

Survey Report On UNDERSTANDING AND IMPLEMENTATION OF NEW ROAD TRAFFIC LAW

Promoting Road Traffic Law Enforcement through Stakeholder Engagement and Support (PRESS)



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Advocacy and Policy Institute (API) is a leading advocacy capacity building institution, working on promoting access to information, decentralization and policy dialogue.

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API's vision is for Cambodian nation that through poverty reduction and the protection of human rights creates a national culture of harmony with sustainable democratic, political, and economic stability.

Mission:

The organization's mission is to serve the long term democratic and social development needs of Cambodia through the empowerment of people to interact with their government to protect their rights and provide for their need. API is committed to working together with all national and international institutions who share its values to advocate for positive and peaceful social change. API seeks to encourage coordination among Governments, Citizens, and the private sector.

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► Acronyms

AIPF	Asia Injury Prevention Foundation
API	Advocacy and Policy Institute
CCTV	Closed Circuit Television
CEO	Chief Executive Officer
CRC	Cambodian Red Cross
CRY	Coalition for Road Safety
CSO	Civil Society Organization
CMH	Cambodia Movement for Health
GRSP	Globe Road Safety Partnership
GSNRSC	General Secretariat of the National Road Safety Committee
HH	Household
HI	Handicap International
KAP	Knowledge, Attitude and Practice
LA	Local Authority
MoH	Ministry of Health
Mol	Ministry of Interior
MoPWT	Ministry of Public Works and Transport
NRSC	National Road Safety Committee
NGO	Non-Governmental Organization
NRSC	National Road Safety Committee
PDP-Center	People Center for Development and Peace
PCI	Project Consult Institute, Inc
PM	Police Military
PRESS	Promoting Road Traffic Law Enforcement through Stakeholder Engagement and Support
PwD	People with Disability
RCVIS	The Road Crash and Victim Information System
RTL	Road Traffic Law
ToR	Terms of Reference
TV	Television
SPSS	Statistical Package for the Social Sciences
WHO	World Health Organization
WMC	Women Media Center

► Executive Summary

Traffic accidents are a major issue in Cambodia causing death, injury, disability and loss of property with a serious negative impact on the economy. In Cambodia traffic accidents cause at least five deaths and 16 serious injuries per day. In 2015 there were 4,519 traffic accidents causing 2,231 deaths. The National Road Safety Committee NRSC aims to reduce traffic accident deaths by 10% p.a. to reach a 50% reduction by 2020. All of society must be involved in improving road safety. Civil society, including the Advocacy and Policy Institute API, has been working as a partner to government institutions and play a role in raising public and institutional awareness, mobilising resources and encouraging stakeholders to participate, support and advocate for the effective enforcement of the Road Traffic Law (RTL). Since early 2013 API has worked and contributed to increasing the understanding of local councils and sub-national government and the need for them to integrate the conceptual initiative of road safety in the sub-national development plans. API has also raised awareness through information, communication, education materials, and forums about some of the key contents of the RTL and sub-decrees. The Promoting Road Traffic Law Enforcement through Stakeholder Engagement and Support (PRESS) Project is a twelve months project working across 50 communes, 10 districts of the 7 provinces, supported by the Global Road Safety Partnership GRSP and implemented by API with 12 Civil Society Organization (CSO) partners. The overall purpose of this project is to contribute to a reduction in the number of road traffic deaths and serious injuries in Cambodia by increasing road safety through the effective enforcement of the new Road Traffic Law and its policies. The main objectives are:

- ✓ To promote effective road traffic law enforcement through integrating road safety into local plans, monitoring of implementation and advocacy.
- ✓ To build and strengthen partnerships between and amongst civil society, the private sector and government institutions for improved, effective RTL implementation, and resource mobilisation.

A study was conducted on the Knowledge, Attitudes and Practices (KAP) of the new Traffic Law. The study covers the provinces of Kampong Speu, Kampong Chhnang, Pursat, Banteay Meanchey, Oddar Meanchey, Kampong Thom, and Kratie. The results of the survey indicated that there are still a significant number of households who are not aware of the level of the new traffic law, but this traffic law is widely supported by the majority of the community. Traffic related accidents, however; still occur due to undisciplined drivers, and due to intoxication and being under the influence of drugs. Generally, the communities perceived the law enforcers to be more professional than before. Occasional corruption still needs to be addressed, such as non-issuance of receipts to fines. Based on the results of the survey, the following recommendations are drawn:

1. Strengthen the information and dissemination about the new traffic law through media, leaflets, and other means.
2. Increase large public awareness campaigns with adequate financial resources and participation of CSOs, LAs and lead agencies.
3. Encourage those who are trying to get a driver's license to enrol at the driving schools.
4. Endeavour to reduce corruption among the law enforcement officers.
5. Strictly monitor the drivers who are intoxicated or under the influence of alcohol or drugs.

1. Introduction

1.1 Background

In Cambodia, the The Road Crash and Victim Information System (RCVIS) 2015 reported that more than 6 people die and 15 are serious injured everyday as a result of road traffic accidents, and the casualty figures are increasing dramatically since 2011.

The Road Crash and Victim Information System (RCVIS) in Cambodia has been progressively developed since 2004 by the Ministry of Public Works and Transport MoPWT, Ministry of Interior MoI and Ministry of Health MoH. The RCVIS has been managed by the General Secretariat of the National Road Safety Committee (GSRSC) and related local committees (provinces and towns) since 2010. The system provides road safety stakeholders (government, private sector and civil society organization) with accurate, continuous and comprehensive information for policy development, planning and evaluation of the impact of road safety initiatives. API has worked and contributed to increasing the understanding of local councils and sub-national government and the need for them to integrate the conceptual initiative of road safety in the sub-national development plans. API has also raised awareness through information, communication, education materials, and forums about some of the key contents of the RTL and sub-decrees. A survey was conducted to identify the policy gaps and generate recommendations for more effective RTL implementation. The district development plans of the target districts have been collected, reviewed and consultations have taken place with district authorities and CSOs. The integration the road safety in the district development plans is a key ingredient for advocating the district authorities in developing action plans, formulating communal decisions, to mobilizing resources for better implementation of the new law.

The overall purpose of this project is to contribute to a reduction in the number of road traffic deaths and serious injuries in Cambodia by improving road safety through the effective enforcement of the new Road Traffic Law and its policies. This will be achieved through the following two main objectives and the strategies for each of the objectives:

- 1) To promote effective road traffic law enforcement through integrating road safety into local plans, monitoring of implementation and advocacy.
 - ✓ Promoting interaction between law enforcers and the public through integrating RTL implementation into local plans.
 - ✓ Mobilizing public support by developing communication materials and mass awareness on RTL implementation.
 - ✓ Promoting and encouraging provincial radios to raise awareness and educate people on road safety law and sub-decrees.
- 2) To build and strengthen partnerships between and amongst civil society, the private sector and government institutions for improved, effective RTL implementation, and resource mobilization.
 - ✓ Building wider support for the implementation of RTL through strengthening partnerships and creating political will.
 - ✓ Advocating for resource mobilization in supporting road safety at the district level.
 - ✓ Strengthening NGO road safety networks to encourage reflection and learning.

1.2 Policy/Law

The new RTL addresses drinking and driving, speeding, helmet use and tightens other laws relating to vehicle and motorcycle licensing and registration. This includes the condition of trucks and bus driver regulations and defines police powers to enforce traffic laws and increase fines. On July 8, 2015, the Government passed 3 sub-decrees to support the RTL enforcement. Two out of three sub-decrees (speeding and fines) will be implemented by January 1, 2016. The speeding sub-decree, consisting of 3 chapters and 10 articles, aims to limit the maximum speed for all kinds of vehicles in order to reduce road crashes. The sub-decrees on fines for illegal acts against road traffic law, consisting of 4 chapters and 13 articles, aims to prevent and control the offenses and road crashes, conserve the road safety order and protect the lives of humans, animals, property and the environment. The RTL and its sub-decrees have been enforced since 1st January 2016 by police, Police Military PM and the officials of the Government's institutions. The NRSC aims to reduce traffic accident deaths by 10% p.a. to reach a (50%) reduction by 2020.²

1.3 Situation of the Road Safety

Traffic accidents are a major issue in Cambodia causing death, injury, disability and loss of property with a serious negative impact on the economy. In Cambodia, traffic accidents cause at least six (6) deaths and fifteen (15) serious injuries per day. In 2015 there were 4,519 traffic accidents causing 2,231 deaths: an increase from 2014 of 4,645 accidents and 2,226 deaths.¹

1.4 Priorities Issues for Road Safety

The project has been implemented by and has worked closely with members of CSO Road Safety Working Group including: Handicap International (HI), AIP Foundation (AIPF), Cambodian Red Cross (CRC), People Center for Development and Peace (PDP), Women Media Center (WMC), Cambodia Movement for Health (CMH), Coalition for Road Safety (CRY), and World Health Organization (WHO). All CSO members involved in improving road safety. Civil society, including the API, have been working as a partner to government institutions (the National Road Safety Committee) and play a role in raising public and institutional awareness, mobilizing resources and encouraging stakeholders to participate, support and advocate for the effective enforcement of the RTL. The RTL is an important step towards improving road safety but there are significant challenges facing its effective implementation. These include:

- Poor enforcement of Cambodia's Laws. The Government needs to intervene, impose strict traffic regulations and improve enforcement.
- Drunk driving is the main cause of Cambodian road accidents.
- The RTL has six articles on drink driving yet road casualties have not been reduced.
- Currently the Ministry of Health's draft of the Alcohol Policy is under review by the Ministry of Justice: there are not any indications when this will be submitted to Parliament yet this must happen soon to enable enough time for public discussion on the policy.
- CSOs contributed to the passage of the new RTL. It is now imperative that they play their important role of supporting awareness and discussion, monitoring, resource mobilisation and advocating for better law enforcement.



2. Objective and Methodology of the Survey

2.1 Specific Objectives

The objective of this study is to find the public citizens' feedback on New Road Traffic Law implementation through local fora and youth group surveys in the 7 target provinces.

2.2 Methodology

The project has identified approximately 5,750 people in seven (7) provinces (Kampong Speu, Kampong Chhnang, Pursat, Banteay Meanchey, Oddar Meanchey, Kampong Thom and Kratie) and it also identified the provincial road safety committees and councils, 10 district councils and 50 commune councils, the Cambodian Parliament, the National Road Safety Committee, media at least 12 CSOs at national and sub-national levels as stakeholders .

Statistics of informants consulted and met with in the target areas:

No.	Items	# Respondents/questionnaires
1	Citizen Score card	416
2	Local Authority Survey	425
3	Household Survey	569
Total:		1,410

Secondary data: The desk review was carried out with of relevant materials, including the project documents, work plans, progress reports, road traffic law/sub-decree and other relevant reports,

All data collected from the questionnaires interviews and community forums were entered in Microsoft MS Excel, Access and SPSS Program for analyzing and reporting.

At the end of the data process there was a meeting with the project team and key sub-national stakeholders in order to present, verify and discuss preliminary findings, key challenges, lessons learnt and key recommendations.

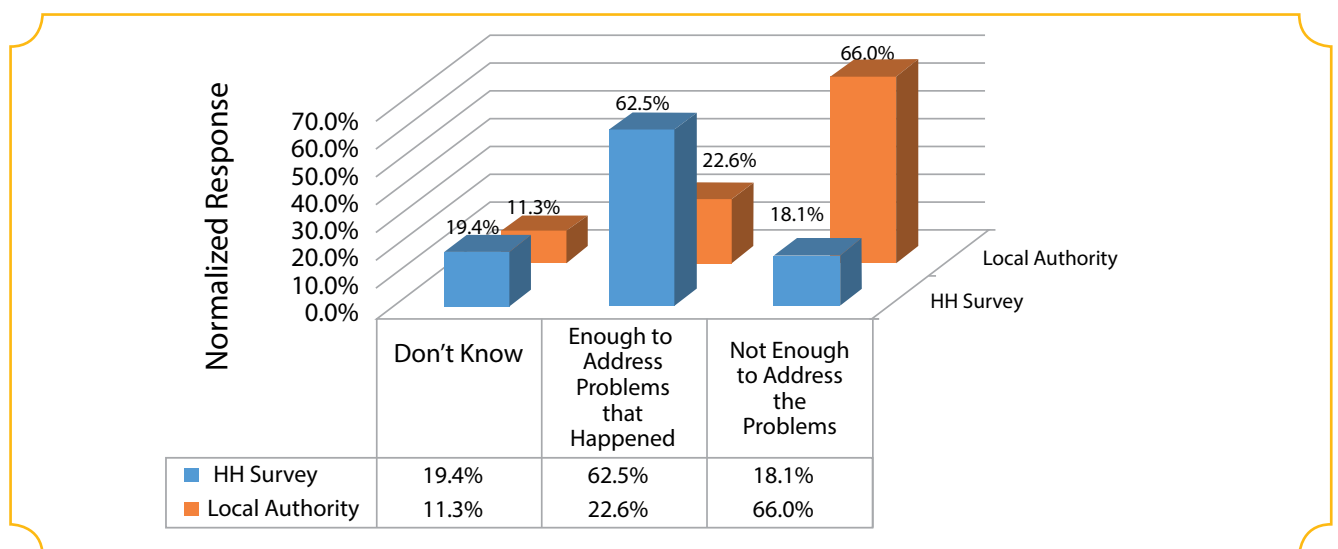


3. Report Analysis and Findings

3.1 Knowledge, Attitude and Practices of the Traffic Law (KAP Analysis)

The result of the survey indicates that most of the respondents believe that the traffic law is not enough to address the current traffic problems that are happening (Figure 1) The respondents were those who had read the law. Comparing the households to the local authority, (66%) of all respondents believe that the traffic law cannot address the current traffic problems. The households are more inclined to believe that the current traffic law can address the current traffic problems.(62.5%) of the households answered that the traffic law can address the current traffic problems.

Figure 1. Perceptions on the ability of RTL to address the current traffic problems



Those who answered that the law is sufficient to address the current problems cited the following reasons:

- The traffic law enforcers are doing their best to make the people understand the driving laws;
- The RTL is disseminated on TV;
- The RTL will improve the demeanor of the drivers; and
- The people will respect the law.

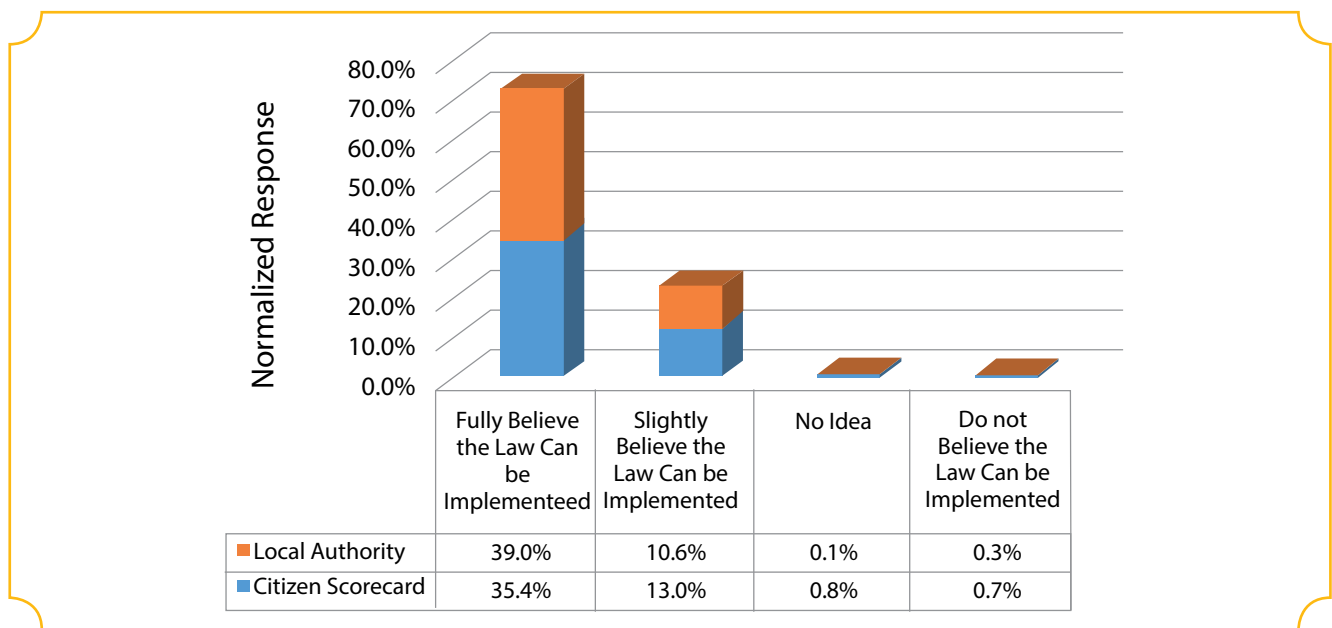
There are some who do not believe that the law will address the traffic problems. They cited the following reasons:

- Drivers have no driver's license and have the propensity to violate the law;
- There are few traffic police and the road traffic signs are insufficient;
- Laxity on the implementation of RTL. The law is not widely enforced especially in rural areas and some law enforcers are not working effectively.
- The traffic congestion simply cannot be solved.
- The poor road condition contributes to traffic congestion.
- Due to narrow roads, people have the propensity to overtake resulting in traffic accidents.

- Some traffic police are arrogant and berate or insult the drivers;
- Big trucks are reckless and do not respect the traffic law;
- Drivers who are underage, elderly and PwDs are allowed to drive;
- Some people have limited understanding of the traffic rules;
- There is limited capability of the implementing institutions;
- The law needs to be amended. There is a need to give stiffer penalties to the offender.

The figure of 74% who trust that the traffic law can be implemented is quite high among the respondents. (Figure 2). For those who believe that the law can be implemented, they cited the positive contribution of the driving schools that helped in educating the drivers about the traffic law. They also mentioned that the drivers are generally concerned about the people’s safety and are committed to ensure the safety of the people. The implementation of the law can also be attributed to the higher education attained by many Khmers and the police constantly provide advice and information in media outlets. The commitment of the police also contributed to the effective implementation of the law. They mentioned that corruption has already reduced and the police deal with the people properly. The current penalty for traffic violation is also heavy making the people more conscious of violating the traffic law. Some said that the law is just and fair. Thus society is expectedly to support the law. The participation of the CSOs in disseminating the traffic law is a big boost for the implementation of the traffic law.

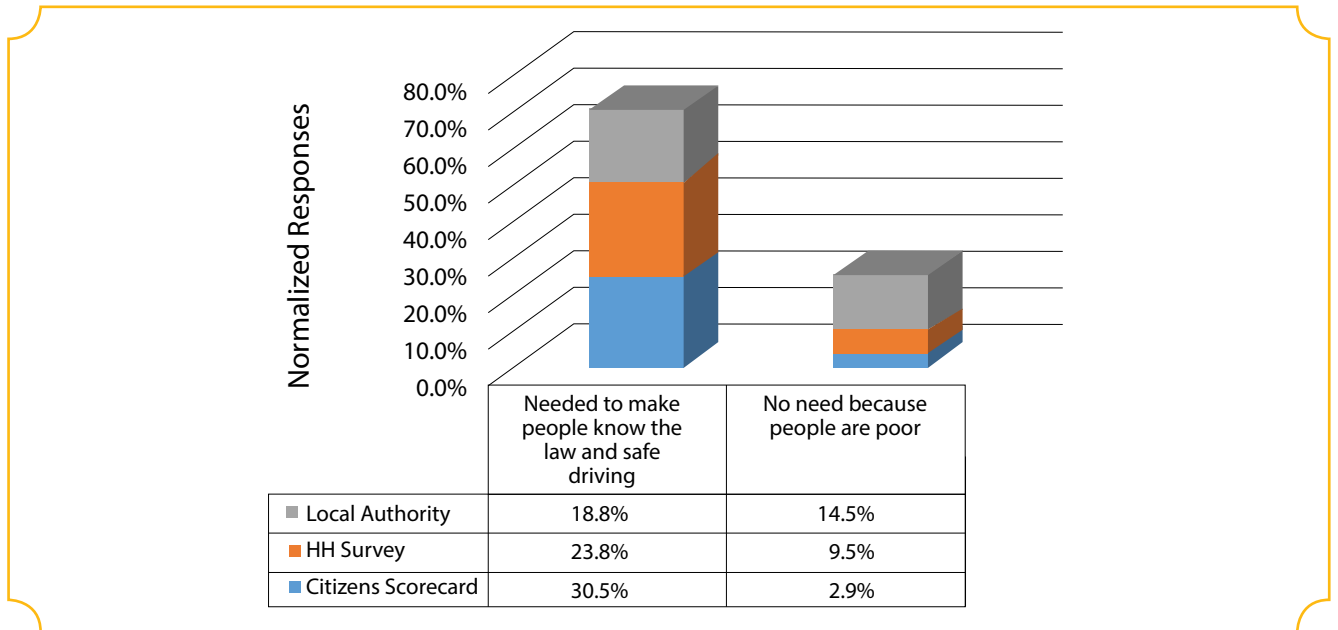
Figure 2. Perception on the implement ability of the new traffic law



Some of the respondents believe that the law cannot be implemented due to some constraints. The respondents mentioned some constraints that include limited, knowledge and awareness of the law by some citizens and drivers. Some policemen also take some bribes from traffic violators. The respondents complained that barely half of the people understand the law because of frequent amendments. Integrating the law in the school curriculum could significantly help in providing more understanding of the law to the citizens. Occasionally, the traffic law enforcer still provides favors to those who are in the higher positions who violated the traffic laws. The mixed responses show the improvements in the governance of the traffic although there are residual issues that need to be addressed.

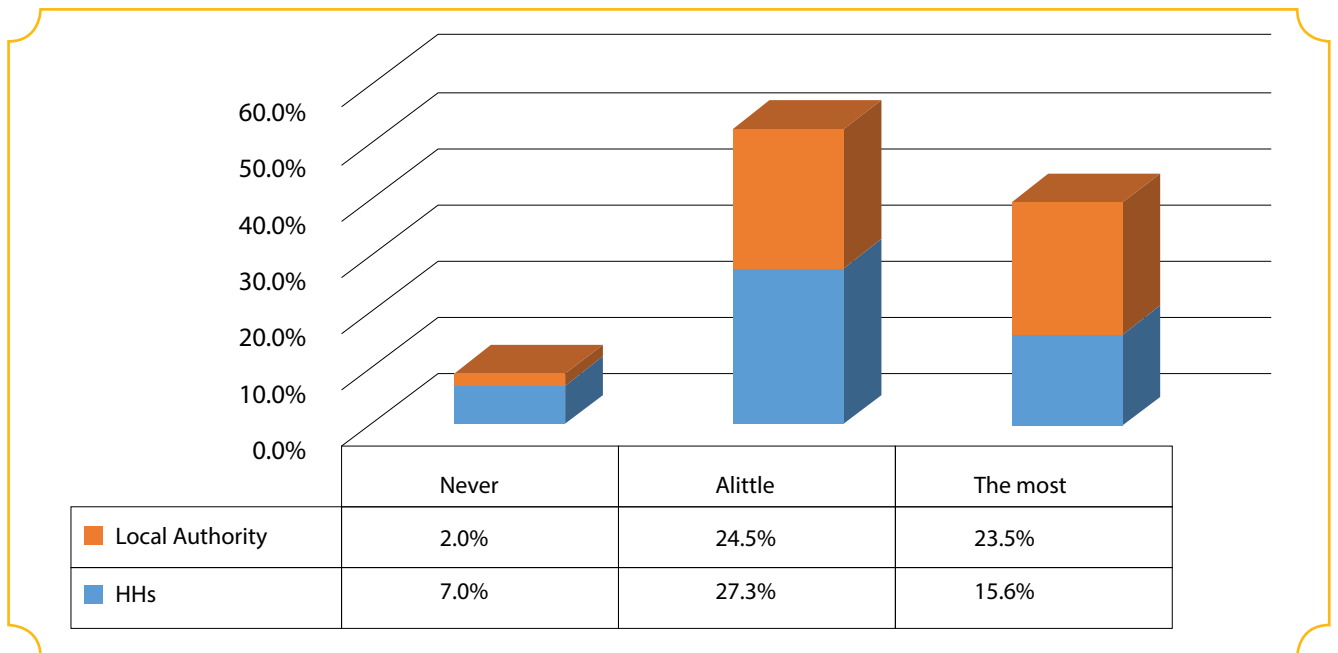
The result of the survey indicates the respondents believe that driver’s license is important in making the people aware of the RTL and safe driving. Seventy-three percent of the respondents supported the need to secure a driver’s license. Twenty seven percent however believe that the driver’s license is not needed due to poverty (Figure 3).

Figure 3. Perceptions on the needs for a driver's license



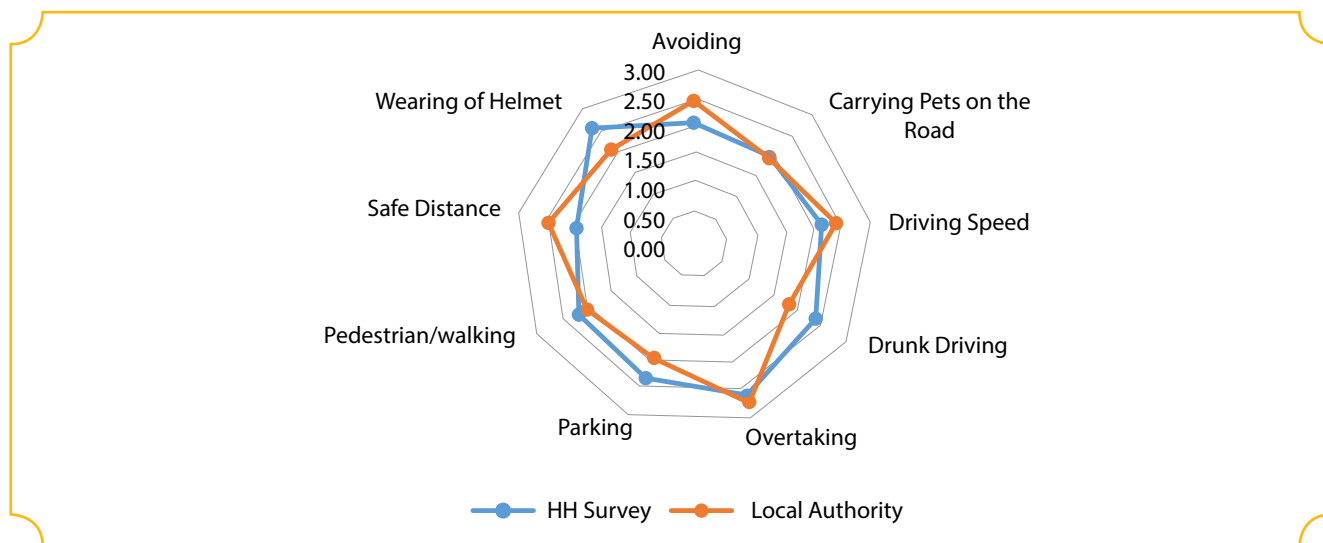
After the government disseminated and enforced the new traffic law, only (39%) said that they understand the law and approximately (52%) have a slight understanding (Figure 4). Both the Local Authorities and the HHs have the same level of understanding of the RTL.

Figure 4. Level of understanding of the new law



It was noted that the respondents have more or less balanced understanding of the law. The respondents, however; have a weaker understanding of the provisions of the law about carrying animals on the road (Figure 5).

Figure 5. Understanding of the different aspects of the RTL by the respondents



(51%) of the respondents indicate that the new traffic law is important in improving the safety of travel and reducing traffic accidents (Figure 6). There are a significant number of respondents (13%) who believe that the new traffic law is not important. Considering that there are significant numbers of respondents who believe that the traffic law is ineffective in addressing traffic problems, it is important that the government should further strengthen its awareness raising campaign.

Figure 6. Perception of the importance of the law in reducing traffic accidents

The Traffic Law is considered by more than half of the respondents to reduce traffic accidents. Accordingly, the RTL will compel the citizens to obey the law thereby reducing traffic accidents. The law also provides guidance on minimizing accidents. On the other hand, some respondents who believe that the traffic law is not important mentioned that some drivers are abusive. They sometimes scared the pedestrians by indiscriminately blowing their horns. This resulted to traffic accidents. A quick test with the households and the local authorities revealed that they both have limited understanding on the traffic signs. On the average, the HHs got only (42%) correct answers about the meaning of the traffic signs only 3 or 4 among 7 kinds of traffic signs while the local authorities got only (48%) (Figure 7).

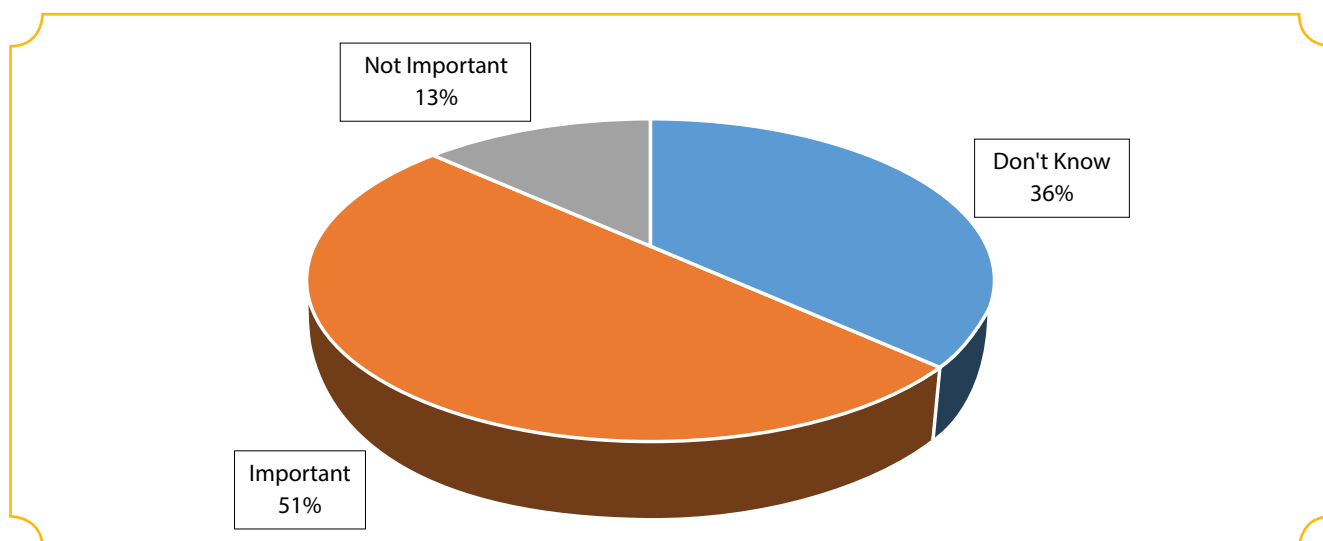
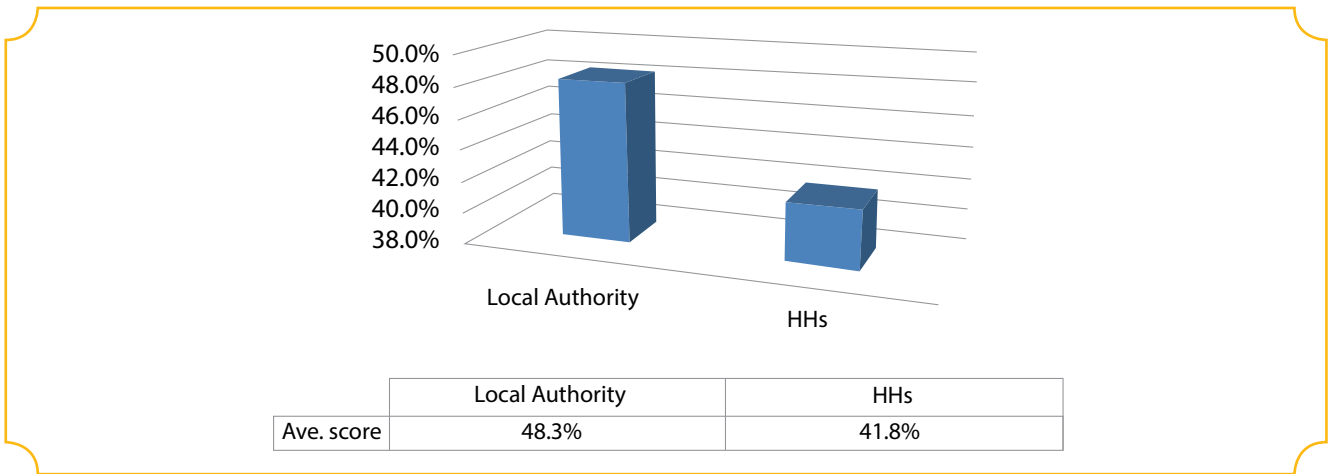


Figure 7. Knowledge of the respondents on the traffic signs



The distribution of the respondents who got the correct answers is presented in Table 1.

Table 1. Scores of the respondents to the traffic signs



Understand on traffic sign	HHs		Local authority		Total respondents	
All answers correct	3	0.5%	1	0.3%	4	0.5%
Only six answers correct	15	2.6%	19	6.6%	34	4%
Only five answers correct	42	7.4%	42	14.7%	84	9.8%
Only four answers correct	119	20.9%	68	23.8%	187	21.9%
Only three answers correct	119	20.9%	70	24.5%	189	22.1%
Only two answers correct	81	14.2%	41	14.3%	122	14.3%
Only one answer correct	62	10.9%	28	9.8%	90	10.5%
All answers wrong	128	22.5%	17	5.9%	145	17%
Total	569	100%	286	100%	855	100%

3.2 Citizen’s Opinions on Law Enforcement

95% of both citizens and local authorities support road traffic law and the demand for a law or policy that controls drunken driving (Figure 8). The RCVIC 2015 report regarding contributing factors to accidents sited drunk driving (17%) as a major cause. Consequently (92.14%) supported an alcohol management policy/law. Therefore, most of citizens still support this law. (Source: the Road Crash and Victim Information System (RCVIS) report 2015).

Figure 8. Support of the citizens on law that control alcoholic drinks

There are (69.1%) who believe that the new traffic law is legal but (22%) believe that the law is unconstitutional (Figure 9). Because the majority of respondents believe in the legality of the traffic law, there is greater chance that the law will be supported by the communities. Those who believe that the law is constitutional cited that police penalized all people who committed violations without any favor; the fines are being controlled by the law and are equitable. The traffic law is respectful to ordinary citizens, and the law enforcement officials need to have a receipt that is to be issued to traffic violators. For those who believe that the traffic law is unconstitutional, they mentioned issues such as the level of penalties are not uniform and the fines do not go to the government treasury, the new traffic law only applies to the poor and spares the rich, and when the cattle of the poor people roam on the streets and are hit by cars, the owner of the cattle is required to pay the owner of the car for any damages.

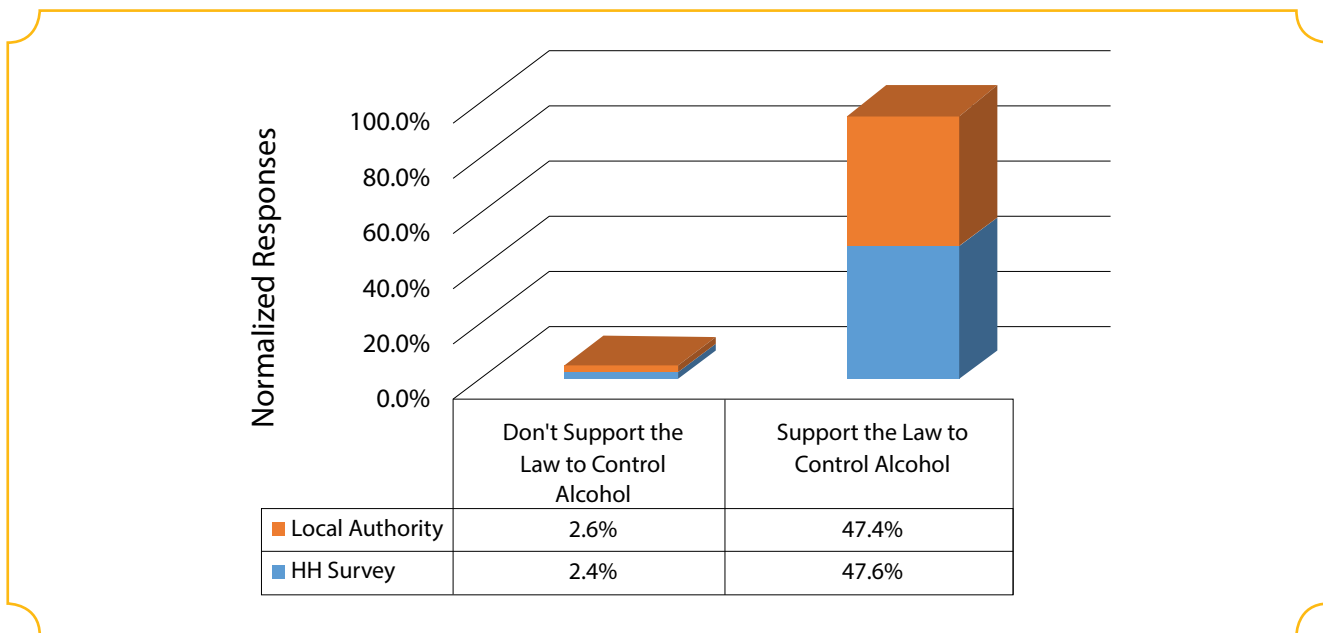
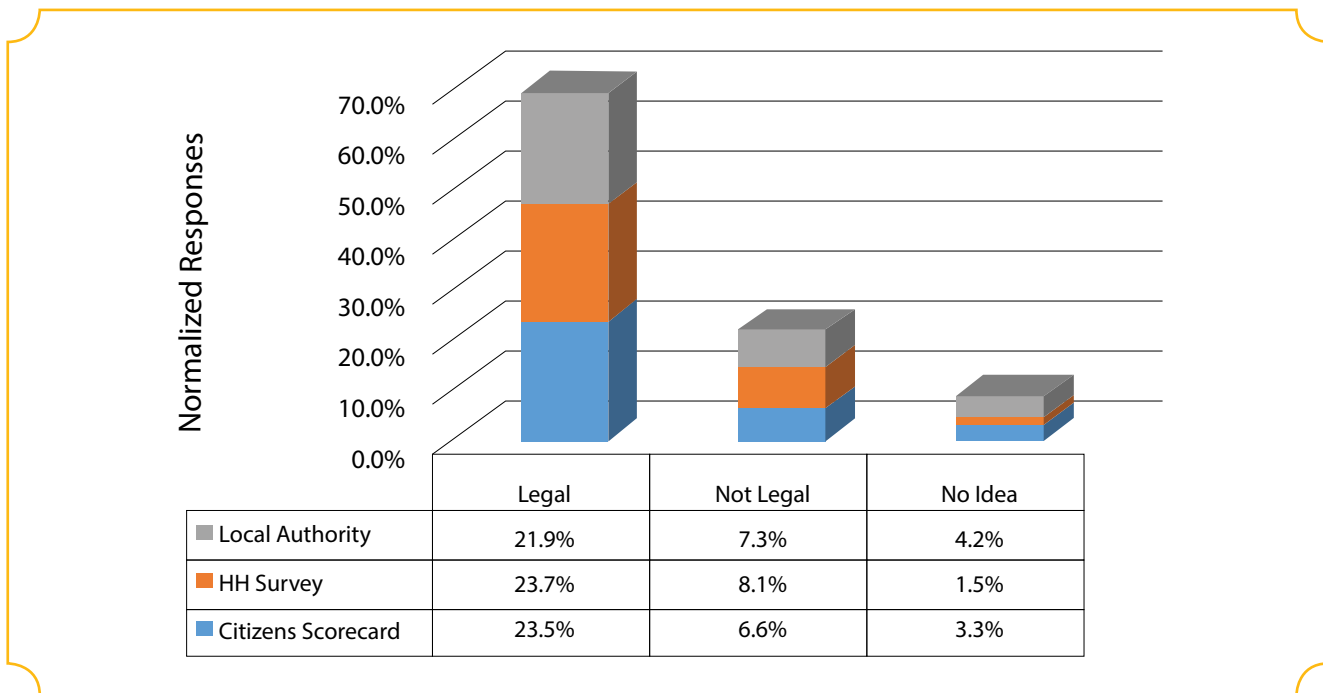


Figure 9. Perceptions on the legality of the Traffic Law



3.3 Law and Policy Gap Analysis

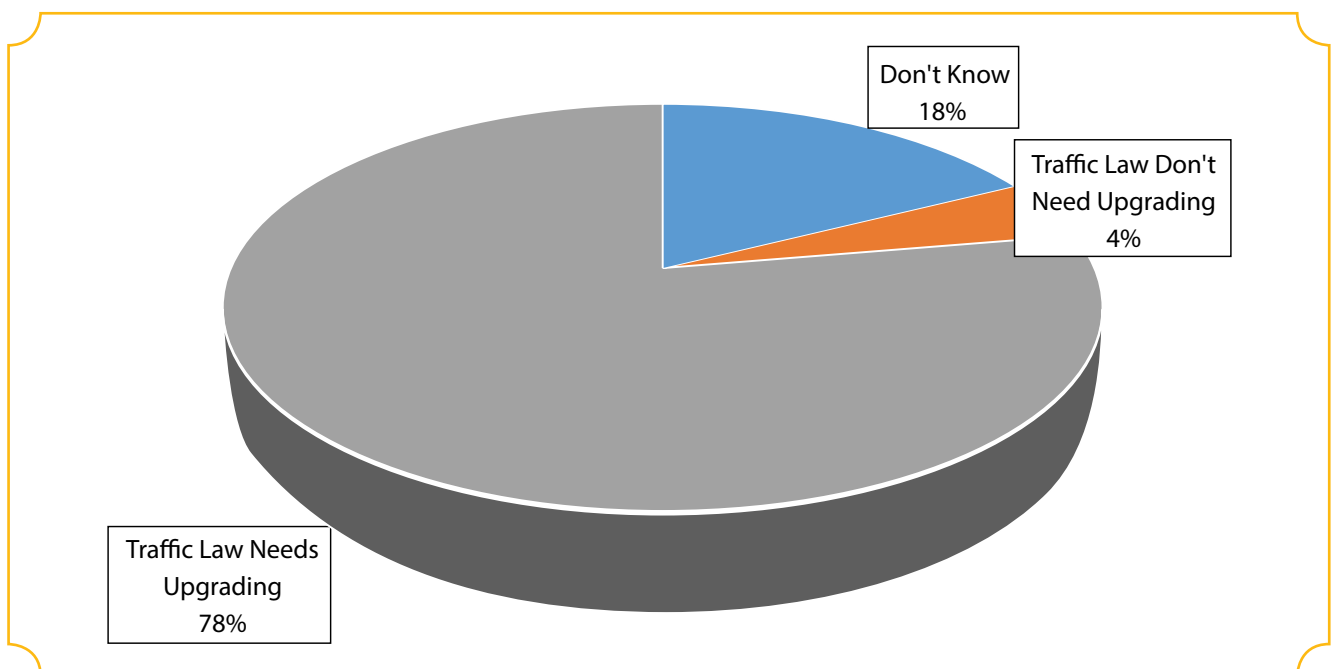
Although the new traffic law is widely supported by the society, (78%) believe that the new traffic law needs upgrading (Figure 10). There are only (4%) who believe that the law does not need upgrading. The implementation of the law needs to improve for following reason:

- The people still have limited understanding of the new traffic law
- The local authorities are not knowledgeable about the enforcement of new traffic law
- Some drivers still do not respect the new traffic law, for example: there are still some motorbike drivers who do not wear helmets and over speed.
- Traffic accidents are still happening daily, especially caused by drunk driving.
- Some drivers do not come to school to study the road traffic law.
- The national roads are still small.
- Some drivers do not respect the prioritized roads.
- The people need to improve their knowledge on road traffic signs.
- The new traffic law is very onerous.

The reasons of why the traffic law does not need to be improved were cited as follows:

- The citizens already respect the new traffic law.
- The new road traffic law eases traffic problems.
- Traffic accidents have reduced.

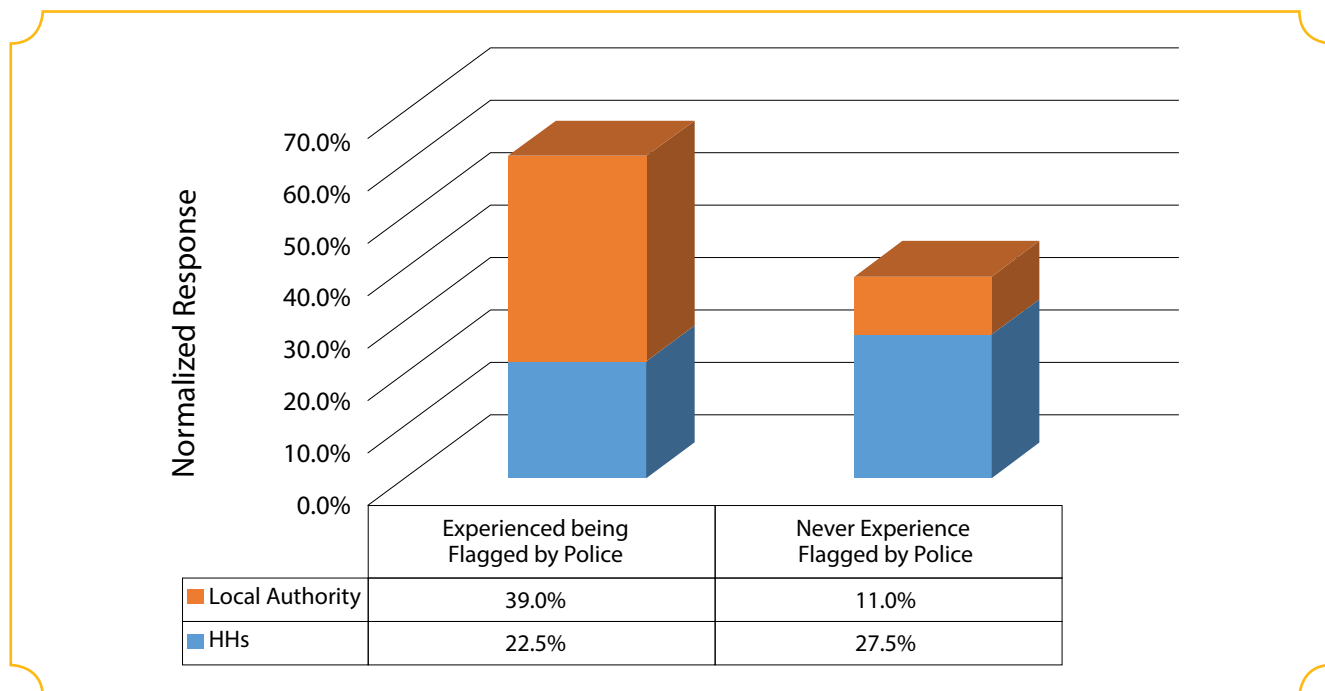
Figure 10. Perceptions on the need to upgrade the traffic law



3.4 Government Enforcement on the Road Traffic Law

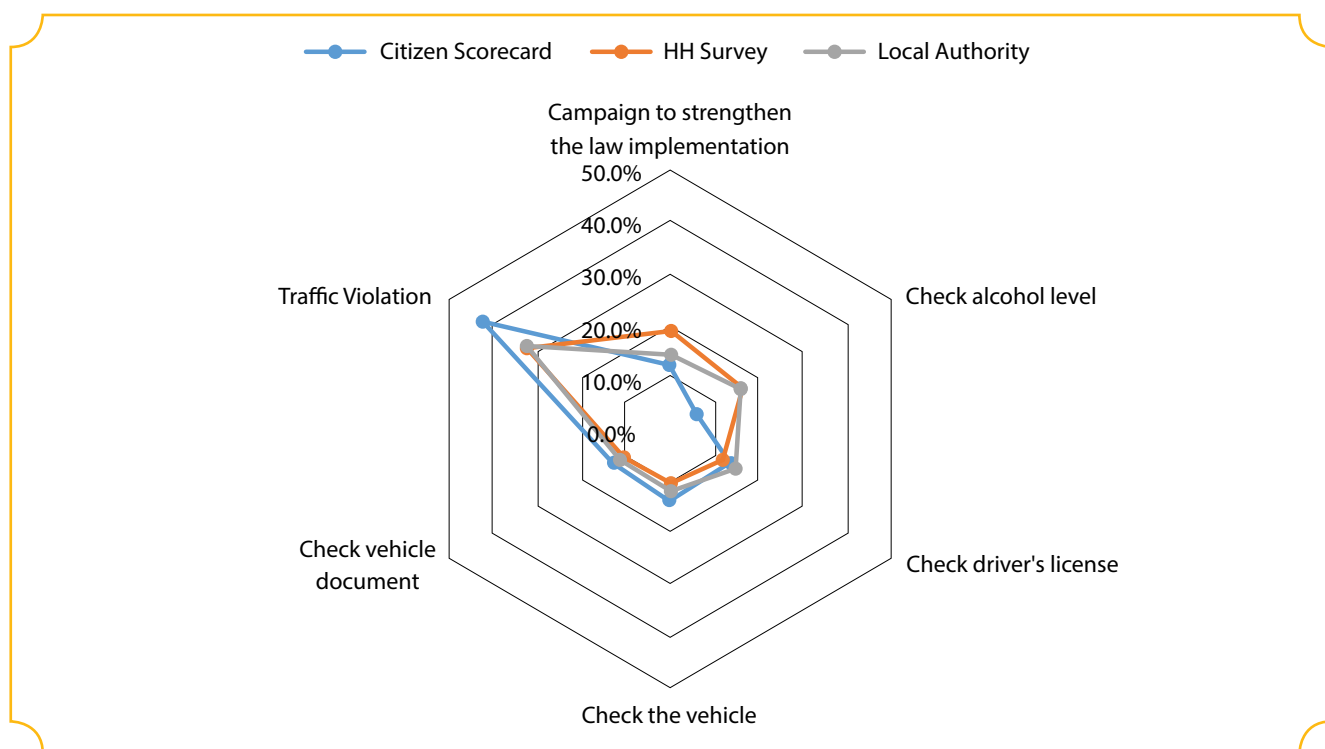
Recently, it was a very common sight to see police setting up check points in various roads in the city and even on major highways and several vehicles and motorbikes being flagged down by policemen. The survey revealed that sixty one percent of the respondents experienced being flagged by police or traffic law enforcers (Figure 11).

Figure 11. Experiences of being flagged by the police officers



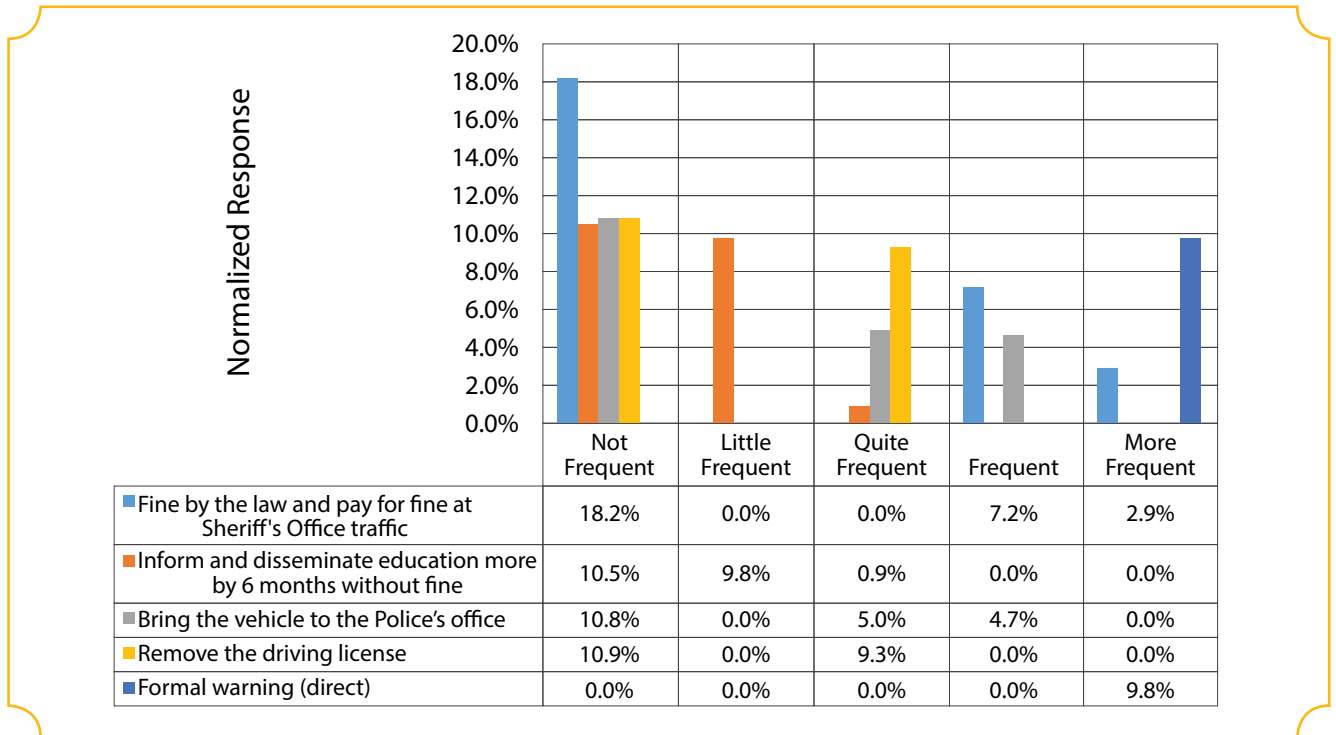
The common reasons mentioned for being flagged by police is due to traffic violation (e.g. not wearing helmets, no side mirrors, etc.). The number of people that are being flagged indicates the level by which the citizens violate the traffic law. Among the reasons for being flagged down, it is observed that there are limited random checks of the driver’s license and alcohol levels. Mostly, those that are being flagged down are for more trivial violations (Figure 12).

Figure 12. Reasons of being flagged by the police officers



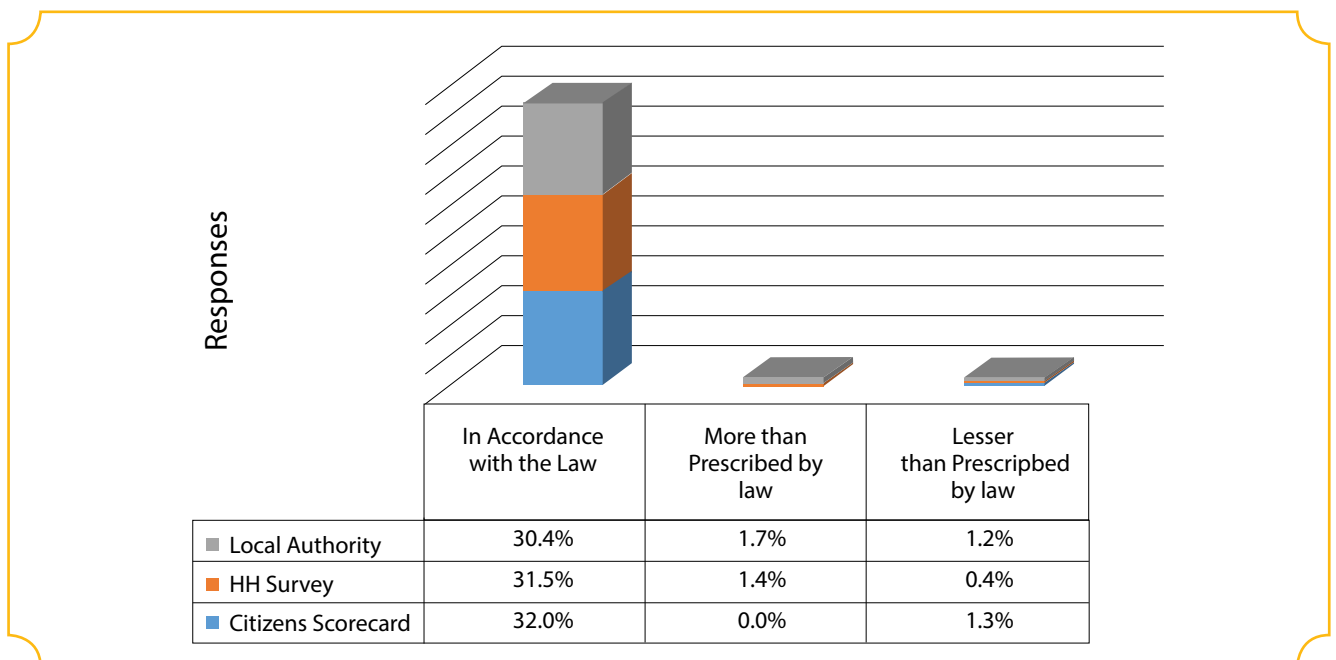
The most common method of enforcing the traffic law is imposing fines to the traffic violators (figure 13). While there are many complaints of corruption taking place during law enforcement, the respondents indicate that the law enforcers only gave them formal warning. Occasionally though, there are vehicles that were impounded at the office of the police.

Figure 13. Mode of penalizing the traffic violators



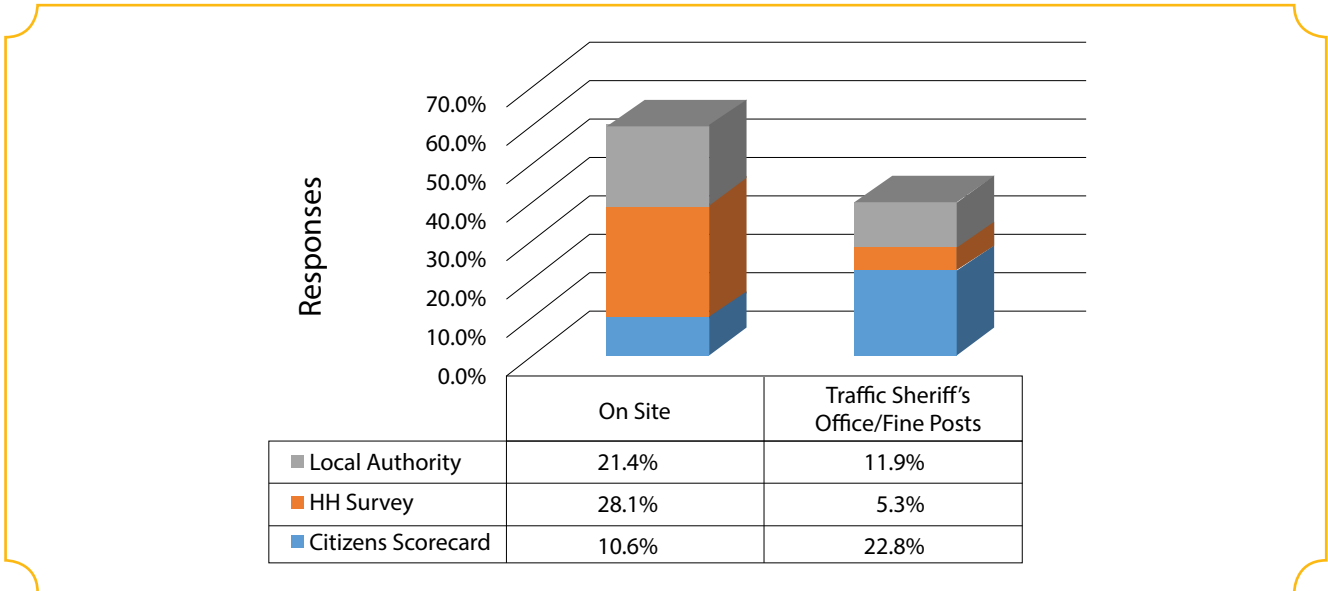
For those who violated the law, about (94%) reported that the penalty is in accordance to what has been prescribed by law (Figure 14). This result indicates that the law enforcers are not abusing their authority.

Figure 14. Level of penalty imposed by traffic law enforcers



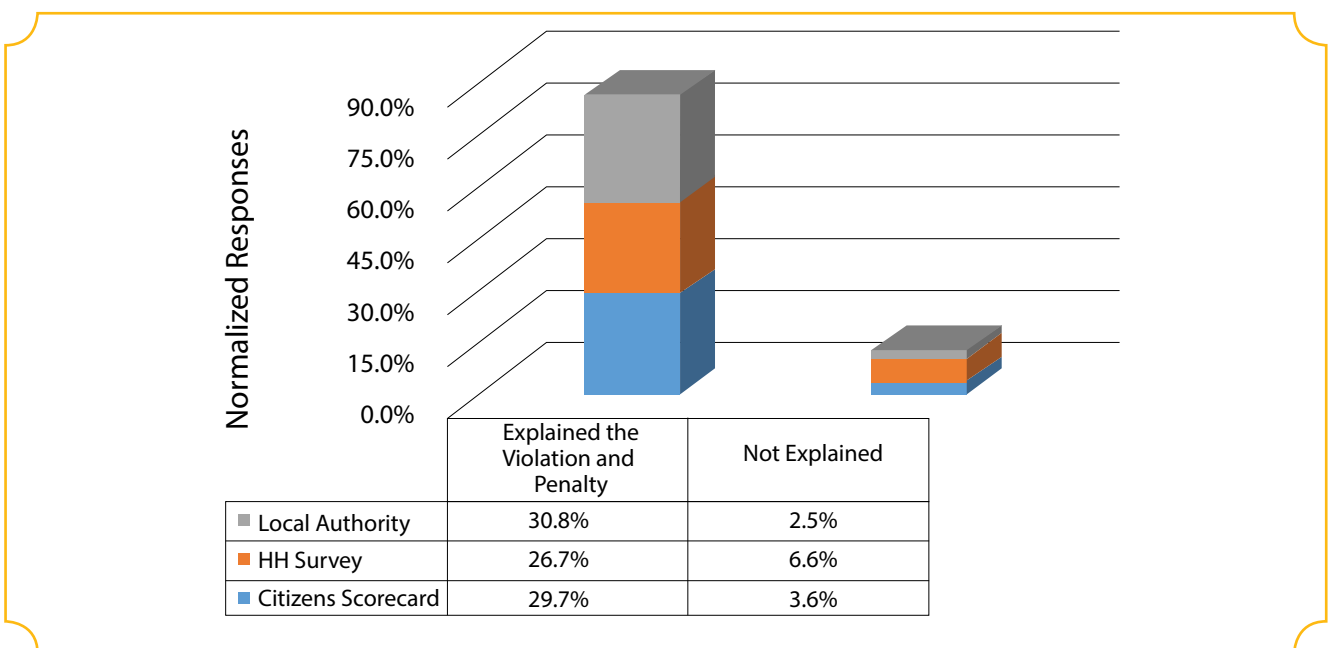
(60%) of the respondents revealed that the fines are settled on site where the police apprehended them for violations (Figure 15). Mostly, the police have receipts with them to be issued to traffic violators. The remaining (40%) of the respondents indicated that they also paid fines at the Sheriff's office.

Figure 15. Place of settling fines



87% of the respondents who were apprehended due to traffic violations had their offence explained to them including the form of penalty (Figure 16). This is good practice in educating and disseminating traffic rules to the drivers..

Figure 16. Proportion of apprehended forest violators who were explained with their violations by the police officers



However, for those who were fined for traffic violation, (93%) indicate that they were given a receipt for the fines they paid (Figure 17). Apparently, the enforcement to the traffic law is still open to corruption by the law enforcement officers.

Figure 17. Issuance of receipts by apprehending police officers

The police do not only act as traffic law enforcers, but they also mediate between parties involved in traffic accidents. There are (52%) who reported that they settle their problems amicably under the mediation of a police officer and barely (2%) of the traffic conflicts are settled in court (Figure 18)

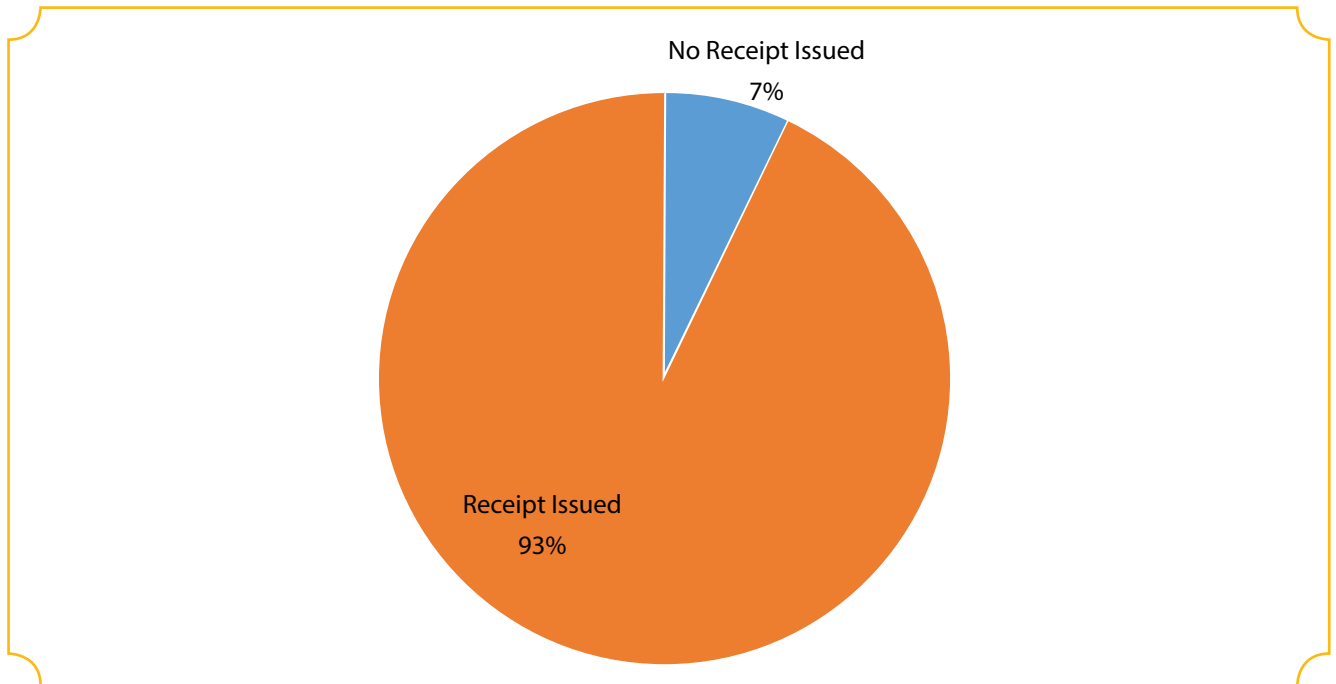
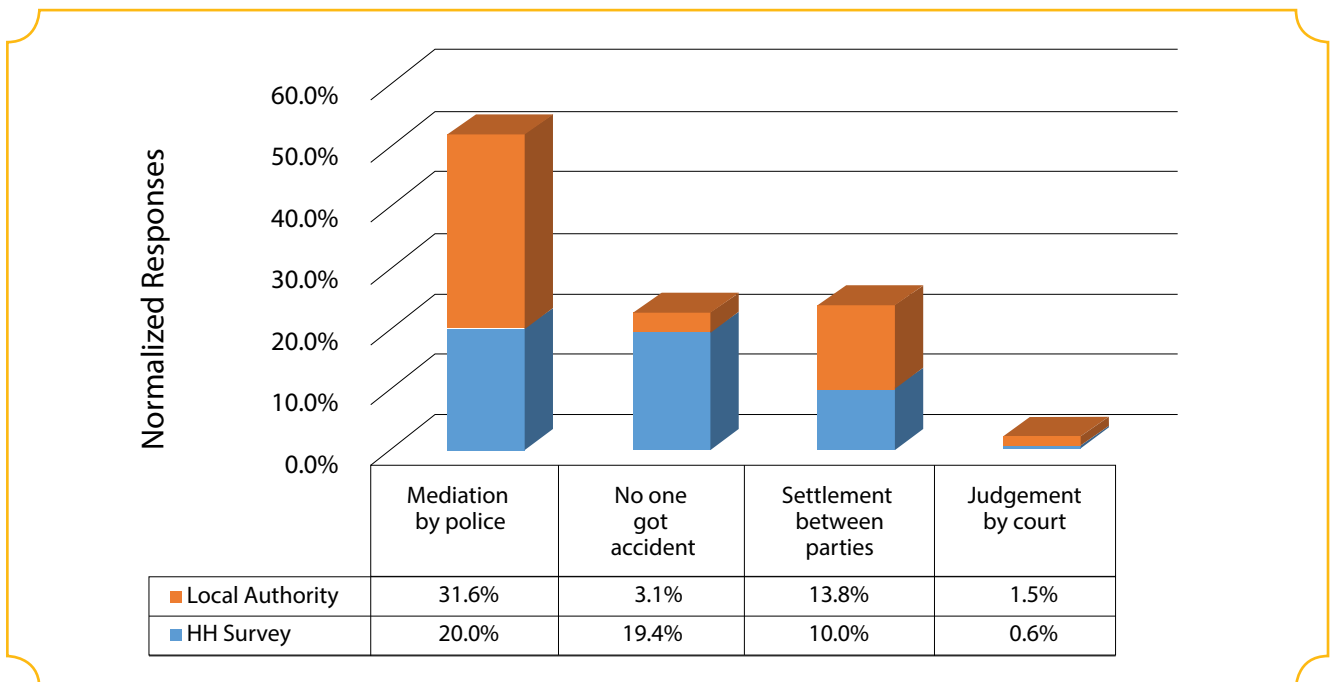


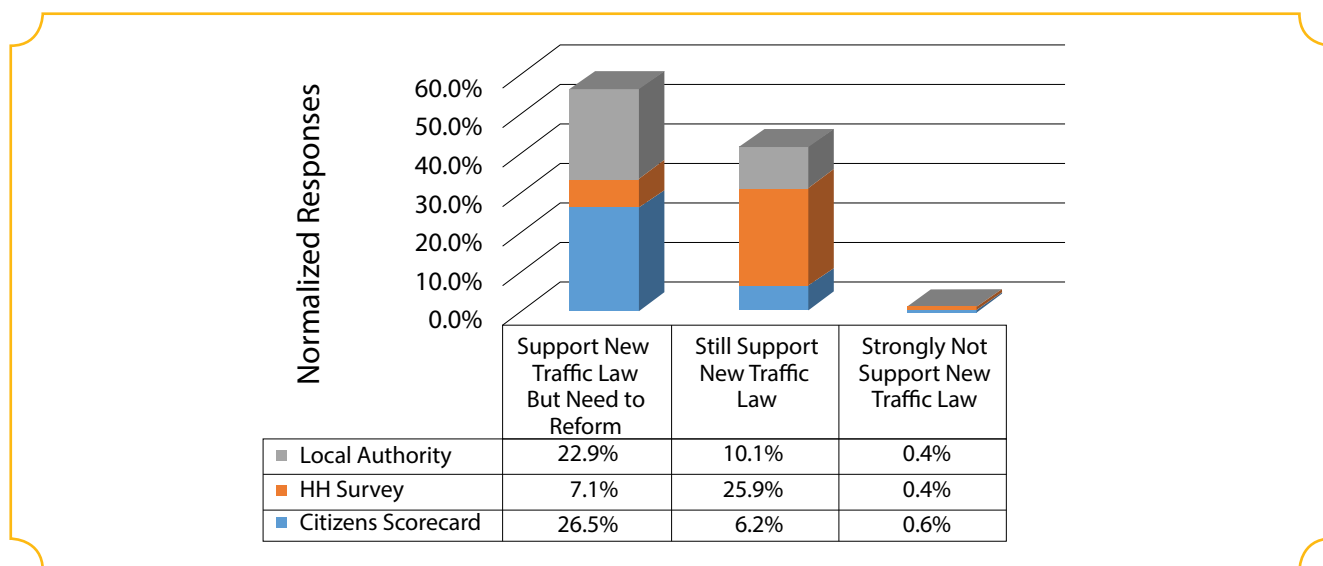
Figure 18. Modality of settling traffic conflicts



3.5 Reaction on the Road Traffic Law Adjustments

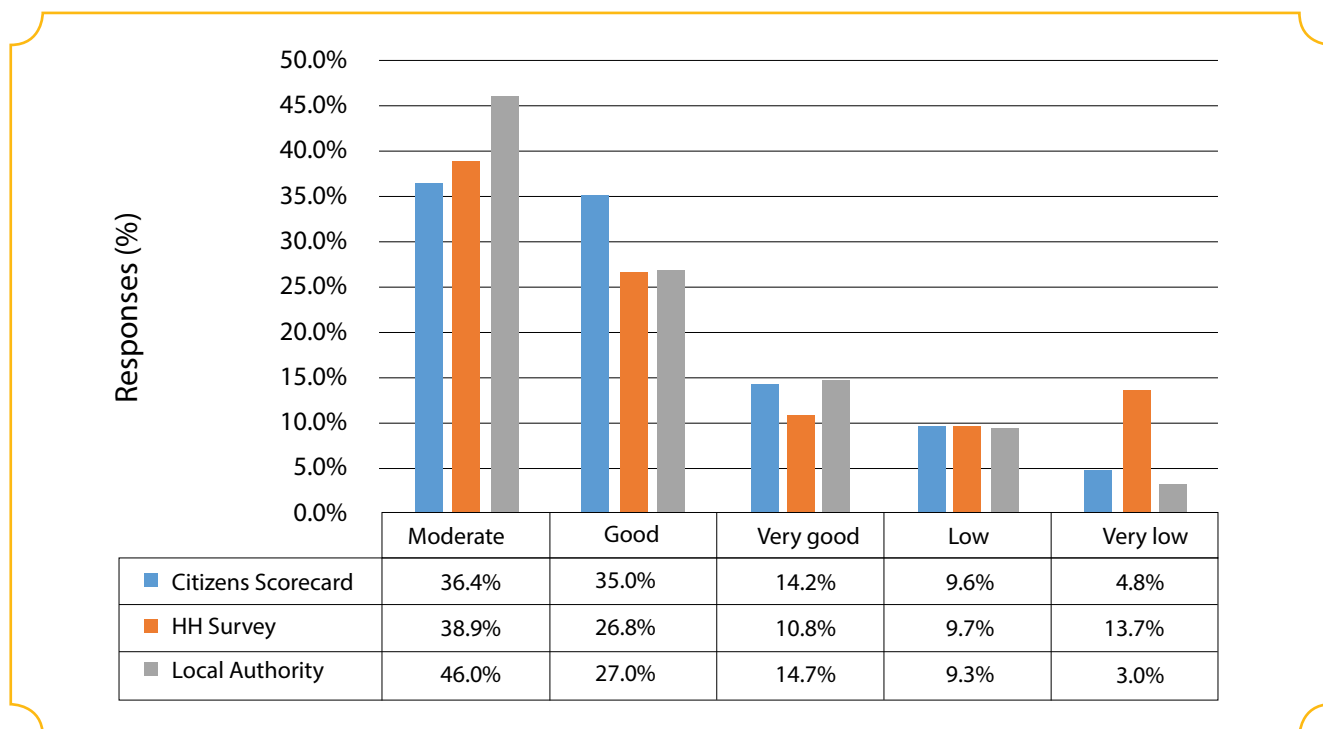
Despite the short comings of the new traffic law, a very large number (98.7%) of the respondents indicated that they support the traffic law (Figure 19). (56%), however; indicate that while they support the law, the law needs to be amended.

Figure 19. Level of support to the new traffic law



Most of those who were interviewed indicate that the implementation of the traffic law is moderately efficient to good (Figure 20). This level of perception corroborates to the earlier discussions on the ability of the new traffic law to address the current traffic problems (please see Section 3.2).

Figure 20. Efficiency of implementing the traffic law



Those who believe that the traffic law is efficient cited the following reasons:

- More people have better understanding and respect of the traffic law and more responsible in driving.
- The traffic law has significantly reduced the traffic accidents.

- The law enforcers are more effective in implementing the traffic law.
- The people are becoming more aware of the traffic law and complied in wearing helmets. The police, NGOs, local authority and even ordinary citizens help in disseminating the law
- The traffic law is applied to everyone and is strictly and consistently enforced.
- The law enforcers properly explain to the violators.
- The police have been monitoring the compliance of traffic laws nationwide.

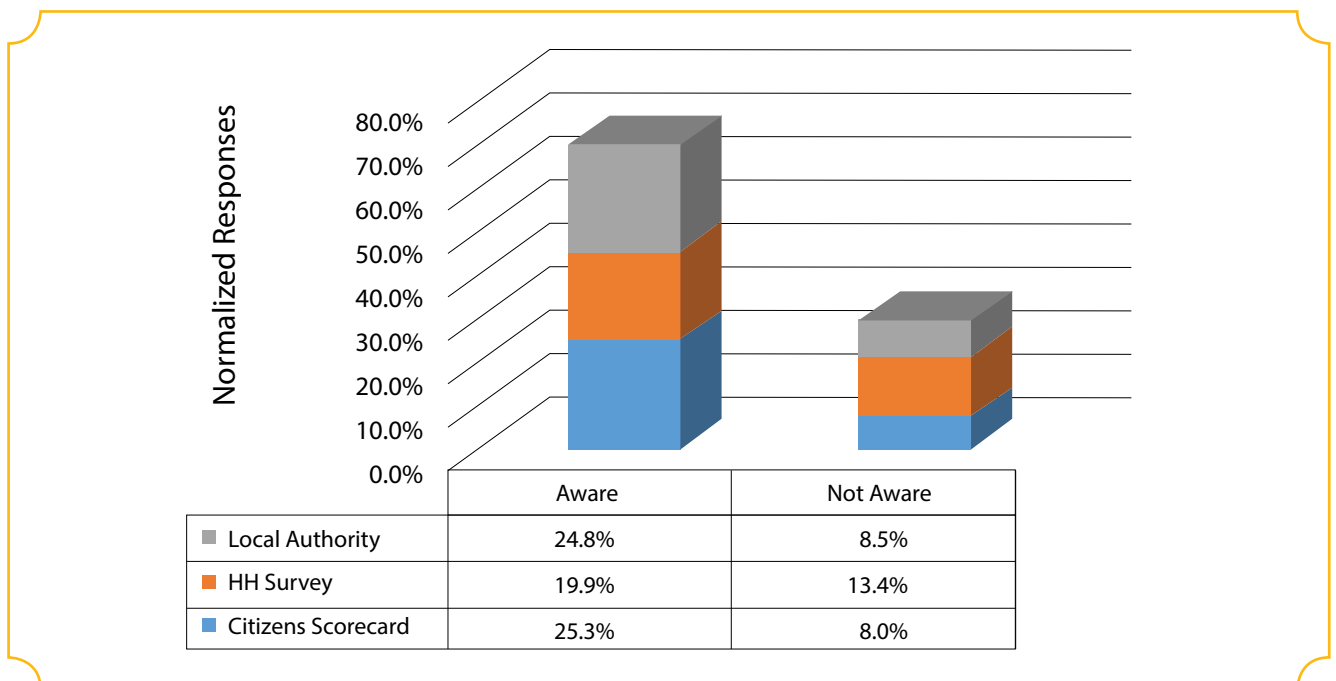
There are also some who believe that the traffic law is not efficient. They cited the following reasons:

- There are still those who overspeed in driving and do not wear helmets
- Some people do not understand about law.
- Some law enforcers apprehend only the poor violators
- Some drivers are under age and have limited understanding of the law
- The law enforcers fined the violator without issuing receipts
- The field monitoring is on and off.

3.6 Promotion and Awareness of the Road Traffic Law

The survey indicates that the citizens have high level of awareness of the fining fee . (70%) of those who were fined by the police reported that they are aware of the penalty (Figure 21).

Figure 21. Awareness of the new traffic law



In reducing the traffic-related deaths, the local authorities suggested the following activities to reduce the traffic related accidents:

- Educate the people, particularly the youths, about the traffic law (drunk driving, seat belts, wearing of helmets, driver’s license, over speeding, overtaking, and traffic signs, etc.) through village-level to-village public forums and media campaigns.

- Educate people on the importance of wearing helmets, installation of rear-view mirrors, and improved driving techniques.
- Restricting those PwDs, elderly and under age persons from driving, and monitor the drivers who might be intoxicated.
- Intensify roadside inspections.
- Provide training to law enforcement officials.

To compel the riders to wear helmets or obey traffic laws, the following are recommended:

- The information dissemination campaign using the media on the impacts of traffic-related accidents and the importance of wearing helmets in avoiding deaths. The campaigns of traffic laws can also be disseminated via loud speakers at the village during local festivals.
- Strict enforcement of the law such as imposing fines due to over speeding and non-wearing of helmets.
- Deployment of more law enforcers to conduct roadside inspections.
- Impose fines to violators. However, the violators should be issued with receipts after settling their fines.
- The government should control the price of helmets so that the people can afford to buy them.

Among the suggestions on how to promote traffic safety at the national level the following were mentioned:

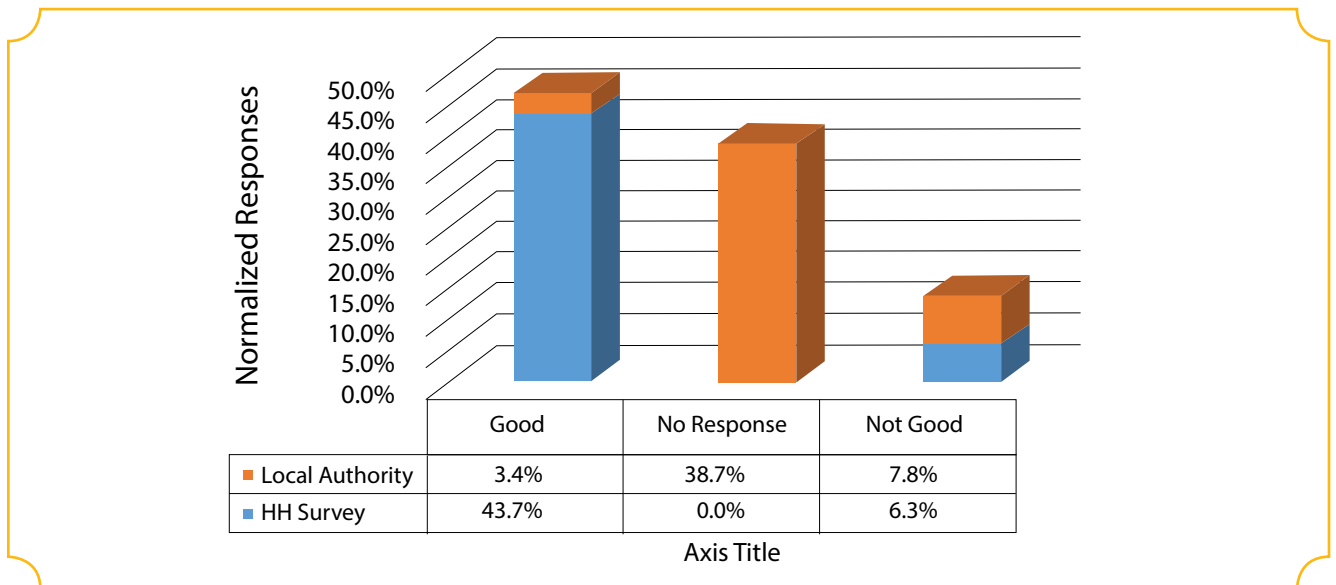
- Launch a nationwide campaign to draw support and understanding of traffic law and road safety.
- The local authorities and NGOs should be mobilized to disseminate the traffic law. A budget should be set aside to cover the information and education campaign. The campaign should become a regular activity. Aside from the media, the information and dissemination campaign should also use banners and printed leaflets that will be distributed during public forums. Training courses may be provided up to the village level.
- Involve the national media in disseminating campaigns about the new traffic law
- Ban the tractors (“kouyuns”) from travelling at night since this lack the necessary tail lights that may cause car accidents.
- Reduce the corruptions among traffic law enforcers
- Ban the elderly people, PwDs and minors from driving
- Control the advertisement of alcohol to minimize drunk driving.
- A manual on traffic laws should be made accessible and disseminated to all people
- Early warning devices should be installed in construction sites.
- Ban old and dilapidated vehicles
- Penalize the traffic law enforcers who do not issue receipts for fines.
- Require all applicants for drivers’ license to attend a driving school before being issued with a license.
- Pedestrian lanes so that people can walk safely
- The law enforcers should penalize traffic violators regardless of there being high ranking officials.
- The traffic law and safety must be integrated to the school curriculum. The children must learn about the traffic law at the early age.
- Increase the number of traffic law enforcers/personnel.

The driving schools play a very important role in developing the driving skills of the citizens. (47%) of the respondents indicate that the driving schools provide good services (Figure 22). Among the positive contributions mentioned about the driving schools are:

- They educate the people about the new traffic law.

- They facilitates in the issuing of driving licenses. By attending driving schools, passing the drivers exam is easier and a driving license is more easily secured after passing the examination.
- The staff at the driving schools is courteous and helpful.
- It helps in providing understanding about the traffic law and develops skills in driving, obeying traffic regulations and observing road courtesy.
- It helps in reducing traffic accidents.

Figure 22. Perceptions on the services of driving institutions



There are those who do not see any positive contribution of the driving schools. They cited the following reasons:

- Issuance of drivers license is still slow and only causes more delay in securing the driver’s license.
- Some people did not take the exam, yet, they were able to get a driver’s license
- Enrolling at the driving schools is costly. It adds up the cost of securing driving license. Some driving schools charge more than is prescribed and ask for additional fees upon passing the exam or driving test.
- Attending a driving school class is still useless since corruption still prevails in the issuance of driving license.
- The driving schools are not accessible to residents living in rural areas.

The respondents suggested ways of improving the services of the driving schools, to wit:

- Driving schools should be promoted also in rural areas.
- The fee for driving lessons should be reduced to be affordable to ordinary citizens. The fee should be fixed and made known to those who will enroll in driving lessons.
- The instructors at the driving institutions should be familiar with the traffic law
- The driving institutions should help in expediting the issuance of driving license

4. Opportunities

While the implementation of the new traffic law has some shortcomings, there are opportunities that can make it succeed. Among others, there is a larger number of people who support the traffic law than those who do not. The society also believes that the law is important and can be implemented due to some improvement on the law enforcement. The belief on the legitimacy of the law among the majority of the respondents is a significant factor that will contribute to the successful implementation of the law. While there are considerable numbers of people who have limited knowledge of the law, a considerable number are aware about the law due to the driving schools and the support given by some NGOs.

5. Challenges

The implementation of the new traffic law has several challenges. Among the challenges that were encountered in the implementation include the following:

- There are still some people who violate the new traffic law, particularly on drunk driving, wearing of helmet, and wearing a seat belt. Some riders are gang members who blatantly violate the traffic law. They are under the influence of alcohol or drugs while driving. Once apprehended, they unreasonably argue with the apprehending officers.
- Alcohol control law takes a long-time to be endorsed and adopted with the RTL enforcement.
- There is still limited understanding on the legal and technical aspect of the new traffic law particularly in the rural or remote areas. Some of the drivers have difficulty adapting to the traffic regulations. Even if the law is broadcasted on TV and radio stations, the people seldom pay attention to the message. Some who are driving are minors who are not aware of the traffic law. Some the violators are even government officials.
- There is limited budget and personnel to implement the law enforcement and in disseminating the traffic law. The traffic law enforcers do not have some gadgets, like CCTVs in monitoring over speeding vehicles.
- Some people could not afford to buy helmets.
- Some of the sellers occupy the pedestrian areas causing traffic jams and accidents.
- There is some difficulty in gathering the people for a meeting to disseminate the law. Most of people do not have the opportunity to participate on forums regarding the new traffic law. The people complained that there are only few personnel who disseminate the traffic law to the residents.
- Some influential people intervene for persons who violated the traffic law.
- Parking is not in order and using roadside for business.
- Some law enforcers, public servants, and relevant LAs are not setting a good example for local citizens.
- Lack of road traffic police officers.
- The traffic police' capacity has not been strengthened to the integrity principle and professional morality.
- Documents for transferring a vehicle's ownership is not fully implemented
- No clear role and resources are assigned to the sub-national administrations for strengthening law enforcement:

- ✓ There is no specific campaign to strengthen the capacity of sub-national authorities on the new traffic law.
- ✓ Lack of means, materials, and budget for promoting and strengthening on the law enforcement and traffic safety.
- ✓ There is no specific provision on the role of local authorities to promote traffic safety.
- ✓ Sub-national administrations do not have skill on fund raising.

7. Conclusion

The results of the survey indicate that the the high level of awareness of the new traffic law, there are still a significant number of citizens who are not aware of the said law. The traffic law is widely supported by majority of the communities. Traffic related accidents, however, still occur due to undisciplined drivers, and due to intoxication and being under the influence of drugs. The communities perceived the law enforcers to be more professional than before. Occasional corruption still need to be addressed, such as non-issuance of receipts to fines.

8. Recommendations

Based on the results of the survey, the following recommendations are drawn:

Recommendation#1: Dissemination and awareness on road traffic law

- Strengthen the information and dissemination about the new traffic law through media, leaflets, TV, social media, and other means for youth, students, company staff or factory workers. The LAs and the NGOs as well private sector must be involved in the dissemination of information.
- Increase large public awareness campaigns with adequate financial resources and participation of CSOs, LAs and lead agencies.
- Increase peer-education on road traffic law.
- Install CCTVs in major thoroughfares.

Recommendation#2: Capacity building for law enforcer, local authorities, CBOs, and drivers

- Create training courses on the RTL and morality in driving to all levels of authorities to promote to their communities.
- Encourage those who are trying to get a driver's license to enrol at the driving schools.
- Strengthen the driving license examination effectively and all drivers need to have a driving license and ensure that all drivers understand the RTL (Request for the RGC re-consider the elimination of motorbikes' driving license which have engines 125cc or lower). The office distributing driving license should be located near people such as One Window Service Office.

Recommendation#3: Plan integration and budget allocation for sub-national government

- Integrate the promotion of new road traffic law into Commune And District Investment Programme (CIP) with a specific budget for promoting to communities.

Recommendation#4: Strengthen road traffic law enforcement

- Strengthen the law enforcement with focus on lead agencies rather than the public.
- Increase technology and techniques for law enforcement (increase the number of police officers and security cameras for checking the abuse of road traffic law).
- Powered traffic lights, traffic signs, and zebra crossing along the roads, especially at towns and near schools.
- Endeavour to reduce corruption among the law enforcement officers.
- Increase check points for drunk drivers and law enforcement should be implemented equality, equity, and legal fines by stopping the intervention culture.
- Strictly monitor the drivers who are intoxicated or under the influence of alcohol or drugs.
- There should be amendments to article 61 of the new traffic law. This article state that “When detaining vehicles for inspection, the road traffic police officers shall make efforts to avoid causing traffic jams or accidents”.

Recommendation#5: Participation and monitoring on road traffic law enforcement

- CSOs are highly encouraged to participate and develop an action plan for implementing the road traffic law
- CSOs are encouraged to develop and support citizens to join the meeting and feedback to National Road Safety Committee (NRSC) and relevant ministries.