Vehicle Safety and Environmental Protection

Ministry of Public Works and Transport

General Department of Land Transport

Land Transport Department

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1.ABOUT CAMBODIA

Cambodia	
Area	181,035km^2
Population	15,848,495 (2017)
Men	7,783,987
Women	8,064,508
Phnom Penh	
Area	678.47km^2
Population	1,501,725 people (2017)
Density	2,213 people/km^2

- LOCATED IN THE SOUTHEAST ASIA
- ONE OF ASEAN
- BORDERED BY THAILAND TO THE NORTHWEST, LAOS TO THE NORTHEAST, VIETNAM TO THE EAST AND THE GULF OF THAILAND TO THE SOUTHWEST

1.1 VEHICLE REGISTRATION
-Registration Data

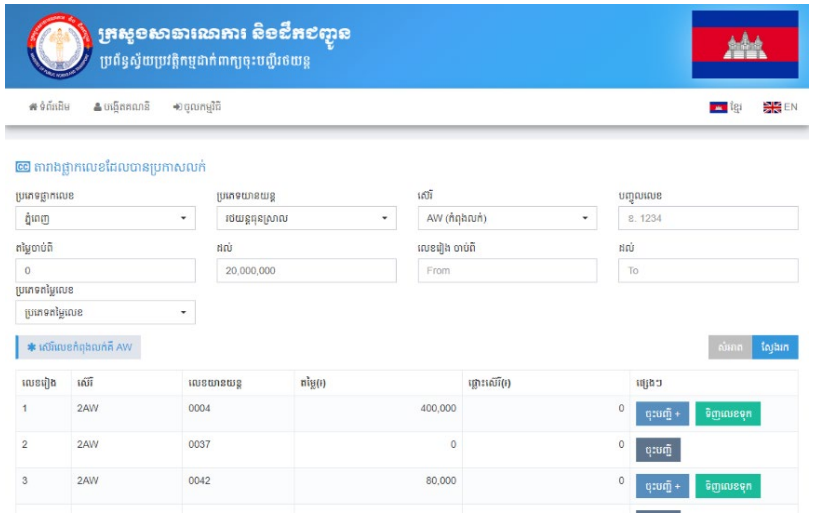
Year	Vehicles Registration						
	Motocycle	Car	Mini Bus	Bus	Pick-Up	Truck	Total
2008	188915	15902	2338	231	4808	3288	217490
2009	275471	20435	2514	324	5065	3241	309059
2010	236614	15563	2510	224	3815	2243	262979
2011	218217	21813	2894	404	5513	2888	253740
2012	233497	22209	3356	502	6882	4709	273167
2013	244971	21153	3032	327	7528	5126	284150
2014	303180	23793	3327	391	8073	5485	346263
2015	342076	34886	4610	535	10184	6211	400517
2016	464970	37480	4610	528	10961	7215	525764
2017	381400	53634		6766			441800
may18	239866	33993		4739			278598
TOTAL	3129177	300861	29191	14971	62829	40406	3593527

VEHICLE REGISTRATION

REGISTRATION DATA

The total growth rate is 53% for the last 5 years.

VEHICLE GROWTH RATE (LAST 5 YEARS)	
2013-2017	%
MOTORCYCLE	51%
LIGHT VEHICLE	78%
HEAVY VEHICLE	47%



Source: Registration Statistics of Department of Land Transport

1.2 ROAD TRAFFIC SAFETY and VEHICLES INSPECTION

CRASH DATA

OVERVIEW OF ROAD FATALITIES (2013-2017)

FATALITY & INJURY	2014		2015		2016		2017		2018	
	#	%	#	%	#	%	#	%	#	%
Fatality	2226	14%	2231	16%	1852	16%	1976	15%	1871	5.3%
Serious Injury	6005	39%	5450	40%	4697	39%	4853	36%	3983	17.9%
Slight Injury	6425	42%	5746	42%	5009	42%	5994	45%	5658	5.6%
No Injury	105	1%	71	1%	0	0%	0	0%	57	
Unknown	554	4%	151	1%	341	3%	476	4%	101	1%
Total	15315	100%	13649	100%	11899	100%	13299	100%	11670	100%

Source: Road Crash Victim Information System (RCVIS) 2017

ROAD TRAFFIC SAFETY

CRASH DATA

COMPARISON OF ROAD FATALITIES BETWEEN 2008-2012 AND 2013-2017

FATALITY & INJURY	2008-2012	2013-2017	GROWTH
	#	#	%
Fatality	9042	10235	13%
Serious Injury	32122	26676	-17%
Slight Injury	52181	31283	-40%
No Injury	0	342	-
Unknown	4526	1853	-59%

Source: Road Crash Victim Information System (RCVIS) 2017

ROAD TRAFFIC SAFETY

CRASH DATA

COMPARISON OF ROAD FATALITIES BY ROAD USERS TYPE BETWEEN 2008-2012 AND 2013-2017

Transportation categories	2008-2012	2013-2017	GROWTH
	#	#	%
Motorbikes	**6136**	**7386**	**20%**
Pedestrian	**1100**	**1045**	**-5%**
Bicycle	**336**	**256**	**-24%**
Family car	**585**	**600**	**3%**
Passenger vehicle	**159**	**271**	**70%**
Good vehicle	**409**	**328**	**-20%**
Agricultural vehicle	**211**	**233**	**10%**
Other	**106**	**116**	**9%**

Source: Road Crash Victim Information System (RCVIS) 2017

2- Challenges

- Traffic fatality is still relatively high especially for Motorcycle user
- Majority of traffic accident caused by human error rather than vehicle technical error or road infrastructure
- Air quality in urban area is relatively low due to high density of motor-vehicles (eps Phnom Penh Area)
- Don’t have a clear vehicle safety and fuel standard

3- Measures to cope with challenges

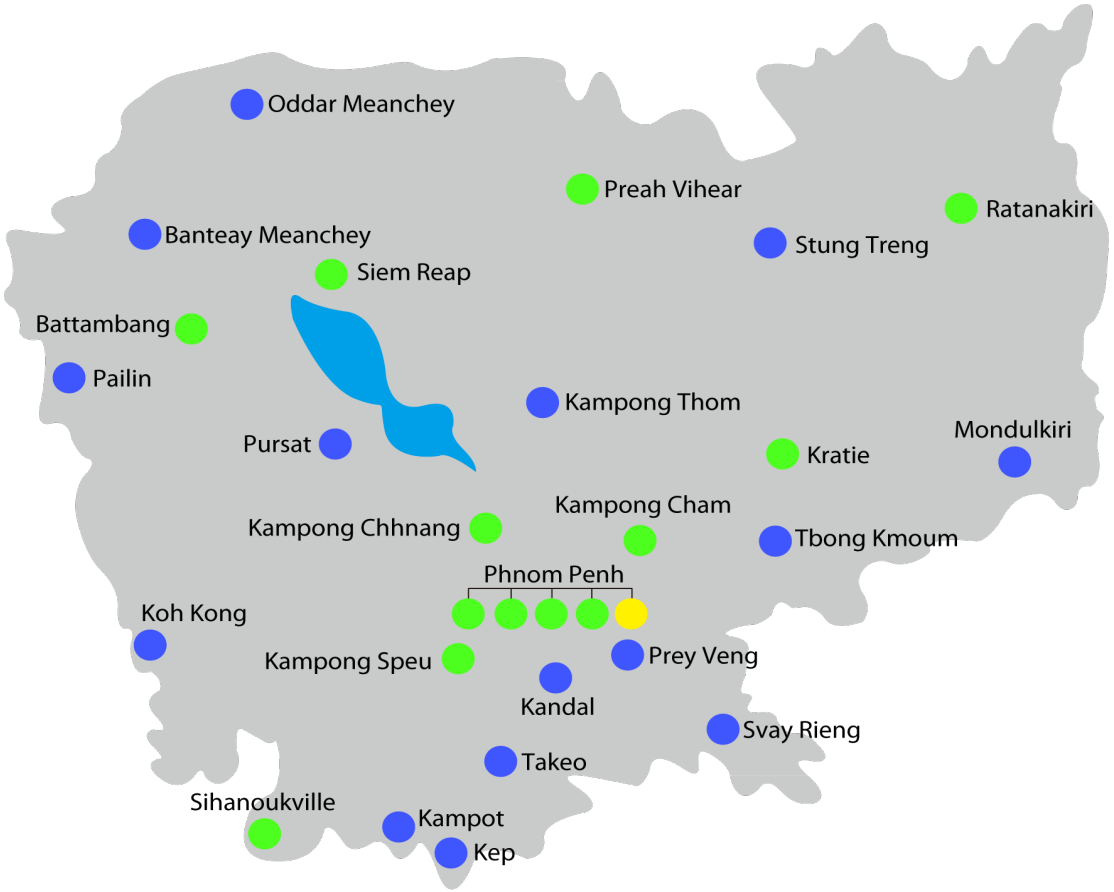
- **<u>Periodical technical inspection on vehicles (Cars, Light duty vehicles, trucks and trailers):</u>** the objective of technical inspection is to guarantee that vehicles operating on public road must be road worthy (vehicle safety) , follow strict technical standard, to prolong the longevity of road infrastructure and protect the environment (reduce the emission).

14 PLACES FOR VEHICLE INSPECTION

▲ ភ្នំពេញ មាន៥មណ្ឌល

▲ កំពង់ចាម

▲ ព្រះសីហនុ



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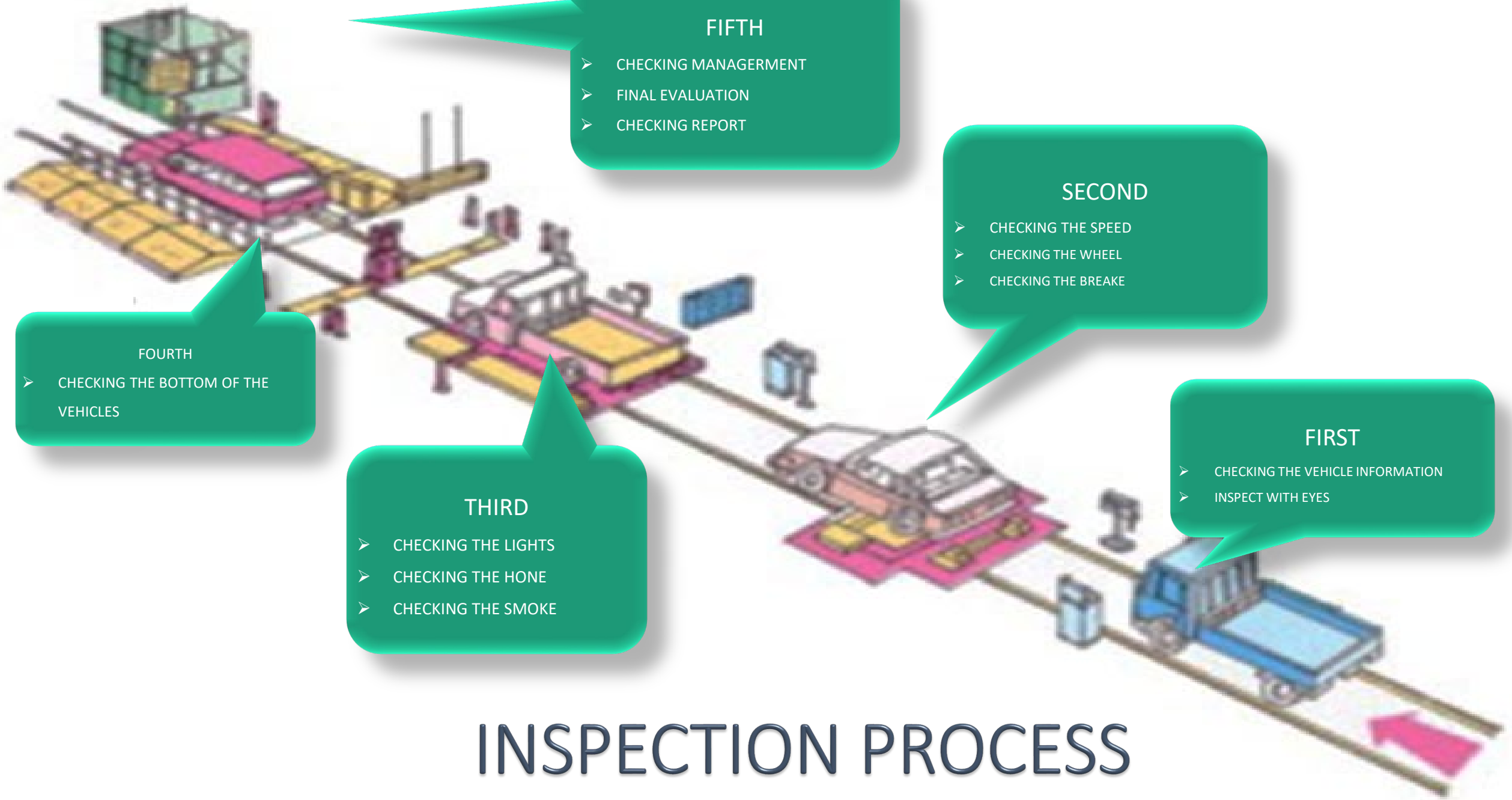


FIFTH

- CHECKING MANAGERMENT
- FINAL EVALUATION
- CHECKING REPORT

SECOND

- CHECKING THE SPEED
- CHECKING THE WHEEL
- CHECKING THE BREAKE

FOURTH

- CHECKING THE BOTTOM OF THE VEHICLES

THIRD

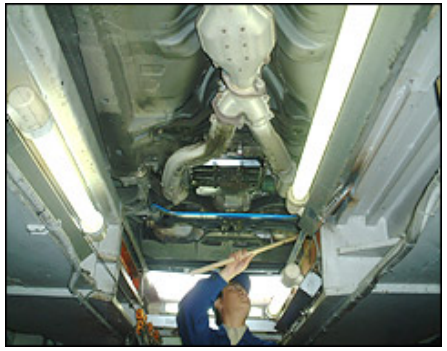
- CHECKING THE LIGHTS
- CHECKING THE HONE
- CHECKING THE SMOKE

FIRST

- CHECKING THE VEHICLE INFORMATION
- INSPECT WITH EYES

INSPECTION PROCESS

INSPECTION PROCESS



4.National rulemaking procedures and implementation of established UN Regulations into National Law

- The Ministry of Public Works and Transport has been working on the process to acceded to the 1958 Agreement on the adoption of Harmonized Technical United Nations Regulation for Wheeled Vehicles.

Internal Consultation by MPWT → The request to acceded to the 1958 agreement to Prime Minister → Consultation with legal council (Council of Ministers) → Adoption of the request at the Cabinet of Ministers Meeting → Adoption of the proposed bill at National Assembly → Adoption of the proposed bill at Senate → Signature by his majesty the King → Proceed to send the letter of accession to UN by MoFAIC

5. CONCLUSION

- The government has been working hard in order to reduce the traffic fatality as well as introduce new legislation and policy to encourage the use of newer and safer vehicle.
- With the on-going internal procedure to accede to the 1958 agreement, Cambodia will hopefully be able to become a member of WP29 soon and will adopt some important UNRs to become national regulation.

អរគុណច្រើន!

THANK YOU SO MUCH!