



# Road Crashes and Long Term Disabilities: Implications for Policy and its Implementation in Cambodia

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# Literature Review

- **Worldwide:**
  - Road crashes and disabilities
- **In Cambodia:**
  - Institutional structures
  - Road traffic injuries and disabilities
  - Experience of being disabled
  - Road safety and disability policies
- **Conclusion**
- **Next Step**



# The road crash problem

- 1.24 million people die + 20-50 million injured every year due to road crashes (WHO, 2013)
- Road Traffic injuries:
  - recognized as a major contributor to disability (WHO & WorldBank, 2011)
  - 10<sup>th</sup> cause of loss of disability adjusted life years worldwide, 5<sup>th</sup> cause in Southeast Asia (Murray et al., 2012)

# Road crashes and disabilities

- Disability prevalence varies dramatically from 2% to 87% (WHO & WorldBank, 2011).
  - Road crashes accounted for 68-76% of all years lived with a disability in Thailand, the Netherlands and South Africa (Haagsm et al., 2012)
  - Persons with disabilities may experience inequality in accessing health care, education, job opportunities and assistance (WHO & WorldBank, 2011)
  - Social and cultural values: can contribute to stigma and community response to disability (King & King, 2011)
- There is a need for more research to be conducted in low income countries

# Cambodia

- Income level: low income
- Population: 14.86 million (2012)
- GDP (current US\$): 14.06 billion (2012)
- GDP growth (annual %): 7% (2012)
- GNI per capita (US\$): 2,360

(Worldbank, 2013)



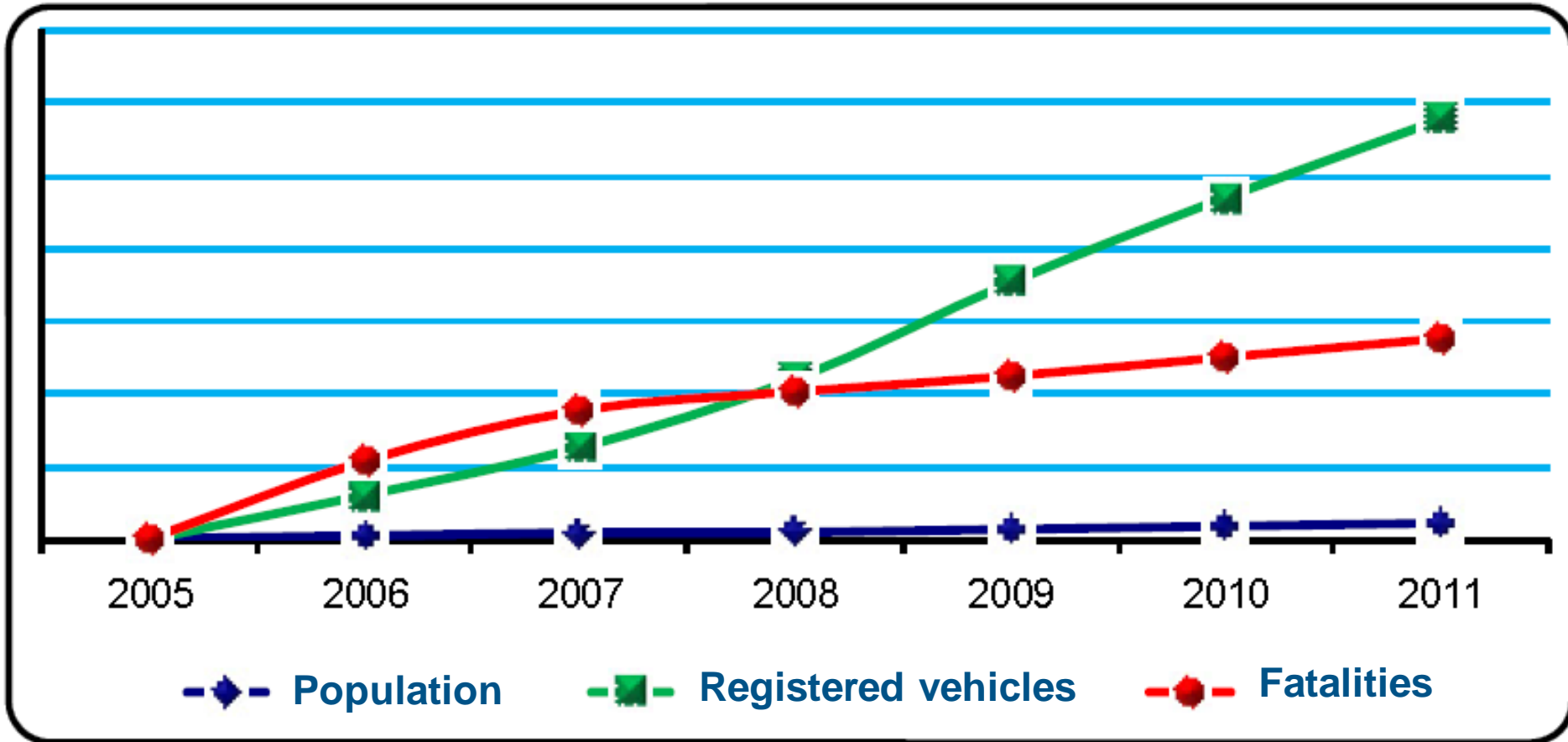
# Cambodian institutional structure

Institutions: constrain and facilitate policy, legislation, advocacy and action



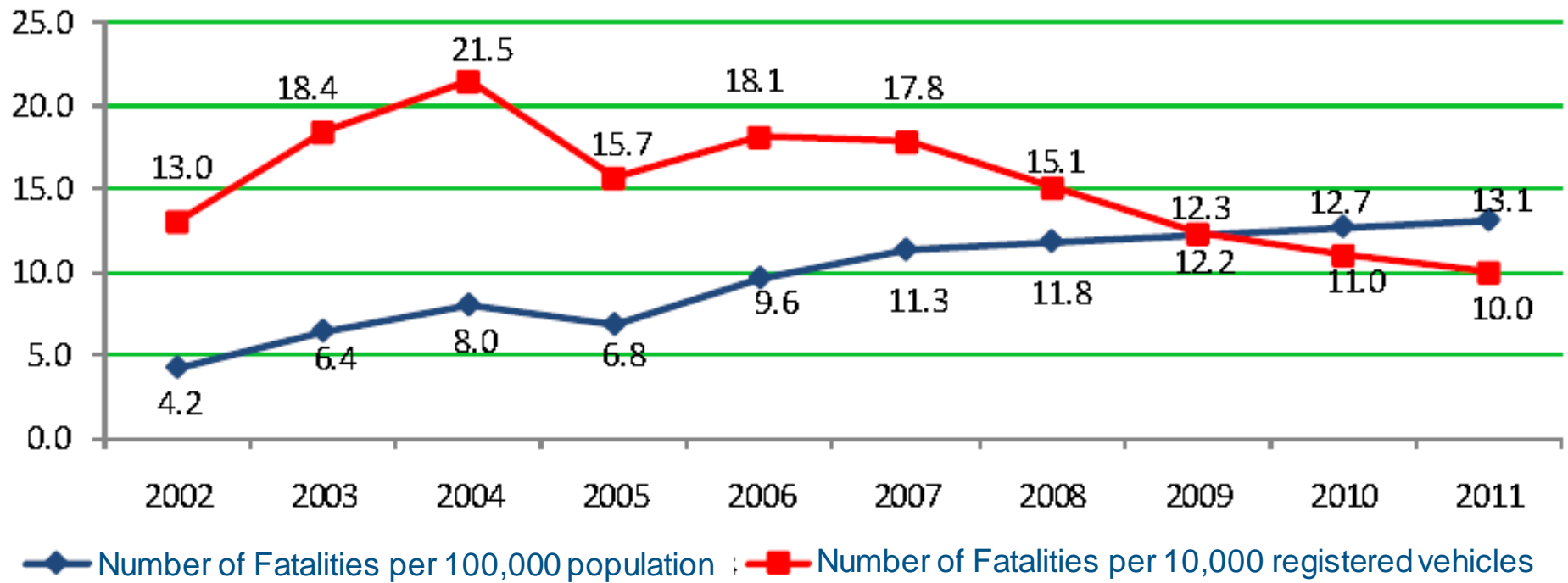
Diversity of actors → the need for a strong coordinating role

# Road fatalities, population and vehicles in Cambodia, 2005-2011



(National Road Safety Committee, 2012)

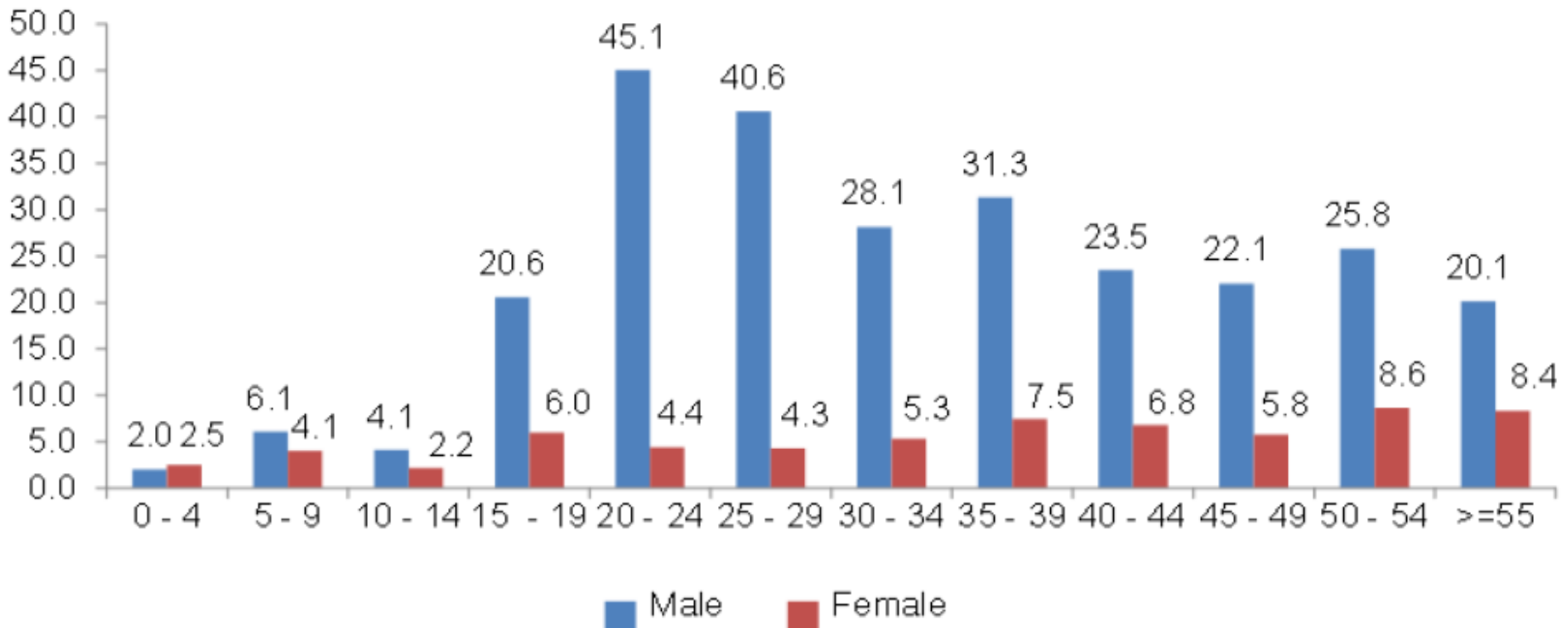
# Population and vehicle-based fatality rates



(National Road Safety Committee, 2012)



# Fatalities per 100,000 population by gender and age group



(National Road Safety Committee, 2012)

# Impact of road trauma in Cambodia

- At least 1% of discharged patients had life-long impairments.  
(National Road Safety Committee, 2012)
- Cost of road crashes: USD310M (2.4% of gross domestic product) (Sann, et al., 2012)
- Significant impact on Millennium Development Goals (Ericson & Kim, 2011)
- Detailed characteristics of crashes related long-term injuries has never been explored in detail
- No follow-up information on those who are discharged with life-long impairments
- Limited understanding of the contexts of long-term impairment related crashes

# Disabilities in Cambodia

- Definition and classifications of disabilities vary – prevalence of disabilities lies between 1.4% to 15% (Secretariat of Disability Action Council, 2012; Thomas, 2005)
- Prevalence rate in rural areas compared to urban areas is not clear (Cambodia Socio-Economic Survey, 2004; Thomas, 2005)
- Physical difficulties accounted for 74% of all impairments (National Institute of Statistics, 2009)
- Road crashes caused 46% of all kinds of injuries and led to 7% of physical disabilities (National Institute of Statistics, 2009)

Information on disabilities due to road crashes in Cambodia is limited

# Experience of being disabled in Cambodia

Being disabled: less access to health care, education and employment, also socially isolated and loss of rights,...

- **Household wealth:** is half of the wealth of non-disabled people  
(Handicap International France, 2009)
- **Generated income:** 65% less average income than non-disabled people  
(Handicap International France, 2009)
- **Illiteracy rate:** 43%, compared to 9% among non-disabled people  
(Handicap International France, 2009)
- **Negative impact on their children** – at risk of dropping out of schools  
(Taksdal, 2011)

**Only individual impairments and limitations have been explored**

**BUT, Societal Barriers (such as transport accessibility) have not been well demonstrated**

# Disability-related policies in Cambodia

United Nations Convention on the Rights of Persons with Disabilities (UNCRPD) has served as an important framework in the disability sector. Cambodia signed and ratified in 2012

Cambodian law on the protection and the promotion of rights of persons with disabilities:

- Definition of “persons with disabilities” and classification: more on inherent characteristics of an individual, but not on responses of society to that characteristic
- Implementing mechanism is not in place

# Road safety and disability policies

UN Decade of Action on Road Safety → National Road Safety Action Plan 2011-2020

Revision of the traffic law

Linkage between disability and road safety policies is still weak  
(eg. Driving license for persons with disabilities)

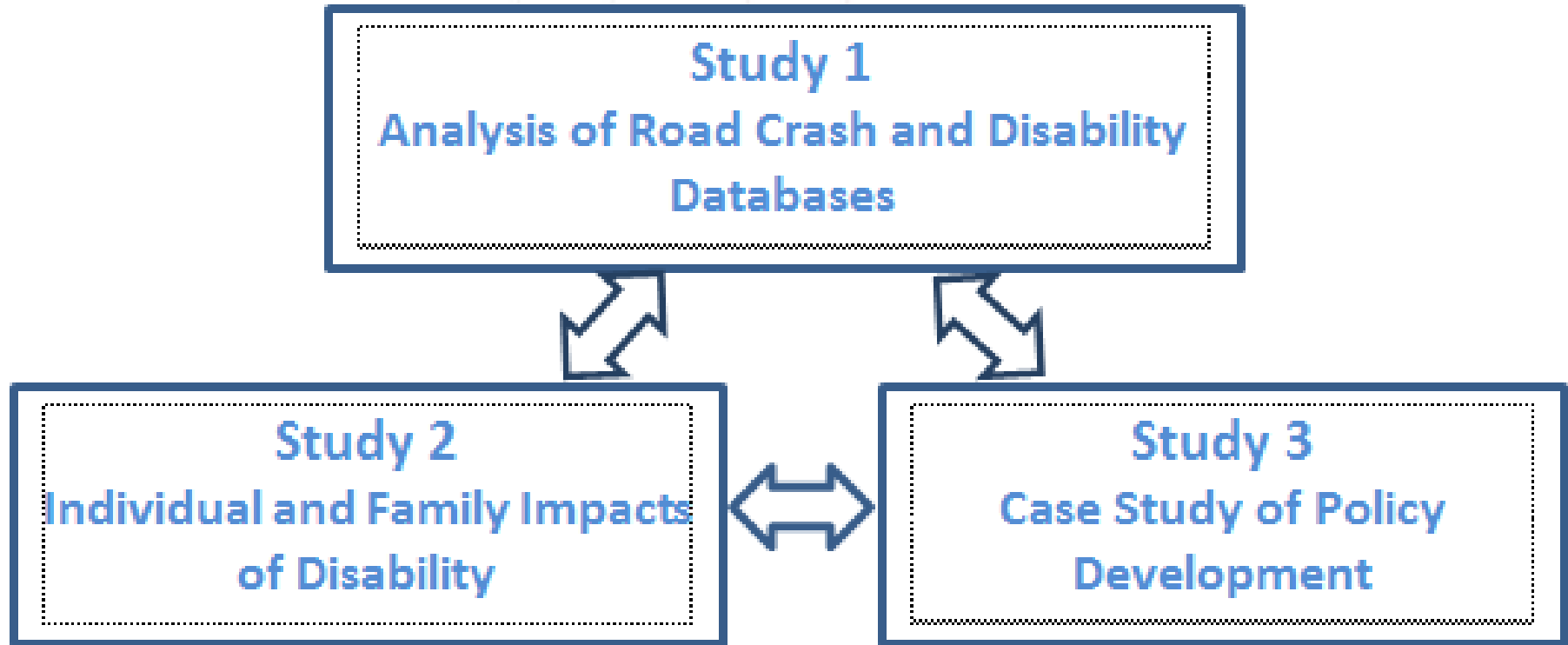
Disability prevention and assistance needs to be better integrated and strengthened into the policies

Rich contextual information on lived experiences of persons with disabilities can contribute to the policy development

# Conclusion

- Road traffic injuries: emerging issue, contributor to disability, burden to public health, reduced quality of life
- Link between disability and poverty
- Institutional structures and policies exist, but do not effectively address the needs of persons with disabilities
- Very few studies existed in Cambodia
- Further information on contextual factors is needed to guide appropriate and effective intervention

# Next Step: further studies





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