



Population: 15 135 169 • Income group: Low • Gross national income per capita: US\$ 950

INSTITUTIONAL FRAMEWORK	
Lead agency	National Road Safety Committee (NRSC)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% (2011–2020)

SAFER ROADS AND MOBILITY	
Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	No
Policies to encourage investment in public transport	No
Policies to separate road users and protect VRUs	No

SAFER VEHICLES	
Total registered vehicles for 2013	2 457 569
Cars and 4-wheeled light vehicles	67 645
Motorized 2- and 3-wheelers	2 068 937
Heavy trucks	45 625
Buses	4 473
Other	270 889
Vehicle standards applied <sup>a</sup>	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

<sup>a</sup> UNECE WP29.

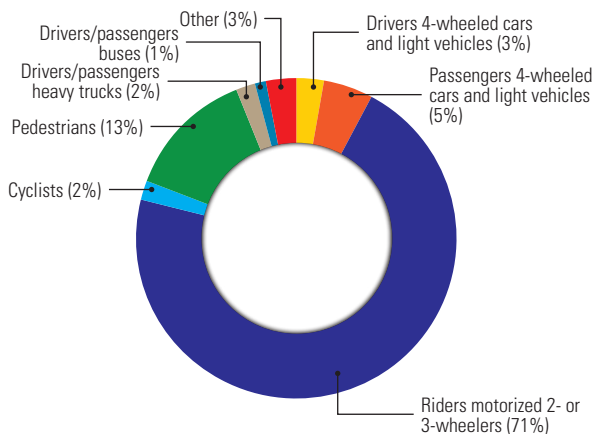
POST-CRASH CARE	
Emergency room injury surveillance system	Yes
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	16.2% <sup>b</sup>

<sup>b</sup> 2013, Road Crash & Victim Information System (RCVIS).

DATA	
Reported road traffic fatalities (2013)	1 950 <sup>c</sup> (79% M, 20% F)
WHO estimated road traffic fatalities	2 635 (95% CI 2 150–3 120)
WHO estimated rate per 100 000 population	17.4
Estimated GDP lost due to road traffic crashes	2.1% <sup>b</sup>

<sup>c</sup> Road Crash & Victim Information System (RCVIS). Defined as died within 30 days of crash.

## DEATHS BY ROAD USER CATEGORY

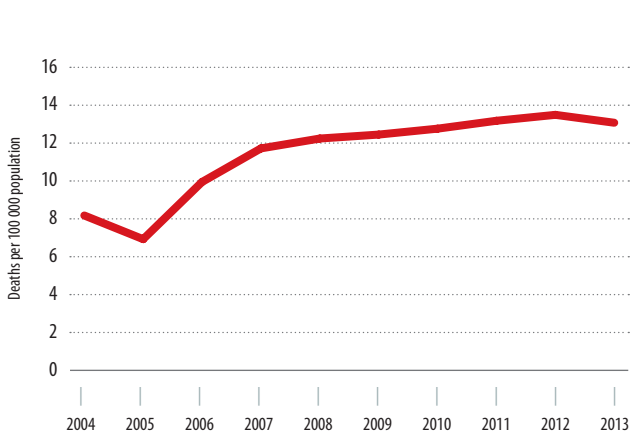


Source: 2013, Road Crash and Victim Information System (RCVIS).

SAFER ROAD USERS	
National speed limit law	Yes
Max urban speed limit	40 km/h
Max rural speed limit	90 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
National drink–driving law	Yes
BAC limit – general population	< 0.05 g/dl
BAC limit – young or novice drivers	< 0.05 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
% road traffic deaths involving alcohol	15% <sup>b</sup>
National motorcycle helmet law	Yes
Applies to drivers and passengers	No
Law requires helmet to be fastened	No
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
Helmet wearing rate	64% Drivers <sup>d</sup> , 6% Passengers <sup>d</sup>
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 ⑤ 6 7 8 9 10
Seat-belt wearing rate	—
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age
Enforcement	① 1 2 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	No
National drug-driving law	Yes

<sup>d</sup> Jan 2011 - Jan 2013, A.M. Bachani et al. Trends in prevalence, knowledge, attitudes, and practices of helmet use in Cambodia: results from a two year study.

## TRENDS IN REPORTED ROAD TRAFFIC DEATHS



Source: Road Crash & Victim Information System (RCVIS).