



Providing technical assistance to assess the capability of driver training institutions in Siem Reap Province, Kingdom of Cambodia

Project Location:	Siem Reap Province, Cambodia
Project Start Date:	February 2013
Project Duration:	1 month

Introduction:

1,905 road deaths were recorded in Cambodia in 2011 and the numbers appear to be rising. Because of this, the Global Road Safety Partnership (GRSP) developed a 'Proactive Partnership Strategy' in Siem Reap Province, which aimed to develop and implement a comprehensive approach to reducing death and injury on roads at the municipal level. This approach involved using road crash data and research to design interventions that aim to tackle the primary causes of crashes and casualties. This project also aimed to promote a road safety culture within Siem Reap so that citizens and tourists can have a safer travel environment when on the road.

Transaid has worked in Zambia and Tanzania with their local transport institutes and authorities to implement Professional Driver Training programmes so has a wealth of experience when it comes to driver training. GRSP asked Transaid to conduct an assessment of driver training capability in Siem Reap and the relevant national legislation in order to understand the quality of training offered across all vehicles (motorcycle, 3-wheeler (tuk tuk), car, bus and truck). This would allow GRSP and other stakeholders to develop an informed picture of the current training environment and regulatory framework in order to focus on the key needs and issues when designing road safety interventions.

Methodology:

The assessment of driver training capability in Siem Reap Province was split into two sections:

1. Reviewing the local applicable legislation and other documentation that was available
2. Conducting an in-country assessment of driver training capability in Siem Reap Province

The study was undertaken through a combination of quantitative and qualitative tasks, including:

- A review of relevant literature prior to the in-country assessment
- Interviews with specific stakeholders using seven different questionnaires from the Transaid/GRSP Driver Training Capacity Assessment Toolkit – also developed as part of this project
- Discussions with other key stakeholders
- An analysis of data collected in-country

GRSP and the Transaid representative created a timetable that co-ordinated interviews, meetings and observation visits to best manage the limited timeframe for the in-country assessment.

Four key stakeholder groups in driver training were interviewed; authorities, training institutions, drivers/student drivers and end users (i.e. passengers). During the in-country assessment, over 20 motorcycle driving tests were observed as well as practical driving training sessions for 4 student drivers. These interviews and observations were conducted to gain the wider perspective of all interested parties in driver training.

Outcomes:

Transaid reviewed the existing legislation and literature regarding driver training in Cambodia, which resulted in the proposal of a number of recommended amendments to the following documents:

- Road Traffic Law
- Guidelines on the examination for driving instructors and drivers
- National Curricula

During the in-country assessment, the Transaid representative interviewed:

- 26 drivers
- 23 passengers
- 7 employers of drivers
- Representatives of the Ministry of Public Works & Transport (MPWT), the National Road Safety Committee (NRSC) and the Department of Public Works & Transport (DPWT) and the Provincial Road Safety Committee (PRSC) in Siem Reap
- The Siem Reap traffic police commander
- 6 driving schools (and 4 instructors)

As a result of the questionnaires, Transaid discovered that nearly 80% of the drivers thought that the quality of driver training available in Siem Reap was 'good'. The majority of interviews carried out with both drivers and passengers demonstrated a clear reluctance to criticise the quality of driver training. This could be for a number of reasons and their reluctance must be taken into consideration when formulating conclusions.

The 23 passengers interviewed considered the quality of driver to be the most important factor in the provision of safe public transport.

The Transaid representative aimed to observe a number of classroom-based theory training sessions. However, due to widespread electric power failure, the Transaid representative only managed to observe the one session that was conducted. He

reported that the amount of training received by each student varied amongst the schools.

The trainers explained how they were trained and certified by the Ministry of Public Works and Transport over a 10 to 15 day period in Phnom Penh. Every instructor specifically requested more training in conducting classes in the Road Traffic Law and road signs and markings and they also wanted regular refresher training.

The Transaid representative found that the theory testing was well conducted with each candidate getting a question paper with different questions from a bank of 450.

The Transaid representative observed practical training sessions for 4 students, each lasting for 30 minutes. He commented that the practice of 30 minute lessons greatly limits the time available to fully brief the student on the lesson outcomes and provide them with constructive criticism and goals for the next lesson. He came up with a number of examples where training practices could be improved (these are included in the Siem Reap Driver Training Assessment Report).

During the in-country assessment, the Transaid representative observed the practical tests of approximately 25 motorcycle riders and also spoke to the deputy head of the Department of Public Works and Transport about the process of testing car, bus and truck drivers. He advised that there should be more extensive testing for drivers of larger vehicles and that all tests should include a greater amount of driving on various types of roads with varying speed limits, significant amounts of other road users, left and right turns, roundabouts and traffic lights; in order to make the driving tests more representative of the real-life environment.

The Transaid representative looked at the statistics regarding the number of untrained drivers on the road and considered how rules could be better enforced. He concluded that the authorities in Cambodia need to tackle the issue of driver training and licensing and develop a programme to provide training for all unlicensed drivers/riders. This would be a major task that would take many years and would need the support of the highest levels of government.

Finally, during the 10 day in-country assessment phase, the Transaid representative observed numerous dangerous practices of drivers while travelling around Siem Reap and on a bus journey to Phnom Penh. The specific examples of these are listed in the Assessment Report and are all clear examples of dangerous practices that could be greatly reduced by effective education for all drivers.

Conclusion:

Driver training within Siem Reap is conducted to a standard that meets (if not exceeds) that required to pass the current driving test. The driving schools train people to drive on the public road even though the driving test does not effectively test their skills in this regard. However, the Transaid representative believes that this standard should be greatly improved, as it should adequately train and assess the competence of a driver to operate a vehicle safely on the public road while interacting courteously with all other road users.

The driving schools train drivers to a standard limited by the skills and experience of the instructor. These skills (especially in regard to practical on-vehicle training) can be greatly improved. The current standard of testing assesses a person's skill in manoeuvring a vehicle through set exercises and their understanding of road traffic laws,

but does not address the issue of assessing the person's ability to apply that knowledge to real life situations. For this to be addressed, improvements are required at the national level rather than just at the provincial level within Siem Reap. To achieve this, the Transaid representative has made a number of recommendations (some of which are already included in this case study) but the complete list is included in the Assessment Report.

This project has provided Transaid with a greater knowledge of the transport challenges faced by people in Cambodia and also how best to conduct investigative research in Cambodian culture. It has strengthened the working relationship with the GRSP, which Transaid hopes to continue to collaborate with in the future.

Tools Utilised: Siem Reap Driver Training Assessment Report by Neil Rettie, Driver Training Capability Assessment Toolkit.

Partners: GRSP, DPWT, IFRC, MPWT,

About Transaid:

Transaid is an international UK development charity that aims to reduce poverty and improve livelihoods across Africa and the developing world through creating better transport. Transaid was founded by Save the Children and the Chartered Institute of Logistics and Transport. Our Patron is HRH The Princess Royal. Transaid specializes in the following:

- Building the capacity of public health authorities to provide effective, safe and cost efficient transport management systems to promote equitable access to primary health care services.
- Developing and improving logistics and supply chain systems to enhance the delivery of medicines, equipment and relief services to vulnerable communities.
- Promoting effective partnerships to support and enhance community participation in developing sustainable transport solutions in rural areas.
- Developing and delivering transport and logistics training and qualifications for public and private sector operators.

Transaid has the capacity and reach to lead projects throughout the developing world, but is equally capable of providing niche technical assistance to large scale health systems strengthening projects. Transaid maintains strong relationships with a number of leading international organizations including donor agencies such as DfID, DANIDA and USAID, and implementing organizations such as Health Partners International, Options Consulting, John Snow Inc. and Management Sciences for Health.

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