

Protect your life, wearing helmet correctly.

Helmet used along National road in Cambodia



HELMET SURVEY ALONG NATIONAL ROAD

11-14 and 18-20 Feb 2008

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① Background

Cambodia has seen a rapid increase in its volume of road traffic. In the same time, insufficient law enforcement, improvement of the road network (allowing speed increases), a lack of road safety education, the inadequacy of public health infrastructures in providing treatment for traffic injuries and the poor access to health services have led to a rapidly rising number of road accidents and casualties another one, the lack of understanding of using helmet and its protection that many driver and passenger do not use helmet during drive.

Everyday 4 persons die and many others are injured or disabled for life on the roads of Cambodia, As a result. Road traffic accidents, casualties and fatalities continue to increase more proportionally than road traffic and population. Over the last 5 years, the number of accidents increased by 50% and the number of fatalities has more than doubled.

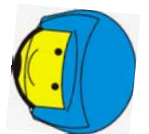
In 2006, Percentage of motor user have involved in road crash have only 4 %¹ used helmet and for the motodup driver who always staying long time on the road they are used helmet only 34.8%². Hemet is a tool that can help to protect the head in cause of accident, we recognize that, that always occur to the motorbike user. Presently, In Cambodia helmet was remark to be a useful visual tool that can help to reduce the fatalities. In the new traffic law in the Chapter 3 article 9: The drivers who drive motorcycles, tricycles and the motorcycles with trailers/Remorque must wear safety helmets. And in Chapter 10 article 88: Drive without wearing helmet the driver face to penalty 3 000 riels. This law had Royal signature by King Sihakmony since 08 Feb 2007 and start to enforce since 01 September 2007.

However, the helmet wearing rates are still low. In 2004, Ministry of Health have conduct a helmet survey just in Phnom Penh, the result show that the average there are only 7.50 percent among 45,114 observers. This number increase to 21% in 2006. Helmet use rate still low if compare with the motorbike's use in the Phnom Penh City. Beside the helmet survey in Phnom Penh in 2006 Handicap International Belgium had conducted a helmet survey to the driver and passenger along national road 1, 2, 3, 4 , 5, 6 and 6A as the result we found that rate of using helmet are also low too it only 19.69% in average.

¹ RTAVIS 2006

² Motodup report 2005

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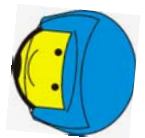


② Objective

The appraisal was a secondary assessment of road safety program which worked in fields of public awareness such as Road Safety Network (slide show the useful of helmet usage to the member of road safety network), Road Safety Education (In the curriculum from grade 1 -9 it content several topic to promote helmet use among school children's) Community Based Education (thousands poster and leaflets was produced and provided to the road user in the communities, jacky Chan poster and leaflet), Helmet promotion through the media (Four TV and 3 Radio spots focus on helmet use) and other activities which collaborate with other road safety agencies and to compare to the helmet survey along the national road in January 2005 and March 2006 ,

1. Find out more about helmet wearing rate along national road
 - Helmet wearing rates of drivers wearing helmets from Phnom Penh to provinces
 - Helmet wearing rates of passengers wearing helmets from Phnom Penh to provinces
 - Comparison of helmet wearing rates from 2006 to present

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3 Methodology

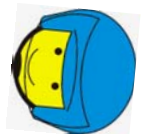
The survey started from 11th -14th and 18th -20th Feb 2008. The surveying take one hour period and separated into 3 times that one time have 20 minute. The team there is four persons, one person act as the team leader and three other are the member. This team divided in to two groups, each group need to stand 2 hour, one hour count the drive flow form Phnom Penh and one hour count from provinces.

To make sure that the data from the survey can be a quality and quantity to compare to the previous survey the team of surveying need to follow the same methodologies as well.

The methodologies are:

- Selected location along national road far enough from Phnom Penh City (more then 10 Km) that mean most of drivers leave Phnom Penh to the provinces or come from the provinces to Phnom Penh.
- Find viewing location that make sure the counter can see clear the motorbike drivers.
- Counting team: the counter divide into two group,
 - o One group count only the driver with helmet and one other count driver not wearing helmet.
 - o Another group count only passengers with wearing helmet and not wearing helmet.
 - o All this data can be calculate the mix all motorcyclist.
- Children under 4 years old or holding by parents are not count, the monk also not count too.
- Count only one direction, driving from province to Phnom Penh and leave Phnom Penh.
 - o One hour first count drivers and passengers drive from Phnom Penh
 - o One hour next count drivers and passengers driving leave Phnom Penh.
- Need to have time tool to measure the time of counting, 20 minutes per time and 3 times. Totally one hour per location
- Blank sheet printed for make a record during break about 3 minute to record before re-start new counting.
- The data was entry that can calculate and make data chart with Ms Excel 2003.

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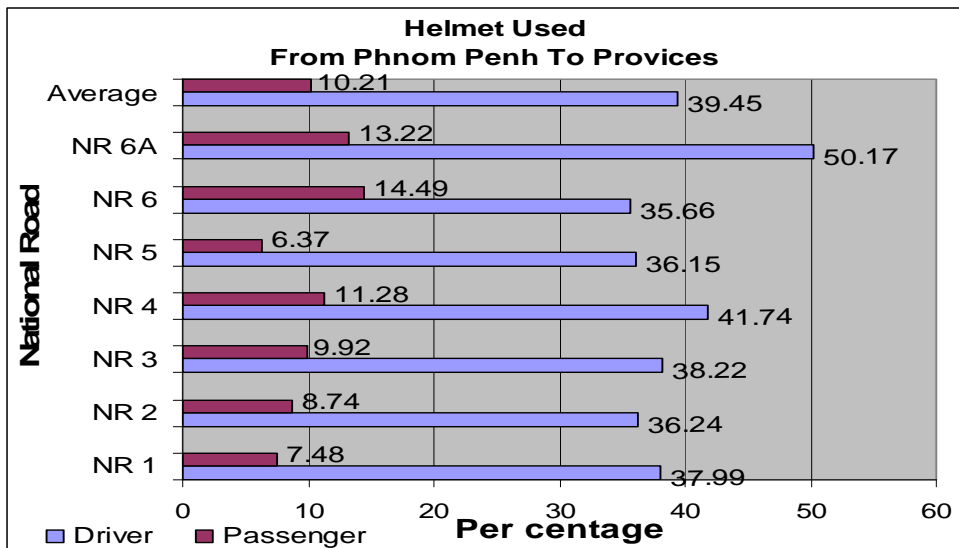


④ Finding and analysis

1- Driver and passenger wearing helmet during driving from PNH to Provinces

Remarkable that along national road #6A, there are 50.17% among 229 drivers wearing helmet drove from Phnom Penh to provinces. But the passenger has only 13.22% wore helmet.

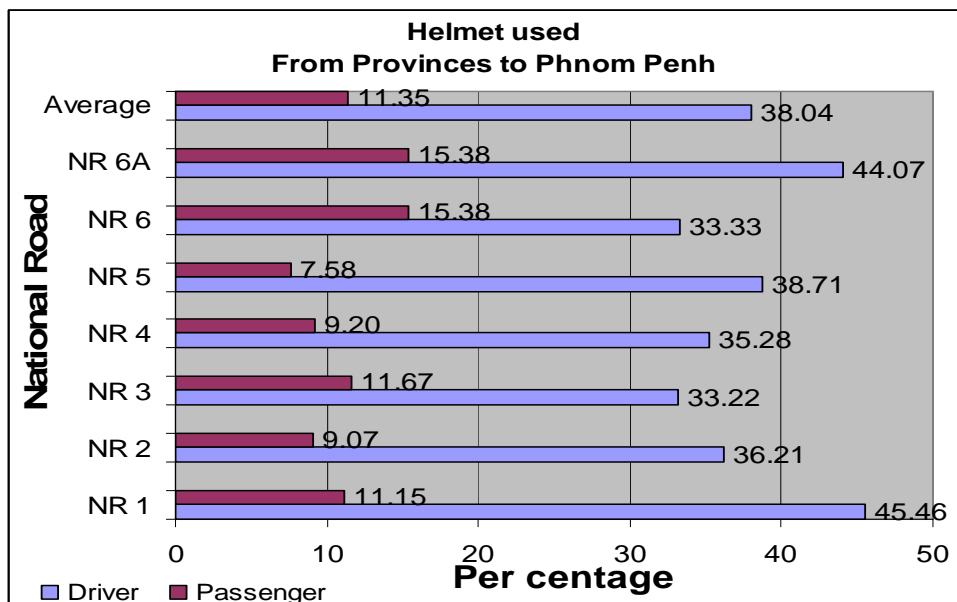
Graph-01



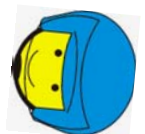
2- Driver and passenger wearing helmet during driving from Province to PNH

44.07% driver wearing helmet on national road #6A, it mean along national road 6A, both direction are high rate of wearing helmet for driver.

Graph-02



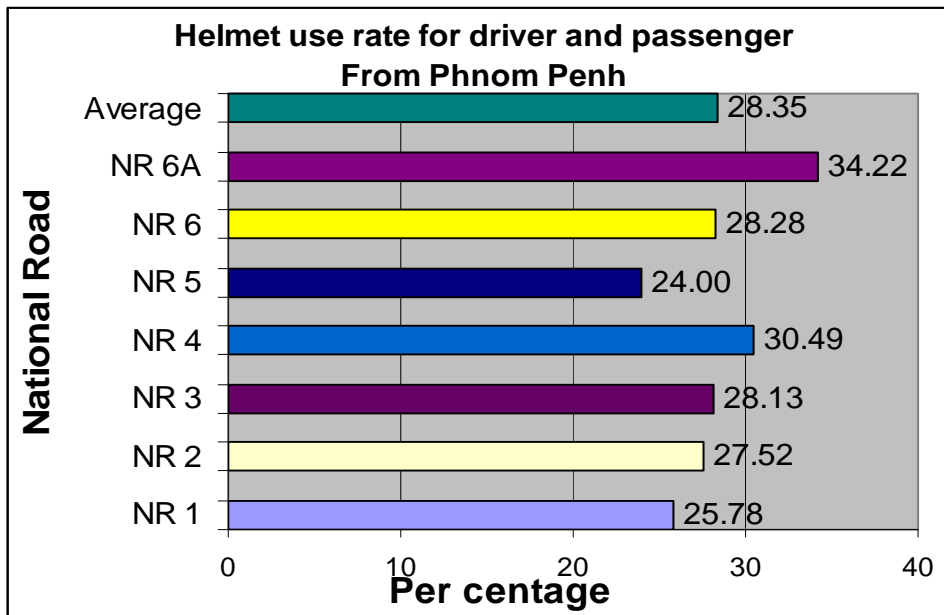
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3- Helmet wearing rate along national road from Phnom Penh (both driver and passengers)

For both driver and passengers on national road #6A is higher rate 34.22% used helmet among 526 motor tricycles.

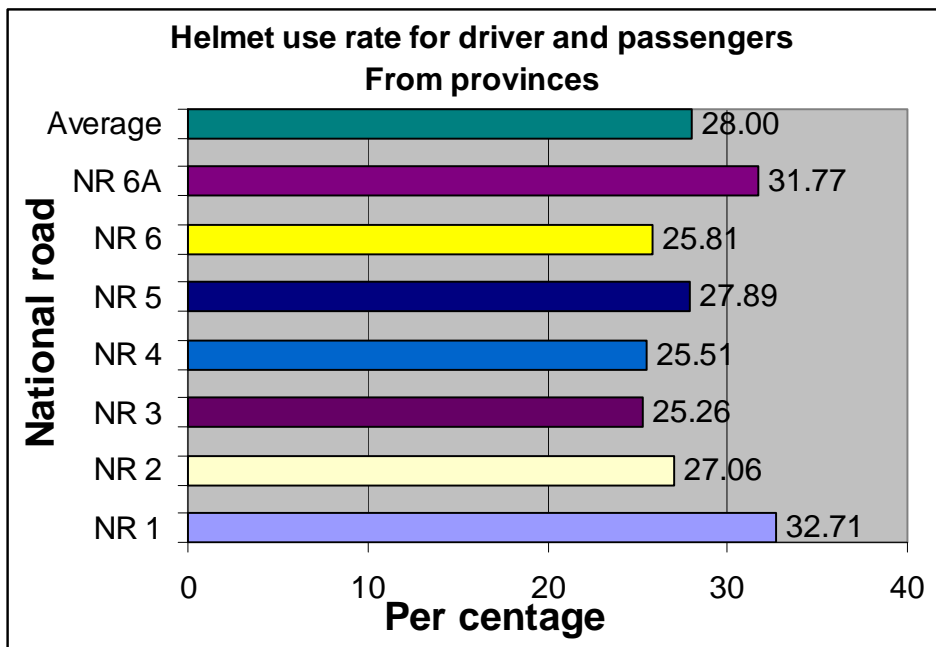
Graph-03



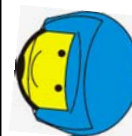
4- Helmet wearing rate along national road from provinces both driver and passengers

National road #1 and 6A are higher than other.

Graph-04



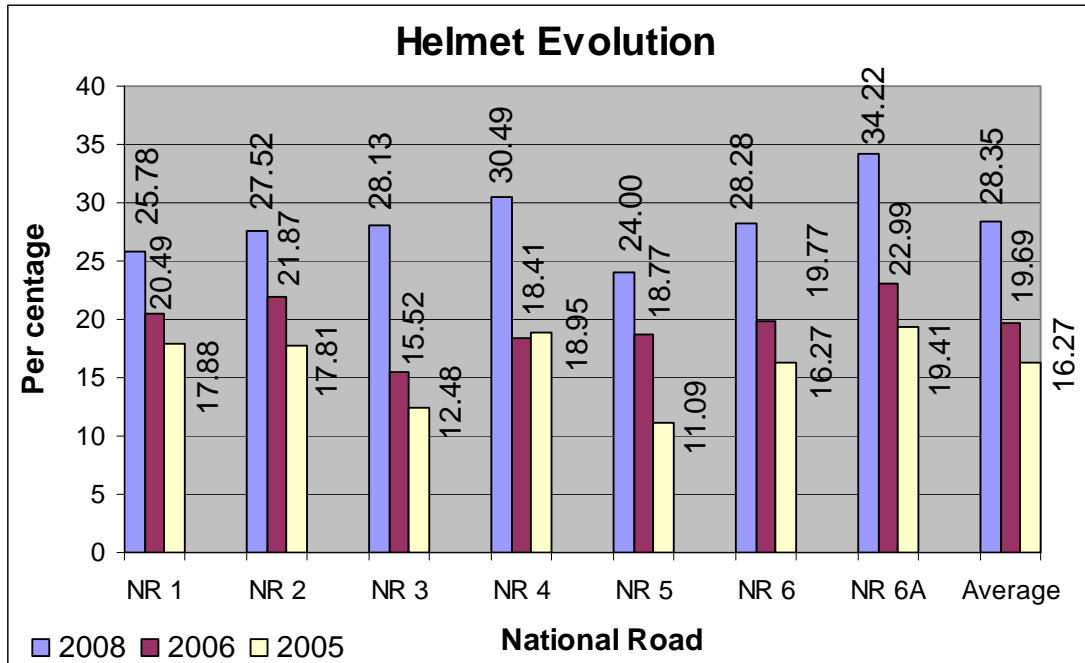
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5- Helmet wearing evolution

By 2008, in average the number of wearing rate increase 8.66% if compare to the year 2006. This statistic will be more increase incase the new traffic law was enforced and the helmet promotion have more plan to promote to the people.

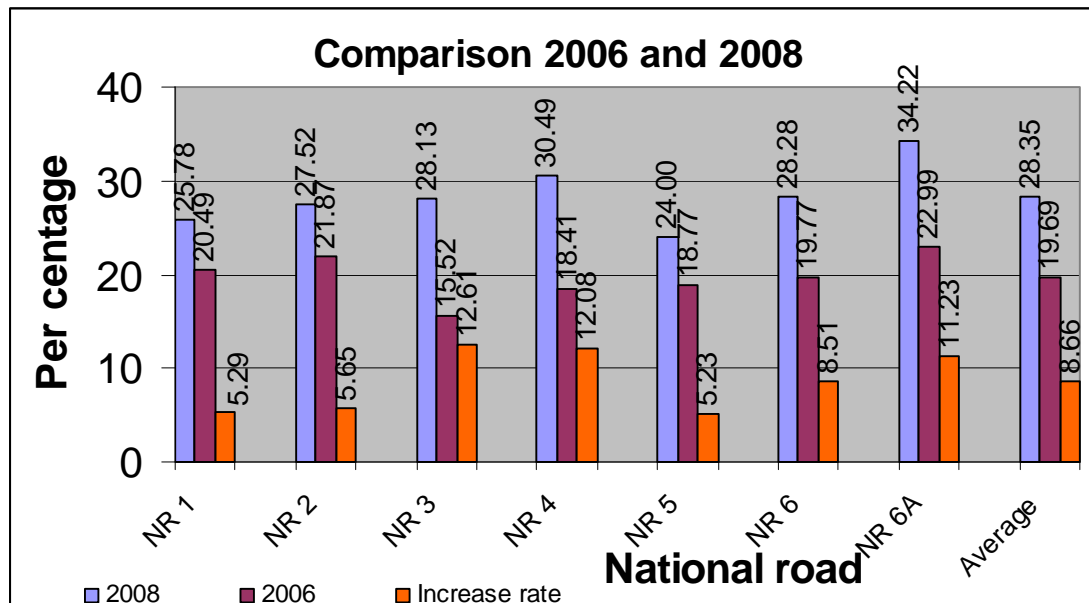
Graph-05



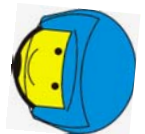
6- Increasing rate 2006 – 2008

Average 8.66% increased by 2008.

Graph 06



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5 Conclusions

Through out the survey, in 2008 we found that the number of helmet wearing increase in all surveyed national road and in average 8.66% increase. This number will rapidly increase if the new traffic law was respect by the people and the traffic police start to enforce the law and the traffic police take action on the people who don't wear helmet.

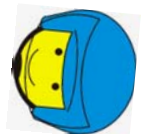
Wearing helmet for children are not record and calculate in the data but during survey the team notice that the number automatically increase for children helmet the number can be more than 4% when in 2006 have only 4% in the Phnom Penh city and in the along national road still 0% yet.

Beside the children wearing helmet two other option are recognized to:

- Helmet wearing rate between motorcycle rider drove from Phnom Penh to the provinces and from Provinces to Phnom Penh in average is nearly the same range (28.25% and 28.00%) It mean that the helmet promotion or Road Safety Program which always focus on helmet wearing to protect the life are effective not only in the city where the media system are crowned but in the provinces also get all that kind of information. From day to day the people get more and more understand about welfare especially using helmet during driving motorbike or riding on motorcycle.
- One other is the people who wearing helmet they do not correctly use and put the clip under chin. It can also mean that the people get aware of helmet they only know the helmet can protect their head incase of having road accident but they don't know how to use helmet correctly to get safety when wearing helmet.

Finally this helmet survey is very useful because its can show the evolution of helmet wearing rate along national road and by this appraisal we can understand about the behavior of wearing helmet and the step of implementation of Road Safety Program.

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⑥ Recommendation

Helmet survey along national road is a small assessment to evaluate the helmet use it is only part of program assessment. Through the third survey some recommendations was found:

- The helmet survey along national road should be regularly done 6 months or yearly.
- Not only focus on general but should be separate by old age, adult and children if can count by sex is more effective.
- The time of survey should be at the same time of flow direction from Phnom Penh and Provinces.
- The clip usage should be making a record too to analysis the rate of using helmet's clip correctly.
- Helmet promotion should be more focus on using clip correctly.
- Helmet survey should be extend to other main national road
- By province should be conduct a helmet survey too.



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