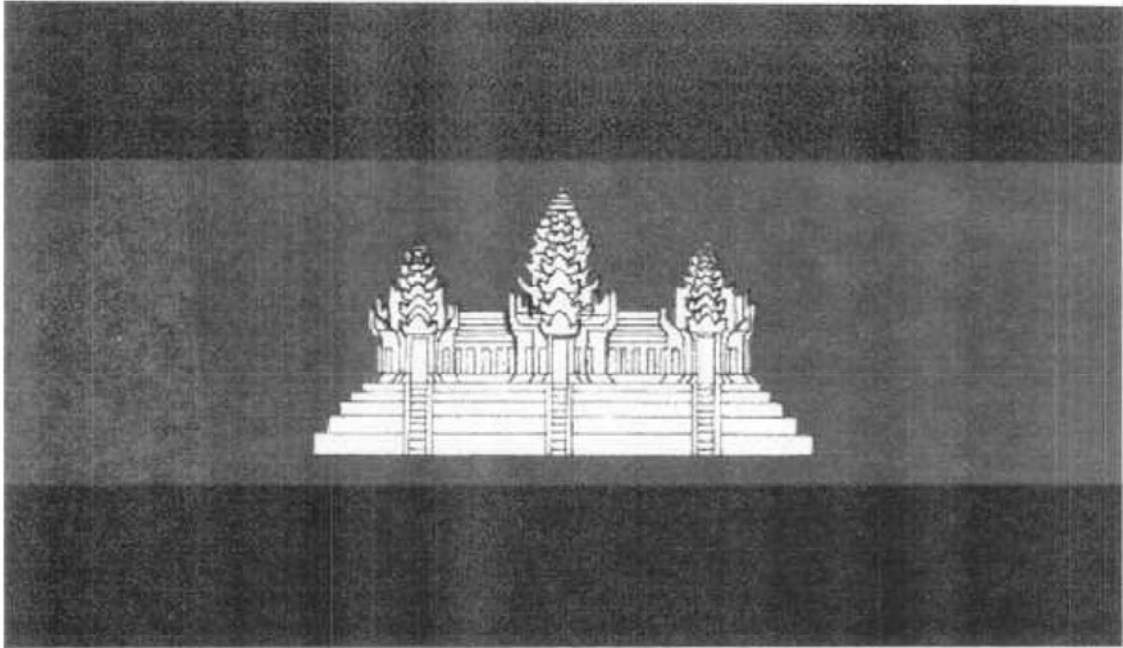
AP 2



**Road Safety
Action Plan in
Cambodia**



ROYAL GOVERNMENT OF CAMBODIA



ROAD SAFETY ACTION PLAN

Ministry of Public Works and Transport
Ministry of Education Youth and Sports
Ministry of Economics and Finance
Ministry of Information
Ministry of Interior
Ministry of Health
Phnom Penh City



With Technical Assistance and Financial support from
ADB/ASEAN REGIONAL ROAD SAFETY PROGRAM



GLOBAL
ROAD SAFETY
PARTNERSHIP



(Unofficial Translation)

Speech of the King
His Majesty Preah Bat Samdech Preah Boromneath Norodom Sihamoni
The King of Kingdom Of Cambodia
On the occasion of royal highest chairmanship in the Helmet Distribution Ceremony
for Students on 08 December 2004
At Olympic Stadium

Your Excellencies, Ladies and Gentlemen;
National and International Distinguished guests

- Beloved students

Today, I have the great pleasure to meet Your Excellencies, Ladies and Gentlemen, national and international distinguished guests and my beloved students and to take part in the Helmet Distribution Ceremony to some of my beloved students organized by Handicap International Belgium (HIB) in the Olympic Stadium.

In this occasion I would like to convey to Your Excellencies, Ladies and Gentlemen, national and international guests and beloved students the best regards of Preah Karuna Preah Bat Samdech Preah NORODOM SIHANOUK, Cambodia's heroic King and Father of national independence, territorial integrity and unity and Her Majesty Queen NORODOM MONINEATH SIHANOUK, Cambodia's Mother of freedom, dignity and happiness to those who are here, particularly the beloved compatriots: children, grand children and great grand children all over Cambodia.

Excellencies, Ladies and Gentlemen, international distinguished guests and beloved students,
I am very much impressed by the very meaningful report made by the Country Director of Handicap International Belgium (HIB), in which the issue of Road Traffic accidents was raised. These accidents affect my beloved students and other people who do not have a safe behavior on public roads.

I'm very much alarmed by the road traffic accidents happening in the country caused by the drivers who do not respect the priorities and traffic laws. There are some young people driving carelessly who cause traffic accidents to themselves and to others. This leads to death or physical disability for the rest of their lives which could damage labor strength in national construction.

Today, I'm very happy to participate and distribute the safety helmets to my beloved students who are driving bikes or motorbikes. If you are driving bikes or motorbikes on the public roads in a careless manner, without respecting traffic laws, even though you are wearing helmets, you might still have accidents, damage properties, sustain minor or major injuries or provoke death. If my beloved students and compatriots all participate in reducing traffic accidents, they will also help reduce the burdens of their parents, family and maintain the welfare of the country.

I would like to appeal to all students' parents, competent Ministries, particularly the Ministry of Education, Youth and Sports to offer a supplementary education to my beloved students so as to make them aware and protect themselves when traveling on public roads and pay the highest respect to the traffic laws and social order.

I would like to profoundly thank the Royal Government of Cambodia and the competent authorities and National and International NGOs for their efforts in addressing the road traffic accidents issue, in order to help Cambodian people to avoid disability or other fatalities. In the meantime, I would like to profoundly thank Handicap International Belgium who brought these safety helmets to be distributed to my beloved students in Phnom Penh during this occasion. I do hope that, there will be more of this glorious activity and that there will be more participation from all levels of national authorities and National and International organizations, associations as well.

Last, I would like to wish Your Excellencies, Ladies and Gentlemen, national and international distinguished guests all the best, be healthy, prosperous, longevity.

Thank you

FOREWORD OF THE PRIME MINISTER

More and more of our young people are dying or being crippled in road accidents each year and the numbers of dead are increasing by over 30% per year.

Road accidents now cost our country over \$116 millions each year - money that could be better spent helping our country to develop through building of roads - bridges, schools, hospitals and other services needed to build our Nation.

Road accidents can affect everyone and the next casualties could be your child, your brother, your elderly parent, your friend or even you if you did not take care about road safety.

It is therefore important that we all try and see what we can do individually by influencing those around us to reduce this dreadful disaster of road accidents.

One way to reduce the risk of dead serious injury or is to wear helmet when riding a motorcycle and to fasten a seatbelt when driving the motor vehicles.

So, I urge all my beloved compatriot to protect yourselves and your loved ones by wearing a helmet whenever you ride a motorcycle and fasten a seatbelt whenever you drive a car.

You can prevent road accidents if you drive defensively. Defensive driving is the art of driving to stay alive. If you go out to anywhere, don't forget to drive carefully and always remember that you have to come back home to see the smile of your loved son and daughter and wife .

Prime Minister

Hun Sen

FORWORD OF MINISTRY OF PUBLIC WORKS AND TRANSPORT

Considering the alarming disaster of road accidents the relevant ministries and the NGO led by the Ministry of Public Works and Transport has launched this comprehensive and coordinated Road Safety Plan of Action.

I believe that it will become a powerful and effective policy documents that will lead to a reduction of road accidents through a coordinated approach from various agencies.

I hope that with the concerted and sustained efforts of relevant ministries, NGO, private sectors and the people themselves road accident will be reduced as we all expected.

I would to take this opportunity to extend my sincere thanks and gratitude to Dr. Alan Ross- Road Safety Adviser, and to Mr. Mike Goode, road safety consultant, ADB/ASEAN Road Safety Program for their tireless efforts inducting the seminar on Road Safety in Cambodia and offering good ideas-advises and guideline for the important and comprehensive Road Safety Plan of Actions of Cambodia.

My sincere thanks must be also extended to the officials of working group for their tireless efforts to establish this powerful and effective policy document.

Minister

Sun Chanthol

I- Introduction

According to UN ESCAP Report, road accidents are a growing worldwide problem and now result in around 1 million deaths and over 23 million injuries per year and around 85% of these deaths now occur 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 with the effort of the Royal Government concentrating on construction and rehabilitation of road infrastructure to facilitate rapid and smooth transportation of goods and people in order to boosting national economy and particularly reducing people poverty, road accidents are also increasing in a dramatically high rate.

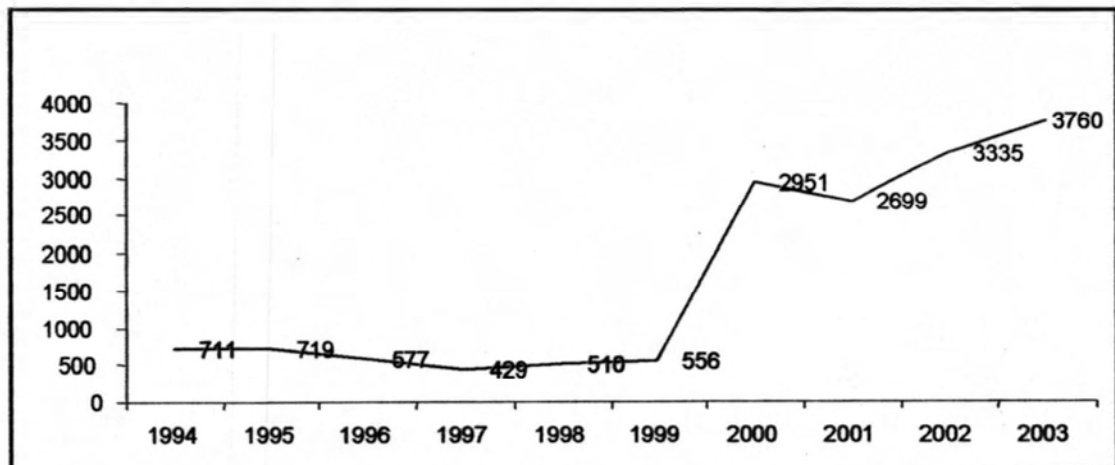
In the Kingdom of Cambodia, road accidents are now being recognized as a second big disaster after AIDS and have caused lost of life, lost of public and private properties, affect social harmony and thus Government Poverty Reducing Policies are affected and impeded by this second disaster. Road accidents,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

Number of Road Accidents (1994-2003)

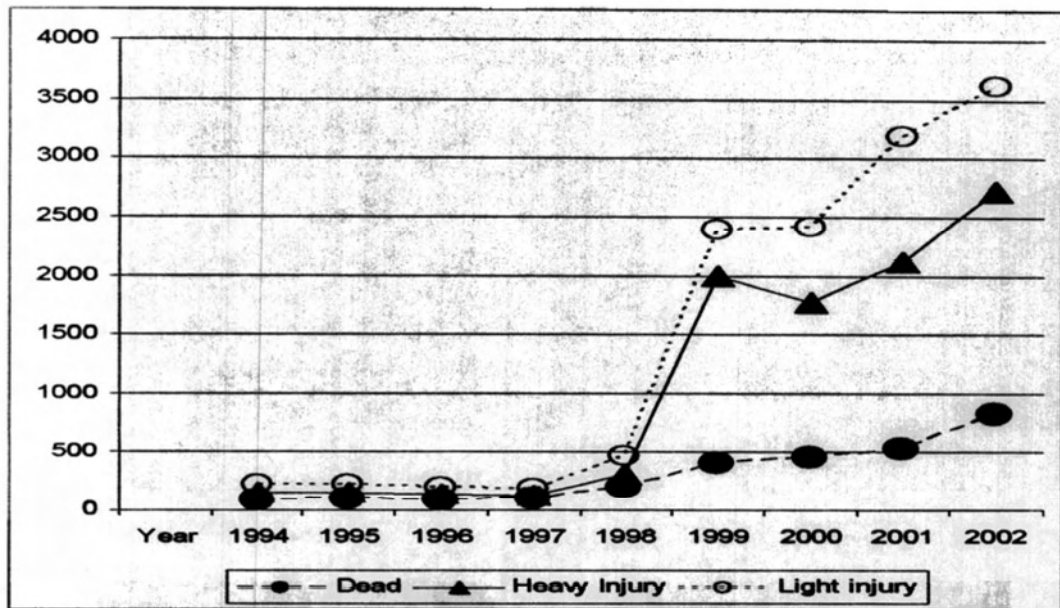
Year	Number of People	Number of Registered Vehicles	Number of Accident	Nurnber of Victims			Fatality Rate	
				Dead	Heavy Injury	Light injury	Per 10.000 vehicles	Per 100.000 persons
1994	9,460,000.00	164,830.00	711	95	98	148	5.76	1
1995	9,690,000.00	191,682.00	719	91	144	218	4.75	0.94
1996	9,940,000.00	218,890.00	577	94	147	222	4.29	0.95
1997	10,180,000.00	239,770.00	429	83	134	201	3.46	0.81
1998	11,437,656.00	267,477.00	510	102	126	189	3.81	0.89
1999	11,722,454.00	297,667.00	556	196	309	465	6.58	1.67
2000	12,014,343.00	331,904.00	2951	401	1998	2391	12.08	3.34
2001	12,313,500.00	383,990.00	2699	459	1771	2413	11.95	3.73
2002	12,620,604.00	410,027.00	3335	535	2113	3188	13.05	4.24
2003	12,934,857.00	447,428.00	3760	824	2714	3615	18.42	6.37

Note: Population growth rate is 2.49 per year.

Graph 1: Evolution of Road Accident Numbers (1994-2003)

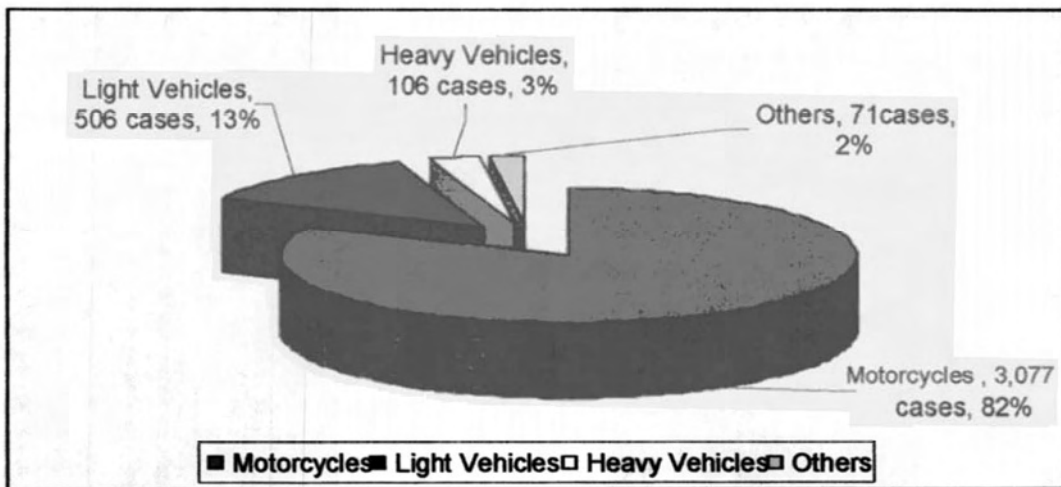


Graph 2: Evolution of Road Accident Casualties



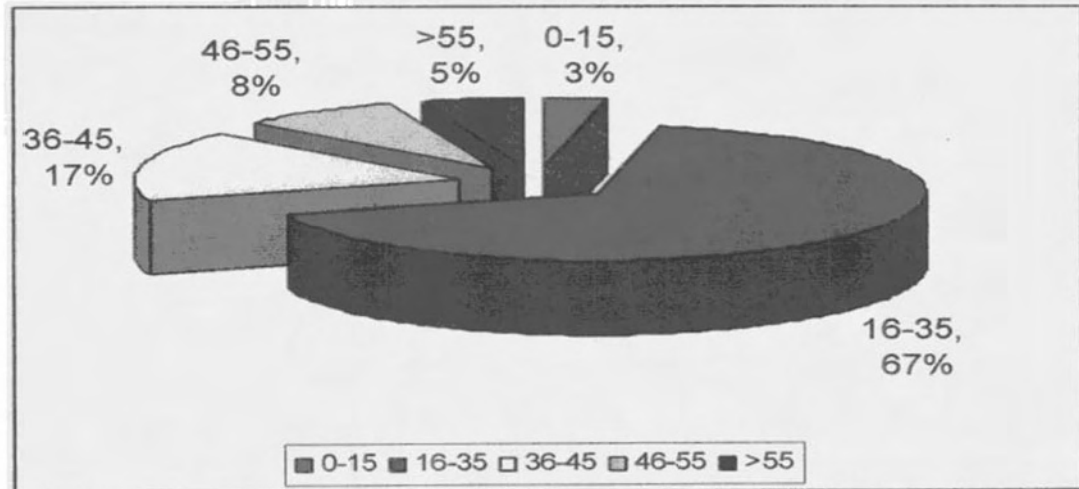
Note : Road accident data from 1994 to 1999 are collected in the Phnom Penh area only and from the year 2000 up to now in the whole country.

Graph 3: Road Accident Casualties by Categories of Vehicles



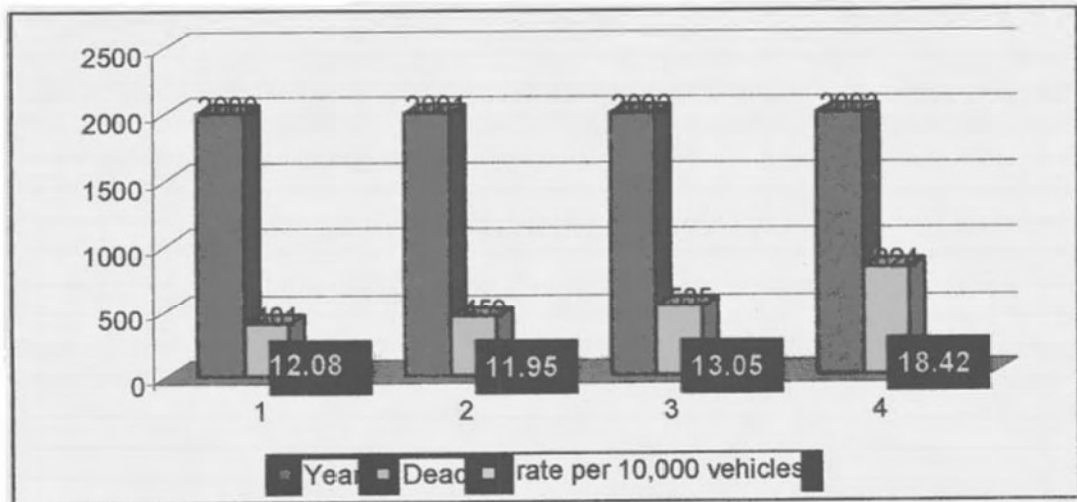
Note: Motorcycles are the most vulnerable road users 82% of the road accidents are caused by the motorcycles.

Graph 4: Road Casualties by Age



Remark : 67% of active populations are affected by the road accidents.

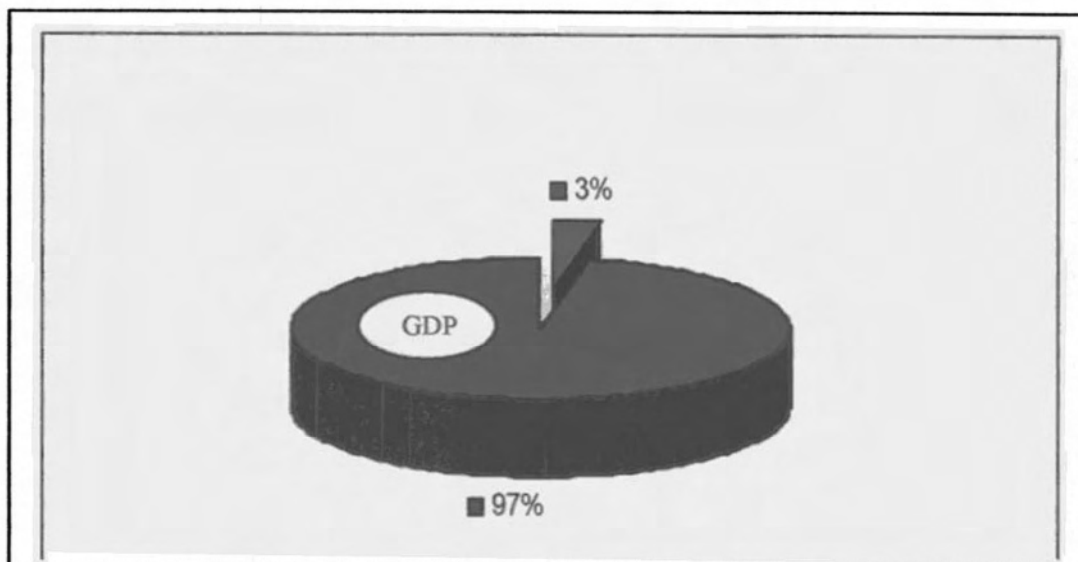
Graph 5: Fatality Rate per 10,000 vehicles



It is noted that fatality rates per 10,000 vehicles are higher comparing to the rate in ASEAN Countries. It is worthy highlighted that in the year of 2000, the fatality rate per 10,000 vehicles in Thailand is 6.1, in Vietnam is 10.1, in Singapore is 2.9, in the Philippines is 2.8 and in Malaysia is 5.7.

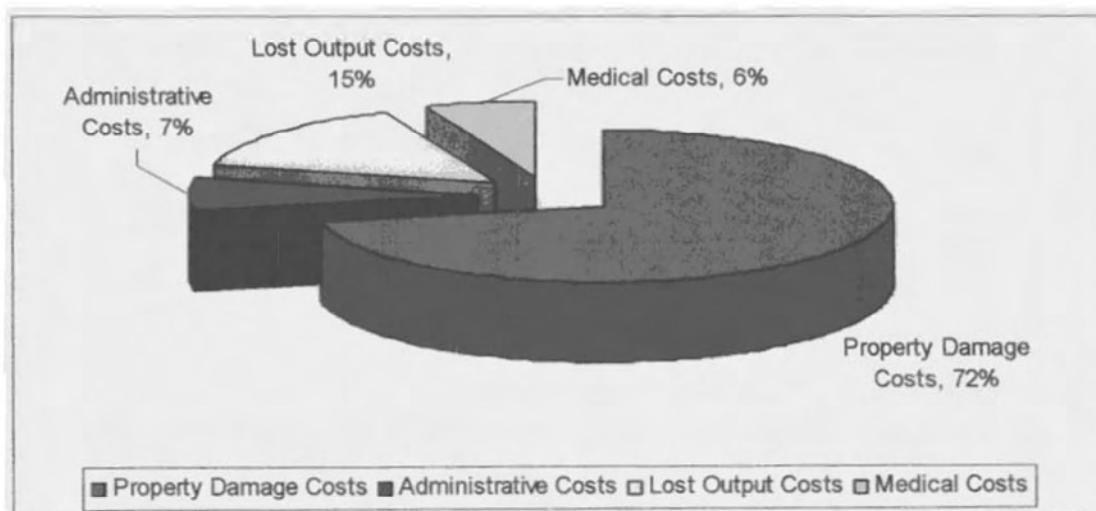
Graph 6: Economic losses caused by road accidents

According to the Asian Development Bank, in 2003, economic losses caused by road accidents are estimated about 116 millions USD, which represents 3% of GDP. Road accidents are factors pushing victims to the poverty.



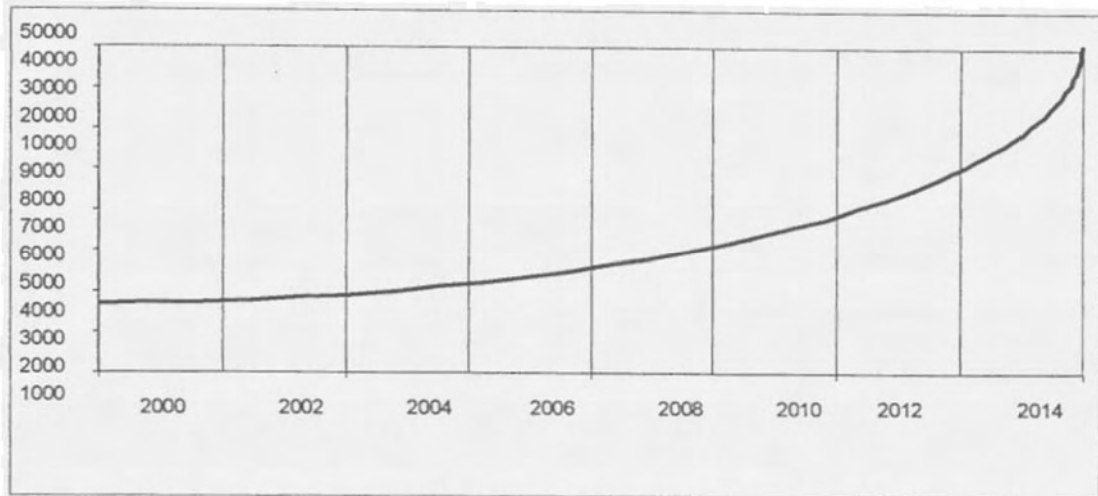
Note: The economic losses caused by the road accidents could be much better spent for building of school, hospitals and other services needed to build our nation

Graph 7: Percentage of overall costs lost by road accidents in 2003



Remark: 72% of public and private property get lost and are not yet included the value of life of people and cripple people leaving behind the orphans and widows living in poverty and suffering.

Graph 8: TREND OF ROAD ACCIDENTS IN THE FUTURE



According to the statistics of road accidents gathered in the whole country and considering the growth rate of people, and the increasing number of motor vehicle fleet due to national economic growth, it can be concluded that, in the future, road accidents would be more increasing if there are no efficient measures.

II. Causes of Road Accidents

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 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 break failure, tire blowout, power steering failure, headlight failure.

4. Inefficient and inadequate Legislation

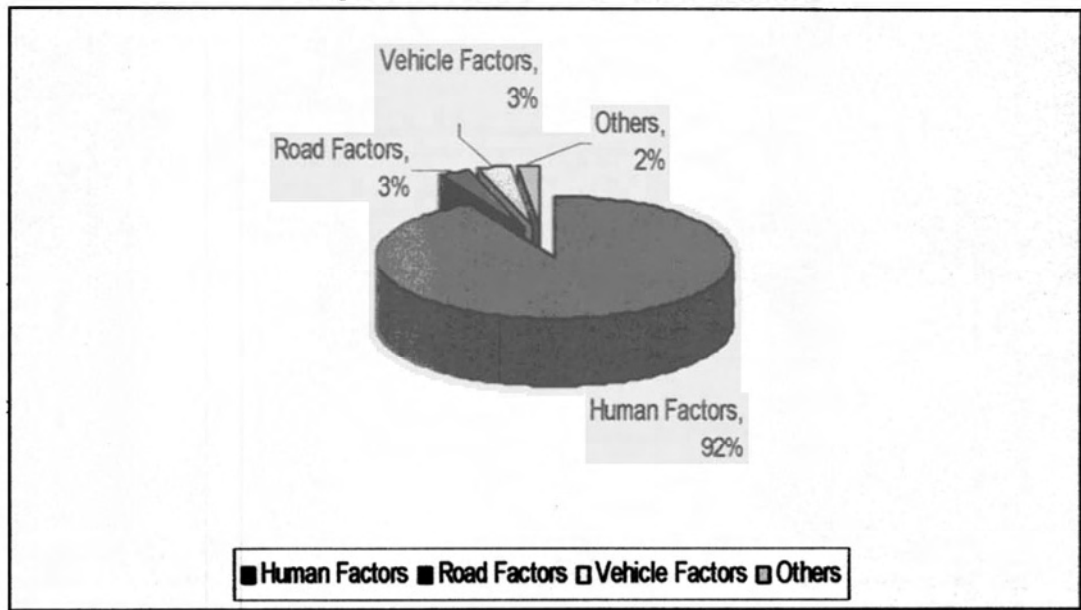
The Traffic Law enacted in 1991 is not efficient and adequate for modern traffic conditions because there are no detail provisions covered aspects of traffic safety such as: seatbelts, compulsory helmets, blood alcohol concentration limit etc. Furthermore, in this old law, the riders of motorcycles with replacement less than 49 are not required to bear the driving license.

5. Weakness of Traffic law Enforcement

- The Traffic Law enforcement in Cambodia is still very inadequate for many reasons:
- a. The traffic police do not have sufficient modern enforcement materials and equipment to carry out law enforcement.

- b. Some traffic police officers had not yet been received appropriate skill training to the acceptable standards.
- c. Salary of the traffic police officers is too low; so they cannot work efficiently.
- d. Some road users and drivers had not been aware about the traffic law and no appropriate measures had not been used for this matter.
- e. Sometime the implementation of law enforcement was impeded by the powerful people.

Graph 8 : Factors of Road Accidents



III. 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.

In Cambodia, in 2003 the fatality rate is already 18 persons per 10,000 vehicles. It is estimated that in 2004 it will be increased a little bit higher. We need to accelerate our effort to keep pace to the target.

VI. The reasons of Road Safety Action Plans:

With the current situation, the Royal Government of Cambodia has raised Five Year Road Safety Action Plans in order to reduce road accident to a lowest possible figure as shown in the attached annex and which can be briefly exposed as follows:

1. Action Plan N° 1: Establishing Of a National Road Safety Council for Coordination and Management of Road Safety

Road accident is social serious problem thus it requires a National Committee which is responsible at the national level and local level for reducing accident according to plan set out by the ASEAN counties. The Ministry of Public Works and Transport alone or the Ministry of

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Road accident is social serious problem thus it requires a National Committee which is responsible at the national level and local level for reducing accident according to plan set out by the ASEAN countries. The Ministry of Public Works and Transport alone or the Ministry of Interior alone cannot settle this problem. It requires cooperation and coordination between and among relevant ministries and other organizations so that the action plans can be harmoniously carried out in the whole country and good result can be achieved as it has been done in the developed countries.

2. Action Plan N° 2: Road Accident Data Systems

Knowing exactly and clearly the factors that caused to road accident is needed in order to take effective measures. Thus road accident data system must be accurate and reliable; like a medical doctor who knows exactly what the causes of diseases are so he can treat effectively. Currently road accident data are not accurate and reliable, especially they are underestimated throughout the country.

3. Action Plan N° 3: Road Safety Funding

Up to date there has been no earmark fund for road safety. In order to minimize road accident successfully, sufficient road safety earmark fund for this work is required, because lots of works have to be done; for instance, public campaigns using leaflet or through other means, improvement of hazardous locations, installing appropriate road signs and signals, road lighting, furnishing the traffic police officers with equipment to test blood alcohol concentration limits etc. are after all expenses needed. If there is no fund, nothing can be done. The source of funding can be found by getting some percentage from gasoline price, alcohol, insurances, traffic fine and other service fees in the General Department of Transport.

4. Action Plan N° 4: Road Safety Audit and Hazardous Locations

Roads and bridges are also factors of road accident because in some places there are a lot of potholes and in the other places roads are too narrow, or roads are wide but bridges are narrow and there are no signs of narrow road at place, or roads are curving too harsh. Thus auditing is needed in order to improve safety for road users. In the developed countries roads and bridges auditing is necessary in all stages of projects; as the saying stated "prevention is better than cure" and is part of measures which contribute to save the important amount of building costs. It means that before buildings, auditors must ensure that after building the roads and bridges are safe to the road users.

5. Action Plan N° 5: Roads Environment And Road Design

Public roads must be designed in an environment that can always ensure safety for road users, e.g. road signs and signals, street lighting, etc. must be in place. On street parking and off street parking should be in place sufficiently in the build up areas or business areas. Special lanes must be designated for motorbikes, bicycles and pedestrians. In the developed countries, each quarter or commune are designated such as schools, hospitals, parks, markets and sufficient car parks are located near by each others. As the results people can save fuel for transportation, time and then reducing traffic, which is one of the road accident factors and helping reduce congestion.

6. Action Plan N° 6: Road Safety Education For Children

Road safety education for children is very important as they can know and understand traffic law and regulations from their childhood so that they can take care on themselves while traveling from home to school or from school to home or to anywhere. Education should be done from the first grade to the eighth grade with the participation of their teachers and parents so that they are well aware about the traffic laws and regulations and will not infringe the law and regulations while traveling.

7. Action Plan N° 7: Traffic Law And Regulations

A Traffic Law, which is fit with international standards, can ensure public order in this field, if citizens are aware and obey. A new draft of traffic law is now at the Parliament and it contains what were absent in the old traffic law of 1991. These points are:

- Motorcyclist from 49cc must bear driving License.
- Wearing helmets for the motorbikes users is compulsory.
- Fastening seat belts are compulsory.
- Blood alcohol concentration limit is provided.
- Reduce some credits from the driving license in case of law infringement.
- Increasing fine and penalties.

8. Action Plan N° 8: Law Enforcement

Up to date law enforcement is very weak, even vehicles without number plates or displayed falsified or unauthorized plates can also involve in the traffic (e.g. TEXAS, CALIFORNIA number plates). Experiences from the developed countries show that even traffic laws are very stringent but their enforcements are weak, they are useless. Thus in order to reduce road accidents, law enforcement shall be "swift, certain and severe" in order to correct dangerous road user behavior.

9. Action Plan N° 9: Technical Inspection

Vehicles must be subject to the periodic technical inspection according to the laws and regulations, so that they are roadworthiness. Currently, only about 40% of vehicles are technically inspected on terms. The vehicles which are not subject to periodic inspection may encounter break failures, tire blowout, steering wheel problems or broken headlight and cause accidents during the traffic.

10. Action Plan N° 10: Drivers Training

The statistics of road accidents show that 92% of the accident is caused by human errors, which are road users; they are pedestrians, bicyclists, motorcyclists and drivers of other means. Road users behavior is generally erratic, undisciplined and inconsistent. Thus training of road users on traffic law, road safety, self-protecting driving, and driving carefully is one of the priorities.

V. Conclusions

These above-mentioned fifteen points' action plans cost 38,326,000.00 USD (Thirty eight millions three hundred and twenty six thousand United States Dollars) for a five years period as shown in the annex.

To achieve this target, concerted and sustained actions on a number of " fronts " of these action plans are needed and the following conditions are required:

1. Firm commitment from the Royal Government to provide sustained funding for road safety
2. Commitment from private and non governmental organizations
3. Commitment from people themselves.
4. Time, patience and cooperation between and among State-Institutions and responsible partners.

Phnom Penh, Date: .. , 2004
Prime Minister

Hun Sen