I. List of projects to be evaluated

Thematic: Road Safety
Countries: Cambodia and Laos

II. Evaluation context

Deaths and injuries from road traffic crashes are a major and growing public health concern. The World Health Organization has estimated that, worldwide, 1.27 million people are killed in road crashes every year and almost half of them are pedestrians, motorcycles and cyclist. In addition, road crashes cause between 20 million and 50 million non-fatal injuries and are an important cause of disability. Deaths from road traffic injuries account for around 25% of all deaths from injuries.

More than 90% of all road traffic deaths occur in low and middle income countries, while these countries only have 48% of the world’s vehicles. While road traffic death rates in many high-income countries have stabilized or declined in recent decades, research suggests road deaths are increasing in most regions of the world and that if trends continue unabated, they will rise to an estimated 2.4 million a year by 2030. Without appropriate action, road traffic injuries are predicted to be the fifth leading contributor to the global burden of disease and injury.

In 2000, the Physiotherapy Project in Lao PDR discovered that at least 80% of the patients needing physio treatment had sustained their injuries from road traffic crashes. Alarmed by this trend, HIB has started some awareness raising activities to alert the population on the danger on the road. A more comprehensive survey was commissioned by HIB in 2002 in selected hospitals in the region (Laos, Cambodia and Vietnam) to understand better the causes of road traffic crashes. The survey revealed that there had been a significant increase of road crashes in the past decade, due to factors such as increased vehicle volume and lack of road safety knowledge among the region’s population. At the same time, HIB at the head office in Brussels also identified road crashes as one of the major public health issues and potential causes of disability. The fist road safety publication was disseminated by HIB Brussels, as a literature review on overall road safety issues in developing countries.

Following the results from the survey, as well as the realization of the global cost of road crashes, HIB launched pilot road safety project in Laos, Cambodia and Vietnam in 2003. HIB’s initial projects focused on public awareness campaigns and education to prevent road traffic crashes and injuries, as well as lobbying and supporting the governments and several actors from civil society in the three countries to take more action on road safety. The pilot projects were successful, and based on these early experiences, all three country-level road safety programs expanded their scope of activities and geographical coverage.

Although the scope and types of activities vary between each country, there are seven common components of HIB’s road safety interventions, all of which are aligned with the National Road Safety Action Plan in the three countries. The components are:

3. Developments in Disability, Road Traffic Accident in Developing Countries, By Oliver Barthes, HIB 2003
1. Road Crash and Victim Information System (RCVIS)
2. Road safety education
3. Road safety public awareness
4. Community-based road safety education
5. Support to the National Road Safety Committee (NRSC) and government partners
6. First aid at the scene of an accident
7. Support and implement research in specific field of road safety

All HI road safety projects are ongoing and currently in their second or third phase, operating in close partnerships with government partners. The program in Cambodia has extended nationwide and advises the National Road Safety Committee, while the Vietnam project has moved from an urban project in Ho Chi Minh City to Dong Nai province, in a rural area, working directly with the provincial road safety committee. The Lao project has extended to Savannakhet province, implementing community-based road safety activities in a rural context, in close collaboration with provincial and district authorities.

To date, HIB has significantly contributed to the development of the national road safety action plans in Cambodia, Laos, and Vietnam, the establishment of the National and provincial road safety committees and the drafting and approval of the traffic law. As a result of five years of effective road safety interventions, HIB is now seen as a leading non-governmental organization active in road safety field among the public, government, private sector, and civil society. Additionally, HIB is regarded by other road safety stakeholders at both national and international levels as a valuable partner for conducting road safety activities and providing technical advice and support in implementation and policy-making.

In 2004, a transversal evaluation was conducted by an external evaluator in the 3 countries to assess the appropriateness of the overall HIB road safety approaches, perform an actor analysis and make recommendations. The 2004 evaluation report is one of the important references for this 2009 evaluation, which will be conducted for only Cambodian and Lao mission.

III. Objectives of the evaluation

1. To identify outcomes/impacts of the programs in Cambodia and Laos
2. To assess the appropriateness of the strategy/design/rationale of the overall HIB road safety intervention
3. To make recommendations for modifying/further developing the road safety programmes

IV. Questions to consider

The programs in Laos and Cambodia are in different stages and approaches. Therefore, the evaluation will be conducted with different questions as below:

**IN LAOS**

**Objective 1: To identify outcomes/impacts of the program Laos**

**Impact Verification**

- Have the RTA and the severity of RTI decreased since the beginning of the project for the different road user groups? Before/after, across project area and non-project area
- Have the knowledge, attitude and practices (KAP) of the different groups of road users changed since the beginning of the project? (compare between project area and non-project area)

**Reasons Why**

- How/to what extent did the program (as a whole) contribute to produce the outcomes/impacts above -- i.e. reduction in RTA/severity; and increase in knowledge, attitude and practices (KAP)?
- What are the main external factors that influenced positively or negatively to produce the outcomes/impacts above? (i.e. counterpart quality, other context factors such as a popular TV drama influential on young people)
Objective 2: To assess the appropriateness of the strategy/design/rationale of the overall HIB road safety intervention

There are 5 main activity categories (herein called “axes of interventions”) for HIB Laos RS interventions.

1. Data collection
2. Education for youth
3. Public awareness
4. Community-based road safety initiative
5. First aid at the scene of an accident

For each axe of interventions, there are several “activities”. E.g. under an axe of interventions, RS Public Awareness, there are activities such as: media campaigns, on-the-ground outreach (information at festivals/events, village visits, etc), road safety network, etc.

Overall project strategy/design

- Is the overall design of the program appropriate to produce the impacts according to the local context? Are the present main axes of intervention relevant? Is there any important axe of intervention missing? Is there any emerging need for new axe of intervention?

- Are the approaches (choice of axes of interventions) compatible with government plans and capacity?

- Are the outputs/outcomes/impacts sustainable beyond the presence of NGO/donors? What are the elements contributing positively/negatively to the sustainability?

Approach/Planning/Execution (per axe of intervention)

- Has the program addressed the relevant target groups -- geographic areas (villages along highways or outside), age groups (youth or adults), entry points (through workplace, villages or media)? Are they the most vulnerable groups, are they the ones causing the RTA, are they the ones who can influence to reduce the RTA; are they the ones who can influence the KAP of others; or the ones who can increase sustainability?

- (Per every axe of intervention) Is the approach/plan of action (choice/design of activities/process steps) chosen the most effective (in improving the KAP and reducing RTA? Are the assumptions correct?

- (For every activity) Are the activities overall well-performed? (sufficient resources, good management, good performance)? Were the outputs delivered on time with good quality? What are the main contributing/hindering factors?

- (For every activity) To what extent do the delivered outputs contribute to produce the desired outcomes/impacts?

Objective 3: To make recommendations for modifying/further developing the road safety programs

- What modifications/re-orientation should be made in axes of interventions and activities to better achieve the expected outcomes/impacts (i.e. reduction in RTA/severity; and increase in KAP)?
IN CAMBODIA

Objective 1: To identify outcomes/impacts of the programs in Cambodia

The evaluator should measure the outcomes/impacts of the programs in Cambodia, since the beginning of the programs (2004) up to now, in the following aspects:

a. Knowledge, attitudes and behaviours of road users through awareness campaigns, school education and enforcement support;
   - Percentage increase of correct helmet use among motorcyclists and increased awareness of road safety issues among the general population based on secondary data
   - Integration of RS Education into curricula at the different levels of education (primary, and secondary schools, universities)

b. Capacity of government institutions to plan, implement, manage and coordinate effective and sustainable road safety actions;
   - Staff capability of relevant ministries in planning and implementing the measures defined in the legal framework, especially the National Road Safety Action Plan (NRSAP).
   - Government benefits from increased funding and partnerships
   - Increased enforcement of the road traffic law

c. Accurate and comprehensive information providing to government and stakeholders on road crashes and victims for the purposes of increased understanding of the current road safety situation, planning appropriate responses, and evaluating impact of current and future initiatives:
   - Organization and efficiency of a relevant Road Safety data collection system

d. Appropriate response to reduce trauma of victims
   - A good first aid network has been established in the target zones

e. Cost and benefit analysis: based on the impact assessment above and budget expenses, provided by the program, the evaluator should estimate the cost and benefit analysis of the program.

Objective 2: To assess the appropriateness of the overall HIB road safety intervention

Design sustainable road safety projects:

- are the selected approaches compatible with government's plans (NRSAP, policy, strategy)?
- are the selected approaches compatible with the stakeholders' budgets and priorities on medium or long term?
- do the programmes developed in each country enhance local capacities?
- does the capacity building strategy in each country adequately respond to government and local NGO needs?
- what kind of projects and which factors would potentially better ensure sustainability?
- Identify actions/projects that HIB should consider to withdraw

Objective 3: To make recommendations for further developing the road safety programmes in Cambodia

Based on the evaluation made in Cambodia and based on the experience of the team, the evaluator will provide HIB with recommendations as in the following:
a. Further develop or orientate the projects in Cambodia
   - Determine the key competences of HIB in terms of road safety;
   - Recommend strength of the program in one country that should be adopted by the others
   - Suggest future role/support of HIB to the government partners in implementing the NRSAP, especially the National Road Safety Committee and its General Secretariat, and the Ministry of Interior
   - Assess the added value of HIB compared to other stakeholders;
   - Recommend future areas of action for HIB in road safety;
   - Recommend tools and approaches for developing those actions;
   - Identify potential partnerships to implement those actions.

b. How to integrate Road Safety projects into other related interventions of each country, especially on
   - Environmental Sustainable transport strategy,
   - Urban Development Planning,
   - Poverty reduction strategy
   - Public Health Master Plan
   - Millennium Development Goal
   - Transport policy

c. How to integrate the Convention on Right of Person with Disability (PWDs) and country disability law (of Cambodia)\(^4\) into the road safety program approach.

In addition, based on the result of the evaluations in Cambodian and Laos, the evaluator should also provide recommendation as suggested below:

d. Role of HIB in the region, by taking into consideration of the existing and future main players, such as GRSP\(^5\), AIPF\(^6\), ADB\(^7\), WHO\(^8\) and AusAid,

e. Role/responsibility of the Regional Road Safety Liaison Officer

f. Provide insights for further scoping exercise of HIB Road Safety programs in the ASEAN as well as other regions (especially Africa).

The following questions hereunder are an option for the evaluator to conduct in Cambodia. The questions are part of the objective 2 and subjected to the funding availability. So, the evaluator should suggest an additional cost for these questions.

a. Based on the NRSAP/Policy of the government, assess the relevance of the axes of intervention that has been developed in priority (education, engineering, information gathering (Database), enforcement and/or victim assistance), depending on the context; and how these axes of intervention interact with each other

   ➢ the answer to this question will probably be based on the results (effectiveness) of road safety programmes developed in other countries, but should also take into account the specific context of each country where HIB is working, ie.
   - road network
   - motorization
   - population
   - economy and growth
   - political situation
   - educational level
   - number and quality of road safety stakeholders (NGOs, international organizations, authorities, and private companies)

\(^4\) The Disability Law has been officially approved by the Cambodian government in July 2009
\(^5\) Global Road Safety Partnership
\(^6\) Asia Injury Prevention Foundation
\(^7\) Asian Development Bank
\(^8\) World Health Organization
in particular, the relevance of education campaigns accompanied by enforcement support should be analyzed; in other words, the strategy to link education with enforcement is relevant and appropriated or not.

b. Identify the best practices in each project and evaluate whether or how they can be applied in other countries or contexts. In addition, key strengths and weaknesses of each programme should be identified as well as major problems encountered; the specificities and best practices for each country should be highlighted.

c. Define relevant objectives for its road safety programmes

- The consultants should evaluate whether the objectives defined in each country’s programme:
  - are realistic compared with the context and the budget
  - are compatible with the existing national development plans and policies
  - target the right groups

d. Determine the appropriate means for achieving the objectives

- human means:
  - is the project’s team sufficient in number?
  - does the project’s team have the appropriate competencies?
  - are the ToR of the staff members relevant?

- financial means:
  - is the funding sufficient and appropriately allocated?

- material means: is the material bought by the project appropriate (e.g. quality of helmets, quality of material used for engineering in Vietnam)?

- activities:
  - are they effective and efficient to reach the objectives defined?
  - are they sufficient or should they be accompanied by additional activities in order to be more effective or have more impact?

e. Develop relevant and high quality awareness and education tools

- in particular, the assessors should check whether the tools developed by HIB are:
  - appropriate compared to international awareness standards, best practices and lessons learned
  - appropriate to the context and to local standards
  - cost effective
  - bringing enough impact on the target groups

V. Methodological approach

During the mission the evaluator will meet the project teams, the project partners and beneficiaries and will visit related intervention sites. The evaluator will collect information through: interviews with the project team partners and beneficiaries; site visits; and secondary data. The detailed methodological approach and indicators will be proposed by the evaluator and finalized in discussion with the respective HIB Mission in Laos and Cambodia, and with HQ.

VI. Background of the evaluator

The ideal evaluator will have:
- Extensive and relevant experience on program evaluation in developing country context
- knowledge of road safety, especially on the establishment of national road safety strategies (education, awareness, management, advocacy, databases, community action planning)
- knowledge of South East Asia context

The evaluator will be assisted by a local translator (in both countries)

VII. Reports and feedback

The evaluation team will be briefed by HIB staff to discuss extensively the purpose of the mission.

The evaluator will need to organize a feedback meeting onsite (in Cambodia and Laos) on the final day of the mission, in order to present initial findings and recommendations to everyone involved in the evaluation (HIB team and partners).

The evaluation report format is given before the mission. It should be clearly divided into:
- Overall view of the evaluation result
- Specific section for Cambodia
- Specific section for Laos
- Recommendations: transversal and country specific

The report must be in English and submitted to HIB (Brussels office and each country contacted persons) in soft-copy as the following schedule:
- the interim report should be sent no more than 15 days after the end of the mission in the field,
- the final report should be sent no later than 15 days after receipt of comments from HIB on the interim report.

VIII. Evaluation schedule

The evaluation mission will be divided into:
- evaluation of the Lao PRD programme: Late Oct. 2009 (subject to change, pending the signing of MOU)
- evaluation of the Cambodia programme: 31st Nov. to 11th Dec. 2009

IX. Administrative formalities

The procedure for evaluators to apply is as follow:
- The application can be submitted to: Eric.Remacle@Handicap.be and sann.socheata@hib-cambodia.org
- The application should include:
  - curriculum vitae of the evaluator
  - a good description of the methodological approach
  - a clear budget (a consultancy fee including per-diem, travel cost, accommodation).
    It doesn’t need to mention costs for the local translator, which will be arranged and managed directly by HIB in Cambodia and Laos.
  - Only shortlist candidate will be notified. The interview will be arranged by face to face meeting ??? (if applicant is based in ASEAN), or in Brussels, Belgium (if applicant is based in Europe and available for a meeting in HIB head office), or by telephone.
- The successful candidate is expected to come to Laos and Cambodia as above mentioned evaluation schedule
- The deadline for the submission of the application: 28th September, 2009

X. Appendices
In Laos, the number of vehicles has increased rapidly in the last decade. Since 2003, the country saw an annual growth rate as high as 30%, though it is slowing down in recent years. With the rapid growth in the number of vehicles, combined with dangerous driving behavior, people in Laos – especially youth - are at a great risk. In 2008, 5,025 reported accidents have resulted in 616 death and 8,985 injuries (the total population of Laos is 6.5 million). 50% of the road traffic accident victims belong to the age group 15 to 25 years.

There is a mismatch between how casually people drive and the grave consequences of road traffic accidents. Traffic accidents do not happen by chance, they are largely caused by risky behaviour on the road, such as drunk driving, speeding, or not following the traffic rules. Similarly, the severity of injuries is unnecessarily amplified because of carelessness, such as driving without helmet. According to our survey, a majority of the drivers does not have a driving license in Laos. As more than 90% of people do not have insurance, traffic accidents do not only affect the life of individuals, but also that of families and the society.

Handicap International has been working with the Government of Laos to promote road safety, with an aim of preventing disability and saving lives, since 2003. Our work has included awareness raising, education, targeted training, community-led actions, data collection, and support to the national and local government actors. Currently, we are implementing our activities in Vientiane and Savannakhet Province. Activities of Handicap International are implemented in cooperation with the National Road Safety Committee, consisting of the Ministries of Public Works and Transport, Health, Information and Culture, Education and Finance as well as the Department of Traffic Police.
Community-Based Actions: Improving Road Safety in Rural Areas

Handicap International has been promoting road safety in rural communities along an economic corridor Road #9 in Savannakhet Province since 2006. These rural interventions have included outreach to villages and schools, training for farm tractor drivers, as well as community action planning to improve road safety at the grassroots level. Village groups are mobilized to identify the local road safety issues, and to develop and implement their own solutions. These village groups have developed their capacity and built linkages with local authorities (Village Authority, Traffic Police, District Office of Public Works and Transport) for sustainability after donor-led interventions phase out. These on-the-ground rural interventions have helped to reduce the number of road accidents and injuries in recent years (annual decrease of RTA by 36% and 28% since 2006), and this model is expected to be replicated in other communities of the country.

Outputs:
- Training of Farm Tractor Drivers on safe driving
- Community-Based Road Safety (CBRS) Teams mobilized, receiving leadership training, basic road safety training, and learning-by-doing support on local governance and community action planning processes
- Community Action Plans on Road Safety developed and implemented

Planned Activities July - December 2009:
- Training of Farm Tractor Drivers to be continued
- Community Action Planning process to be continued and expand to additional communities
- Initiate regular peer exchange among CBRS Teams for sharing of good practices
- Expansion of outreach and public education activities to newly identified high risk communities adjacent to the Road #9
- Production of paper-based awareness materials for the use by CBRS Teams and local authorities
- Documenting the methodology and lessons learned for up-scaling
- Training of the District Traffic Police to strengthen the capacity to outreach and work with communities
- Disseminating road safety information in Thai and Vietnamese languages to foreign transporters using Road #9

![Road Traffic Accident in Savannakhet Province 2006 - 2008](Image from MPWT)
Public Awareness: Towards Behaviour Change

Recognizing that most of the accidents are predictable and preventable, Handicap International has been working to raise awareness and to encourage the behaviour change on the road – the compliance with the traffic rules, complementing the enforcement efforts by the Traffic Police. Road Safety messages are provided to the general public and target groups through various medium such as radio, TV, leaflets and various public outreach activities including story-telling by victims of road traffic accidents. The main task for the second half of 2009 is to create a forum of government actors, media and youth groups on mass media campaigns to prepare for the handover of this component.

Outputs:
- Established methodology of broader outreach at the village level (village visit program)
- A pool of volunteer animators/facilitators to provide talk shows / presentations at the events and festivals
- TV and radio spots developed and broadcasted
- Awareness materials (stickers, reflective materials, posters, leaflets) produced and distributed, with a particular emphasis on helmet wearing

Planned activities July - December 2009:
- Development of a Behaviour Change and Communication strategy on drunk driving
- Facilitating the establishment of a working group on mass media campaigns in cooperation with National Road Safety Committee
- Development of a yearly media plan for 2010

Road Crash Victims in Road Safety Campaigns

In March 2009, Handicap International has initiated a new activity that involves people affected by Road Traffic Accidents in road safety campaigns, to alert the broader public on the consequence of RTA. A group of RTA victims has been mobilized in Vientiane to become campaigners, through peer counseling as well as a training workshop. Knowledge and experience of a Thai-based RTA victims’ organization, Don’t Drive Drunk Foundation, have been transferred to the newly organized group in Laos. Their experience has shown that through participating in the activities and giving out messages to the society, it has accelerated individuals’ recovery and their reintegration into the society. The aim in the first half of 2009 is to gently introduce disabled people in the advocacy activities with enough social and practical support so as not to stigmatize the image of disability while sending strong messages for RTA prevention.

The initial mobilization has been followed by learning-by-doing exercises of public outreach as well as leadership and public speaking training. The group has received a high level of interest from the government counterpart, schools and mass media for story-telling to raise awareness.

Outputs:
- Mobilization of an RTA victim’s group in Vientiane with basic advocacy training
- Outreach and experience sharing at secondary/vocational schools
- Public speaking training

Planned activities July - December 2009:
- Outreach and experience sharing at private companies and schools
- Outreach through mass media
- Mobilization of an RTA victim’s group in Savannakhet with basic advocacy training
• Mobility/accessibility audit for Persons with Disability on the road in Vientiane as a means of mainstreaming the voice of persons with disability and vulnerable road users in broader urban/transport planning

**Education: Protecting Children and Youth**

Children and youth are the most vulnerable groups on the road. In Laos, more than 50% of road accident victims belong to the age group 15 to 25 years. Many young riders are without driving license, and prone to unsafe behaviour on the road. Protection of children and youth is therefore a priority in road safety.

Handicap International has been working with the education sector to reach out to children and youth with road safety messages at an early age, through:
- Developing primary school curriculum on road safety
- Providing student workshops to secondary schools and colleges to educate young drivers
- Training primary and secondary school teachers (training of trainers)

**Outputs:**
- Primary school curriculum grid and lesson plans (70%) drafted
- Established methodology of classroom sessions for road safety information dissemination targeting secondary school students (school visit program)

**Planned Activities July - December 2009:**
- Completion of the final draft of the primary school curriculum upon pilot testing
- Providing inputs in the revision of the secondary school curriculum
- Evaluation of teachers’ training and the school visit program
- Development of a systematic follow up to school visit for continuous dissemination of information

**Road Safety Network: Positive Commitment of the Private Sector**

In 2009, Handicap International is launching a network of private companies, NGO’s, international organizations and government agencies that will adopt and implement a road safety policy at the work place. Handicap International will help member organizations in protecting their employees on the road, through training and advisory support, as well as providing practical tools and mechanisms to introduce the behaviour change of the employees. The Road Safety Network will be a place for sharing good practices, peer learning and exchange, and linking with expert help that is available.

**Outputs:**
- Pilot testing of the methodology
- Initial launch of RS Network with Private Companies in Vientiane

**Planned Activities July - December 2009:**
- Follow up with the Network members on the policy implementation
- Launch of the Network with INGO’s
- Peer exchange and sharing of good practices through newsletters
Data Collection: Data That Tells a Story

Handicap International collects data on road traffic accidents, people’s behaviour on the road, and the trend of traffic, to inform and support our activities. These data are informative in answering many questions: What are the causes or contributing factors of accidents? Who are the most vulnerable groups on the road? When and where do most accidents happen? What happens to the victims of traffic accidents – what type of injury do they have, what kind of treatment do they receive, does a helmet protect your life? The data helps us in understanding the problems, and guides us in targeting the most vulnerable groups and devising multi-faceted actions to raise awareness and encourage the behaviour change. Our next challenges are to incorporate the on-going data collection on road accident victims into the development of a nation-wide injury surveillance system, and to provide information to rehabilitation actors so that newly disabled people can be followed up and receive appropriate support.

Outputs:
- 6-monthly survey on helmet wearing rate in Vientiane and Savannakhet
- 6-monthly survey on RTA victims in hospitals in Vientiane and Savannakhet

Planned Activities July - December 2009:
- Harmonization of the hospital survey methodology into the development of an Injury Surveillance System under Ministry of Health in Vientiane and Savannakhet

For more information, please contact:
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Introduction

Road traffic accident injuries make up 46% of all recorded injuries, and contribute almost 7% towards the causes of physical impairment and disability in the country\(^1\). Road traffic accidents, disabilities and deaths continue to be a serious public health problem in Cambodia. They have an enormous impact on the social and economic welfare of Cambodia with an estimated annual cost of \text{USD 116 million}, representing around 3\% of the country GDP\(^2\). Moreover, road traffic accidents are the leading cause of permanent disability among children under 17 years old\(^3\).

In 2008, according to Road Traffic Accident and Victim Information System (RTAVIS), more than 4 persons die and at least 70 are injured daily on the roads of Cambodia. As a result, from 2002 to 2008, the number of fatalities has more than tripled.

In spite of significant efforts made by various stakeholders in the Cambodia, the number of accidents, casualties and disabilities continue to grow. Over 90\% of accidents are caused by human error. Speed, particularly along the national roads, drink-driving, dangerous overtaking and general violations of the traffic law are the chief causes of accidents. Those accidents disproportionately affect the poorest and the most vulnerable parts of the population. The transport modes frequently used by poorer people - motorbike, walking and cycling - are constitute 85\% of the road traffic casualties in the country.

To tackle the growing road traffic accident crisis, Handicap International Belgium’s (HIB) Road Safety Program has been implemented since 2003, aiming at the prevention of fatalities, injuries and disabilities caused by road accidents, and to improve safe environment for road users in Cambodia.

HIB’s road safety interventions consist of four main components, which are aligned with the Royal Government of Cambodia’s National Road Safety Action Plan:

1. Road Traffic Accident Victim Information System (RTAVIS) and research;
2. Road Safety Education;
3. Road Safety Awareness and support to civil society;
4. Support to government services.

The total number of direct beneficiaries in 2008 is estimated at more than 700,000.

By the end of 2008, HIB has significantly contributed to the management and implementation of the National Road Safety Action Plan, the improvement in capability of the National Road Safety Committee (NRSC), the enhanced enforcement of the road traffic law, education and public awareness campaigns. HIB is now seen as the leading non-governmental organization active in the Cambodian road safety field among the public, government, private sector, and civil society. Additionally, HIB is regarded by other road safety stakeholders at all levels as a valuable partner for conducting road safety activities and providing technical advice and support in strategy and policy development, as well as implementation.

One of the main efforts for the program in 2008 was to increase the helmet wearing rate among the general driving population. To achieve this aim, important helmet activities have been integrated and implemented into all project components listed above, combining together education, enforcement and encouragement, and approaches. As a result, there is a significant increase of helmet wearing among motorbike drivers from 24\% in June 2008 to 52\% at the beginning of 2009.

“I am proud to see the increase of the helmet wearing rate in Phnom Penh during the first week of January 2009 because of the education campaigns and enforcement by the police. Although it is not as high as in neighboring countries, we have seen significant progress, and a reduction of head injuries.”

Chandy Meas, Road Safety Project Coordinator, HIB

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\(^1\) Cambodian Demographic and Health Survey 2005,
\(^2\) ADB estimation in 2004
\(^3\) The 2007 Cambodia Accident and Injury Survey. UNICEF 2008
Prospects for 2009 and beyond

HIB will continue to operate in its four main programme components, which cover from the national policy development to the grass root activities and targeting specific messages (helmet wearing, drinking and speeding). The action will contribute more directly to the capacity building of the Cambodian government staff in coordinating and lobbying for the implementation of the national road safety action plan and especially the road traffic law enforcement. Furthermore, HIB will strengthen the process of RTAVIS handover to the National Road Safety Committee (NRSC) and the Ministry of Interior, as well as expand the scope of the database to include all types of injuries. Finally, the programme will also focus on research projects aimed at increasing the knowledge base in the sector.

Road Traffic Accident & Victim Information System (RTAVIS)\(^4\) and research

THANKS TO OUR DONORS
- European Union (EU),
- Belgian Cooperation (DGCD),
- World Health Organization (WHO)

OUR PARTNERS
- The Ministry of Public Works and Transport (MPWT)
- The Ministry of Interior (MoI)
- The Ministry of Health (MoH)
- National Road Safety Committee (NRSC)
- Belgian Technical Cooperation
- Global Injury Database Study Group (GIDSG)

The problem

Before 2004, three different ministries were involved in road traffic accident data collection in Cambodia: the MPWT, MoI and MoH. Although the databases developed by these ministries were providing relevant information on the road safety situation of the country, a clear need for improvement was observed as the government and concerned stakeholders needed more accurate and centralized information on the worsening situation on the roads of Cambodia. For those reasons, in early 2004, with support from the French Cooperation, Belgian Cooperation and WHO, Handicap International Belgium proposed to the three ministries to assist them to develop a new system, based on a standardized and more detailed data collection form. The system was developed in the framework of Action 2 (Road Accident Data Systems) of the National Road Safety Action Plan of Cambodia. From 2004 to 2008, the RTAVIS system expanded to cover 186 districts in all 24 provinces by collecting, centralizing, analysing and disseminating information provided by three different sources: public hospitals, private clinics and traffic police. RTAVIS is now recognized by national and international stakeholders as the official and authoritative source of accident and casualty data for Cambodia.

\(^4\) Action 2 of the National Road Safety Action Plan: Road Accident Data System
Objectives

To provide government and development stakeholders in Cambodia with accurate, continuous and comprehensive information on road traffic accidents and victims for the purposes of increased understanding of the current road safety situation, planning appropriate responses, and evaluating impact of current and future initiatives.

Progress in 2008

The RTAVIS monthly and annual reports continue to significantly contribute to prioritizing the road safety issue on the national agenda. The reports were distributed to hundreds of stakeholders including government ministries, NGOs, and private sectors. The reports were also widely disseminated to the national and international media. One of the unique features of RTAVIS is that the database can accurately locate road traffic accidents and produce precise digital maps that can be produced to identify black spots, which is a key element for understanding the nature of accidents, prioritizing actions to reduce accidents and measuring progress.

The main challenge of the project in 2008 was the preparation of the RTAVIS handover to the MoI, and NRSC, and to extend the system to the Injury Surveillance System in MoH. The handover of RTAVIS has been started with very positive commitment from MoI, NRSC and MoH. The training agenda has already been finalized, appropriated staff have been appointed and an official working group to ensure the coordination between those three government bodies will be established in the beginning of 2009. In addition, to upgrade the system, HIB also signed a contract with the Global Injury Database Study Group (GIDSG) based in Japan to highlight the development of the three new databases, as part of the handover process to MoI, MoH and NRSC.

In addition, a two-year memorandum of understanding (MoU) was signed between HIB and the General Secretariat of National Police (GSNP) of the Ministry of Interior to ensure its cooperation, especially on the system handover and to encourage for higher commitment of traffic police in helmet enforcement. Following the MoU ceremony, 1890 helmets were distributed to all traffic police officers in 24 provinces.

Picture 2: MoU signing ceremony at The General Secretariat of National Police

Based on the feedback and evaluation, the RTAVIS form has been updated and approved by MoI and NRSC. From July to December 2008, 24 refresher trainings on the updated RTAVIS data collection form and the use of Global Positioning System (GPS) system were conducted in 24 provinces for almost 600 traffic police officers in 186 districts.
The road safety website (www.roadsafetycambodia.info) initiated by HIB, has been regularly updated with interesting information on all important road safety action in the country. As a result, there were 1,962 visitors come from 79 countries with a large percentage originating from Cambodia.

From 2009, MOI will fully manage the collection and processing of data from traffic police, while NRSC will manage the RTAVIS (with the technical support of HIB expected to last 2 years). Besides, MoH will create and manage a new injury surveillance system (ISS), which will collect data not only on road traffic injuries but also on other kinds of injuries such as falls, domestic accidents, violence and drowning. Appropriate trainings will be conducted to appointed staff in those three organizations throughout the coming year.

Main outputs

- RTAVIS has reported **25,790 casualties** nationwide, among which **1,631 were killed**.
- **12** monthly reports, annual report 2007 and other customized reports were distributed to hundreds of end users related to road safety and media.
- A memorandum of understanding was signed with the General Secretariat of National Police (GSNP), Ministry of Interior.
- **1,962 visitors in 79 countries** visited the road safety website.
- Refresher training on data collection form and the use of GPS were conducted in **24 provinces** to **596 traffic police officers come from 186 districts**.
- To date, **188 health structures and 790 health staff** are participating in RTAVIS data collection.
- The system is highly appreciated by international and local end users, as it provides precise and
comprehensive information and combines data from various sources: traffic police, public and private health facilities.

- RTAVIS developed policies and action plans such as the national road safety policy and helmet action plan, as well as being the source of data for national black spot improvement programmes.

Road Safety Education

THANKS TO OUR DONORS

- DGCD
- EU
- New Zealand Aid

OUR PARTNERS

- Ministry of Education, Youth and Sports (MoEYS)
- Ministry of Public Works and Transport (MPWT)
- Ministry of Health (MoH)
- Ministry of Interior (MoI)
- National Road Safety Committee (NRSC)
- UNICEF
- Japan International Cooperation Agency
- Educating New Zealand

The Problem

More than 50% of the Cambodian population are less than 20 years old. Road traffic accidents are the second leading cause of death (among injury related) and the first leading cause of injury morbidity for children under 17 years old. In addition, people aged between 20 and 29 years old represent the highest percentage of fatalities, compared to other age categories. Furthermore, due to Cambodia's young population, it is expected that in the next 10 years, the population aged 5-24 will increase dramatically and if nothing is done, the proportion of road traffic casualties in this age category already high will become alarming.

Therefore, Road Safety Education (RSE) is needed to provide the necessary structure for the acquisition of safety knowledge and skills to school children. The structure will include decision-making skills, and the identification and assessment of risk and strategies to reduce these risks. RSE attempts to prepare children for different tasks at each stage of their increasingly independent use of road system and, later, as adults.

Based on this observation, in 2004, a road safety education project was launched by HIB in collaboration with the Ministry of Education Youth and Sports (MoEYS). A new road safety curriculum was developed for primary school students from grade 1 to 6 (age 6 to 12). Officially approved by the Ministry in June 2005, the curriculum was introduced in all 24 provinces, as one of selective subjects in the local life skill programs. Additionally, its key topics have been integrated in the new formal social science curriculum standards. Following the success, the project has extended its scope to develop lower secondary school curriculum, which has been officially approved since 2007.

Objectives

To improve children’s road safety behaviours by providing them with an effective road safety education in schools

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5 Action 6 of the National Road Safety Action Plan: Road Safety Education for Children
6 Cambodia Demographic and Health Survey 2005
7 The 2007 Cambodia Accident and Injury Survey – UNICEF-2008
8 RTAVIS Annual Report 2008
Progress in 2008

1. Primary school curriculum (Grade 1-6)

Road safety education trainings were organized to 233 Teacher Trainers in three provinces to improve their understanding, knowledge, skills, and attitude on road safety. The trainees, who will later become teachers in primary schools, demonstrated their interest in Road Safety and commitment to deliver the RSE knowledge to students, their families and communities.

After 4-year RS curriculum implementation in primary schools in 24 provinces, an evaluation was conducted in July by an independent consultant team. 12 primary schools in 6 provinces were selected as a sample. Based on the evaluation results, the curriculum is appreciated by teachers and students because of its relevant materials and interesting practical exercises outside classroom. Moreover, integrating the important topics into the social study is a good approach to ensure the sustainability of the road safety lessons for children. Therefore, we decided to exit from the project in 2009, while keeping only monitoring activities.

2. Lower secondary school curriculum (Grade 7-9)

In June 2008, following one year implementation in selected schools in four provinces, an evaluation and field visit on the content of RSE curriculum for lower secondary was conducted by the MOEYS national trainers, with support from Educating New Zealand. The evaluation was held in six schools in Kampong Speu province and Phnom Penh city through student and teacher interviews. The evaluation highlighted a good collaboration between various stakeholders and its linkage to the national driving license system. The curriculum is accepted by the national level, teachers and students, especially the materials and effective teaching practice. The increase of student’s knowledge on road safety was also observed, in comparison between the pre and post test. The results of the evaluation also provided useful suggestions in improving specific areas in project relevance, level of ownership, coordination and cooperation among all stakeholders and appropriateness of project implementation, monitoring procedures and strategies.

On December 17th-18th, 2008, the refresher training for national trainers of lower secondary school curriculum was organized for 17 national trainers, including traffic police officers. The objective of the training was to review the content and training methodology before starting the training in provinces, planned for the beginning of 2009.

Picture 5: Practical session in lower secondary school training
3. Upper secondary school:

The successful experiences in the primary and lower secondary curriculum development, implementation and extension, have led HIB to initiate the road safety high school curriculum, in collaboration with the NRSC, MoEYS and Educating NZ. The curriculum matrix has been drafted and the working group has been established. Official approval, training and implementation are foreseen in 2009.

In 2009, an exit strategy for the primary school curriculum project will be implemented together by integrating the road safety lessons into the national curriculum, along with a strengthened monitoring approach to strengthen the implementation by teachers. The action will also continue extending the lower secondary school curriculum into remaining provinces and to develop new high school curriculum, in collaboration with MoEYS and other partners.

Main Outputs

In line with the national road safety committee action plan, RSE has been one of the activities prioritized in the agenda. Several achievements have been produced.

- Over 50,000 teachers and 650,000 students learned road safety education curriculum in more than 800 schools.
- 233 teacher trainers in three provinces received road safety trainings.
- More than 660,000 books were distributed to teachers and students in primary and lower secondary schools.
- In close collaboration with MoEYS, road safety education has been included in the social studies subject of the national curriculum of primary schools from 2 hours to more than 10 hours in an academic year.
- A network has been developed and strengthened by working in collaboration with government agencies such as MoEYS, MoI, NRSC, JICA and UNICEF on the implementation, monitoring and extension of road safety education in Phnom Penh and provinces.
- Road Safety curriculum matrix for upper secondary school developed and working group has been set up.

Road Safety Awareness and Support to Civil Society

THANKS TO OUR DONORS:

- EU
- DGCD
- WHO

OUR PARTNERS

- NRSC
- MoI
- MoH
- JICA
- Cambodian Red Cross (CRC)
- Coalition for Road Safety (CRY)
- Development Appropriate Technology (DATe)
- road safety network members
- Tokushima International Cooperation (TICO)

The Problem

More than 90% of road traffic accidents in Cambodia are due to human error (dangerous overtaking, inappropriate speed, drink-driving). Furthermore, almost 80% of motorbike fatalities had head injuries. It has been observed that in addition to the limited action on the law enforcement, lack of education and general knowledge among population on road safety are the critical points that contributed to high road traffic accidents in the country.

9 Action 12 of the National Road Safety Action Plan: Road Safety Public Campaigns
Public Education and Awareness are key activities in prevention of road accidents and casualties. Informing and educating road users can improve knowledge about the rules of the road and about safe driving behavior. Campaigns can also help to reduce dangers of risky behavior and attitudes by highlighting the causes and trends of road accidents and casualties.

Besides, data collected by RTAVIS shows that, in 2008, more than 50% of road traffic accidents occur on national roads while around 40% occur in urban areas. Consequently, there is an urgent need to raise awareness on road safety among people who are living on or near the national roads and in urban centres, as well as provide means, such as first aid skills, to minimize potential serious injury before the victim reaches hospital.

Since 2004, HIB has conducted a series of successful awareness campaigns, targeting the general public, as well as groups most vulnerable to accidents such as motorcycle riders and children. A variety of strategies to disseminate these messages have been employed including media campaigns, establishment of road safety networks with local and international civil society organisations, national events and community-based education.

**Objectives:**

- To create or increase awareness on particular issues of road safety by setting-up mass media campaigns and punctual targeted initiatives;
- To increase awareness of populations in villages located on national roads through community-based activities;
- To encourage international and local organisations, government departments and private companies to participate in the improvement of road safety by implementing internal road safety policies and participating in a Road Safety Network.
- To build the capacity of the traffic police to provide first aid response to traffic casualties and to refer them to adequate health structures.

**Progress in 2008**

1. **Public awareness and campaigns**

   The main message for the 2008 awareness campaign was helmet wearing among motorbike riders. The campaigns included various activities especially through mass media (TV spots, TV program, newspaper) national events, and material distributions.

   **Picture 6: TV talk show for helmet wearing campaign**

   ![TV talk show for helmet wearing campaign](image)

   - **Chinese New Year, Khmer New Year, Pchum Ben and Water Festival campaigns**
     
     In addition to the mass media campaigns, HIB arrange variety of awareness activities during Cambodian holidays including Chinese New Year, Khmer New Year, Pchum Ben and Water Festival as these periods are marked by a significant spike in traffic accidents. Booths were set up and t-shirts, posters, leaflets, reflectors were distributed. Contests were held for the general public with helmets as the prize.
Road Safety Week and World Day of Remembrance for Road Accident Victims

Both events are internationally-recognised by the United Nations to raise awareness on road safety issues. In April, road safety week was attended by more than 500 participants held at the at Olympic Stadium and chaired by deputy prime minister Keo Putrasmeay. It was the second road safety week ever held in Cambodia. Notably, the Royal Government of Cambodia has designated this event as a recognised annual national event.

In collaboration with NRSC World Day of Remembrance for Road Accidents Victims was held in Kandal province, with support from the WHO.

Helmet Press Conference:
As part of the helmet wearing campaign, a press conference on helmet law enforcement was organized on Nov 07, 2008 involving representative from MoI, MoH, MPWT, NRSC, GRSP, HIB, and others stakeholders. The conference aimed to disseminate information on helmet wearing promotion and government commitment on enforcement. Thirty national and international medias outlets attended.
2. **Community Based Road Safety Education**

Within the technical and financial support from HIB, two local NGOs continue to work directly in communities to raise awareness of road safety.

In 2008, 10 Commune Road Safety Action Plans (CRSAP) were developed in 10 high risk communes, located along the national road 5&6. Three consecutive Participatory Rural Appraisals (PRA) sessions were conducted in each commune to assess the need and identify appropriate actions to reduce road traffic accidents in the communities. The PRA sessions were actively participated by representatives/leaders of different sectors in each commune (i.e. commune councilors, teachers, polices, village leaders, health centers, pagoda committee, district deputy and representative of the Provincial Road Safety Committee). Moreover, to ensure the implementation of CRSAP, all road safety activities have been integrated into the local commune action plans.

Another activity to raise the Road Safety awareness in the community was to set up a network of Peer-Educators under the supervision from Road Safety Ambassadors (RoSA) in schools. RoSAs were identified among teachers in target schools/communes along the national road 5 & 6. After receiving road safety trainings, they worked closely with school directors to choose active students and provided trainings. Then, those students became peereducators and started to disseminate road safety messages to their friends in schools and communities. This is an effective approach to target young road users in communities.

**Picture 10: Road Safety awareness in the community**

In addition, in close collaboration with traffic police, villagers, and hospitals in 15 communes along the national road 1, 5 and 6, fifteen billboards were also installed, advising drivers on safe road behaviour and alerting them of the black spot areas ahead.
3. **First Aid trainings to traffic police officers**

In close collaboration with Tokushima International Cooperation (TICO), specific first responder trainings were organized to traffic police officers, who manage one police ambulance in Battambang Province. At the same time, the ambulance was equipped with appropriate materials. Consequently, more than 50 victims were saved and carried to hospital by the ambulance.

In addition, other basic first aid trainings were provided to traffic police, in collaboration with Ministry of Health, in eight selected provinces with a high rate of road traffic accidents,

![Traffic Police Officers in practical session of first aid training](image)

From 2009, while continuing to implement public awareness campaigns, HIB will focus on capacity building to the General Secretariat of the NRSC to progressively take over the public awareness campaigns. In addition, HIB will continue providing support to CRY in the community based education project along national roads. HIB will also initiate “fleet safety” and extend its road safety network. Last, HIB will stop supporting first aid training, as this activity is well implemented by other partners independently.

<table>
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<tr>
<th>Main Outputs</th>
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<tbody>
<tr>
<td>a. Road Safety Awareness</td>
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<tr>
<td>i. Four Radio and TV spots were produced and broadcasted in all main radio and TV channels.</td>
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<td>ii. At least 50 articles on HIB road safety activities were published in local and international mass media.</td>
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<td>iii. More than 100,000 leaflets and thousands of posters were distributed</td>
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<td>iv. Four campaigns were conducted during road safety week, Khmer New Year, Pchumhen, and World Remembrance Day</td>
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<td>v. A press conference was organized on helmet enforcement</td>
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<td>b. Community Based Education:</td>
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<tr>
<td>i. 10 Road Safety Commune Action Plans were approved</td>
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<td>ii. More than 36,000 villagers joined road safety events</td>
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<td>iii. 299 students were assigned to be peer educators</td>
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<td>iv. 20 Road Safety Ambassadors (RoSA) selected</td>
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<tr>
<td>c. First aid trainings to traffic police officers</td>
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<tr>
<td>i. 178 traffic police from 43 districts in 8 provinces/cities along the national road attended first aid training</td>
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<tr>
<td>ii. 6 traffic police received training on first response;</td>
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<tr>
<td>iii. 1 ambulance has been installed with necessary equipments assisting a total of 56 road traffic victims</td>
</tr>
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10 Action 11 of the National Road Safety Action Plan: Emergency Assistance to Traffic Victims
Support to Government Services

THANKS TO OUR DONORS:
- EU,
- DGCD,
- Global Road Safety Partnership (GRSP)

OUR PARTNERS:
- National Road Safety Committee
- Ministry of Public Works and Transport
- Ministry of Interior
- Ministry of Health
- Global Road Safety Partnership (GRSP)
- Local and International NGOs (CRY, Date)
- International Organizations (JICA, WHO, Red Cross)
- Private sector

The problem
Road safety is a complex, long term issue which deals with interrelated aspects of education, law enforcement, engineering and emergency response, and involves a diverse range of stakeholders from the public and private sector, the media and citizens. HIB and the Royal Government of Cambodia have recognised the importance management plays in the road safety sector. Consequently, the National Road Safety Committee (NRSC) was established in 2005 with the support of HIB. Chaired by the Minister of Public Works and Transport, it is composed of high level representatives from various ministries including Transport, Interior, Health, and Education.

The purpose of the committee is to manage, coordinate and monitor the implementation of the national road safety action plan, as well ensure the effective enforcement of the traffic law. The NRSC is supported by a secretariat based in the Department of Land Transport.

Objectives:
- To support the NRSC in managing and implementing the National Road Safety Action Plan through active coordination of stakeholders and capacity-building;
- To support the Ministry of Interior and the National Traffic Police to effectively enforce the traffic law by developing legal frameworks and providing targeted strategic support, capacity-building and equipment;

Progress in 2008

1. Support to National Road Safety Committee
HIB’s support to the National Road Safety Committee primarily focuses on providing direct technical assistance through an advisor towards developing appropriate road safety strategies and policies, strengthening the Committee’s capacity to manage and coordinate the National Road Safety Action Plan, as well as providing training on road safety-related knowledge and skills.

Picture 12: Motorcycle Helmet Standard Workshop participants

11 Action 1 of the National Road Safety Action Plan: Establishing of a National Road Safety Committee
A key achievement in 2008 was the approval and implementation of the National Helmet Wearing Action Plan aimed at addressing the single leading cause of injury and death in Cambodia: the low helmet wearing rate among motorcycle riders. Activities this year included:

1. **Workshop on Motorcycle Helmet Standard Development on November 6th, 2008**: Attended by over 60 people, the aims of the workshop were to understand the importance of establishing and implementing a helmet standard and to develop a suitable roadmap for its development in Cambodia. It is expected that the helmet standard will be drafted in 2009 by the National Road Safety Committee and Institute of Standards.

2. **Helmet Distribution in November and December 2008**: To promote helmet wearing among youth, the NRSC and HIB collaborated in distributing 2000 helmets at a subsidized price to high school students in Phnom Penh. This activity was part of a larger mass media campaign coordinating by HIB focusing on increased awareness of the importance of wearing helmets.

In addition, the HIB’s road safety advisor provided the National Road Safety Committee Secretariat staff with regular road safety-related trainings including modules on speed management, road traffic injury prevention, and road safety management and financing. Furthermore, HIB has facilitated regional trainings for NRSC secretariat staff, most notably a workshop on protecting vulnerable road users in Vientiane, Laos in June 2008.

2. **Support to Traffic Police and Ministry of Interior**

A critical element in reducing road traffic injuries and deaths is the consistent and fair enforcement of the traffic law. To this end, HIB, with donor support from Global Road Safety Partnership, has worked closely with the Ministry of Interior and the National Traffic Police in 2008 on a variety of traffic law enforcement issues. They include:

- **Development of national traffic law enforcement strategy an action plan**: HIB has supported the Ministry of Interior to develop a strategy that provides clear direction, priorities and methods to enforce key elements of the traffic law that will reduce road traffic injuries and deaths. The priorities include helmet wearing, speeding, drink-driving, overloading and intersection management. The strategy is expected to be approved in 2009;

- **Professional Development Training for National Traffic Police**: The aim of this training is to improve on effective evidence-based and intelligence-led strategic approaches, plans and operations for senior police decision-makers, as well as to train selected traffic police officers on knowledge and skills on traffic law enforcement and good practice policing methods focused on reducing road fatalities. The first two workshops were held in August 2008, with the following workshops expected in February and March 2009;

![Picture 13: Professional development training for senior police officers](image-url)
Helmet Enforcement Training for Phnom Penh Traffic Police: In anticipation of the enforcement of the helmet wearing law on January 1st, 2009, HIB provided training to Phnom Penh traffic police on December 16 and 17th, 2008 on effective enforcement and checkpoint techniques specific to enforcing the helmet law. HIB has provided equipment to the Ministry of Interior and National Traffic Police to facilitate the enforcement of the traffic law including 2000 police helmets for all traffic police in Cambodia, and strobe lights, safety vests and education materials (banners, leaflets, posters).

Main Outputs

- NRSC has approved the National Helmet Wearing Action Plan, and developed a National Road Safety Policy and Two-Year Action Plan 2009-2010;
- Regular coordination meeting hosted and chaired by NRSC with increased stakeholder presence and financial support for NRSC’s road safety activities;
- NRSC organized and conducted the first motorcycle helmet standard workshop on November 6th, 2008
- Development of National Enforcement Strategy and Action Plan 2009-2012 with focus on helmet wearing, drink-driving, speeding, overloading, intersection rules;
- Professional Development for the Ministry of Interior and National Traffic Police (150 senior police trained)
- Helmet Enforcement Training for 100 Phnom Penh traffic police in December 2008, and equipment distribution (1890 police helmets)
- Official Order from the Ministry of Interior to enforce the helmet law on January 1st 2009.

In addition to the direct support to NRSC and Mol, HIB also strengthened its regional and international networking. Road safety is a multi-sectoral issue, and therefore effective coordination is crucial in order to share knowledge, skills and resources between partners. Due to the success and relevance of the road safety programme, HIB is now recognised as an expert in the field of road safety, capable of providing technical advice and effective partnerships in collaborative projects. In addition, HIB has played a very important role as a linkage to bring and exchange international, regional and local experiences between external stakeholders and internal partners, especially the government.

In 2008, HIB road safety team in Cambodia attended notable international events, included:
- GRSI Steering Committee Meeting, Feb. 2009, Thailand and May 2008, Japan
- 9th World Conference on Injury Prevention and Safety Promotion, March 2008, Mexico
- GRSP/ASEAN Road Safety seminar, Oct. 2008, Malaysia
- Training course: Road Safety in Asian countries – Principal and Approach, Oct. 2008, Belgium
- 2nd Asia Pacific Injury Prevention Conference in Hanoi, Nov. 2008, Vietnam

Partners

To successfully implement its programme, Handicap International Belgium works with a variety of important partner in the road safety sector including:

- National Road Safety Committee (NRSC): HIB’s main partner responsible for overall coordination of the road safety action plan, and involved in all four of HIB’s programme components;
- Ministry of Health: involved in RTAVIS, the development of the Injury Surveillance System and development of first aid at the scene of an accident curriculum;
- Ministry of Interior: involved in RTAVIS, road safety education and first aid training;
- Ministry of Public Works and Transport: hosts and staffs the NRSC, involved in road safety education and the development of guidelines for licensing for disabled drivers with HIB
- Ministry of Education Youth and Sports: developed and implemented the road safety curriculum in primary and lower secondary schools in all provinces
• JICA: collaborating in the field of road safety awareness campaigns;
• WHO: collaborating in the field of ISS and awareness raising;
• Educating New Zealand: supporting the development and roll-out of the road safety education curriculum for lower secondary schools;
• Global Road Safety Partnership: supporting HIB and NRSC to develop and implement the National Helmet Action Plan and organize enforcement trainings to traffic police;
• Red Cross: Collaborating with HIB in the field of awareness raising, and the development of the first aid curriculum;
• Development Appropriate Technology (DATe) and Coalition for Road Safety (CRY): community-based education and awareness-raising;
• Tokushima International Cooperation: Collaborating in the field of First Aid;
• Global Injury Database Study Group (GIDSG): Supporting HIB for the RTAVIS and ISS database development.

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