

CAMBODIA

ROAD SAFETY PROFILE



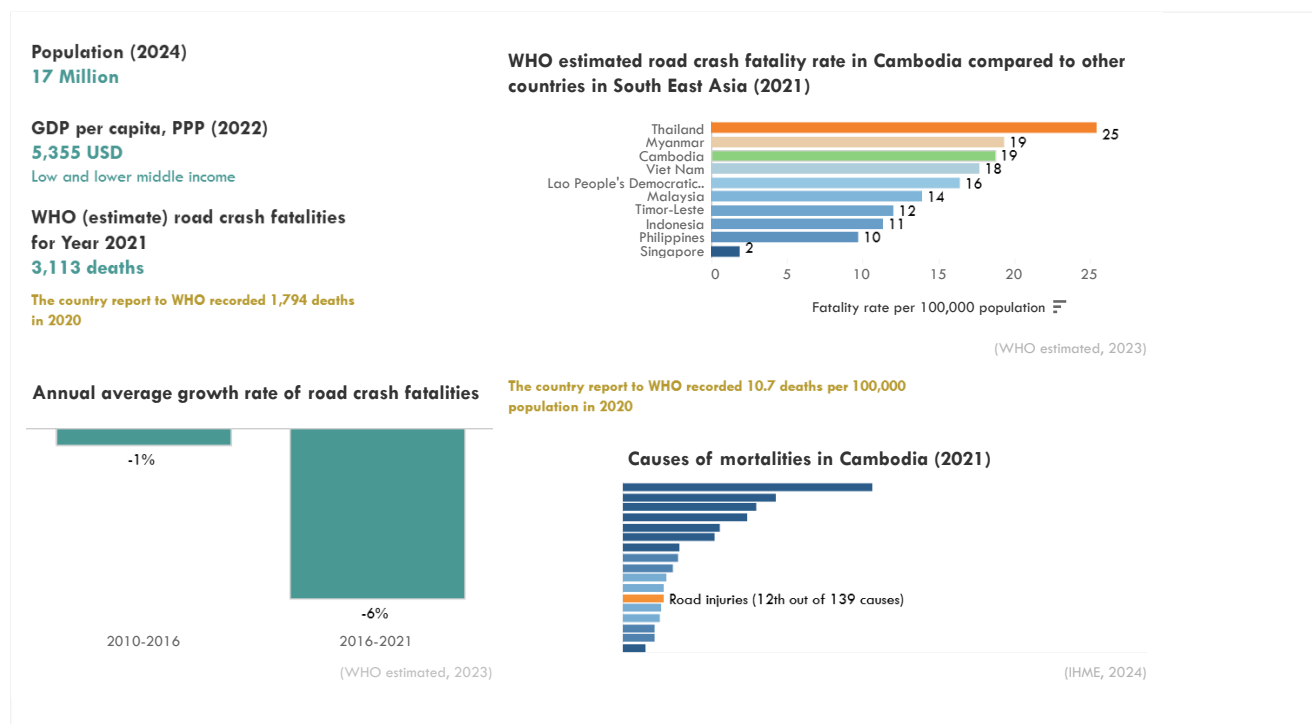
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The ATO road safety profiles offer insights into the road safety in 37 Asia-Pacific countries by utilizing road safety related data from various sources and policy information extracted from a range of documents.

These road safety profiles were developed by the Asian Transport Observatory in collaboration with the Asia Pacific Road Safety Observatory (APRSO) and the International Road Federation (IRF). This September 2025 edition updates the February 2025 release—prepared for the Global Ministerial Conference on Road Safety in Marrakech—to inform discussions at the Asia-Pacific Regional Road Safety Conference in Manila.

Country Summary

Road safety in Cambodia remains a significant public health challenge. For the year 2021, WHO estimated 3,000 fatalities occurred due to road crashes, accounting for 2.3% of all deaths in the country. This narrative explores the current state of road safety in Cambodia, highlighting key challenges and opportunities for improvement.



A notable discrepancy exists between reported road crash fatality numbers. While the World Health Organization (WHO) estimated approximately 3,000 fatalities in 2021, national statistics and the Global Burden of Disease project reported figures closer to 2,000 for 2017 and 3,000 for 2021. This difference in data collection and reporting methodologies underscores the need for improved and harmonized data collection to accurately assess the problem's scope and track progress.

Road crash fatality rate, by source

WHO (estimate) for Year 2021

18.8 per 100,000 population

WHO (country-report) for Year 2020

10.7 per 100,000 population

Country official statistics for Year 2016

10.1 per 100,000 population

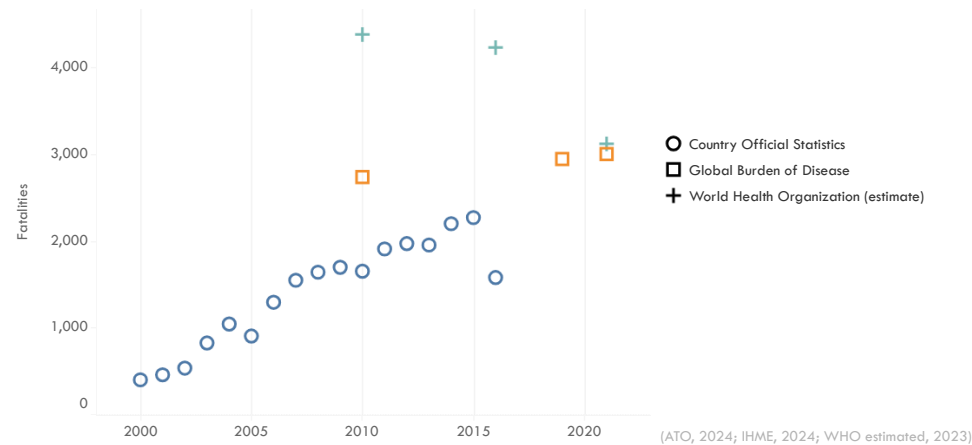
GBD estimate for Year 2021

18.1 per 100,000 population

(WHO estimated, 2023)

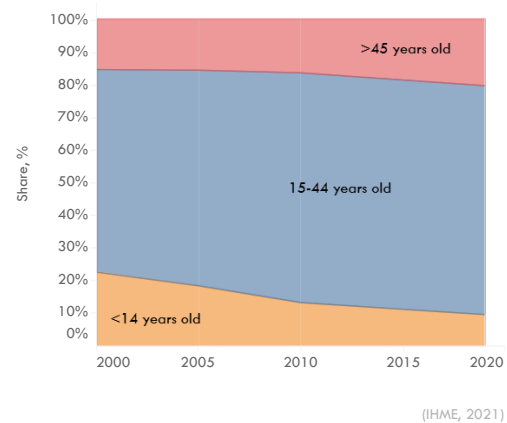
**Every 45 minutes, someone dies in
a road crash in Cambodia**

Road crash fatalities, by source

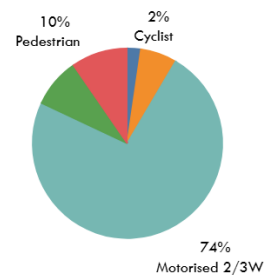


Disaggregated data provides valuable insights into the demographics of road crash victims. The share of female fatalities in Cambodia decreased slightly from 26% to 25% between 2010 and 2021. Regarding age, the combined share of minors (<14 years old) and seniors (>65 years old) in road crash fatalities increased marginally from 26% to 27% between 2015 and 2019, contrasting with a slight increase from 32% to 34% in the Asia-Pacific region. Concerning vulnerable road users, pedestrians and bicyclists represented 12% of Cambodia's total road traffic crash fatalities in 2021, significantly lower than the Asia-Pacific average of 31%.

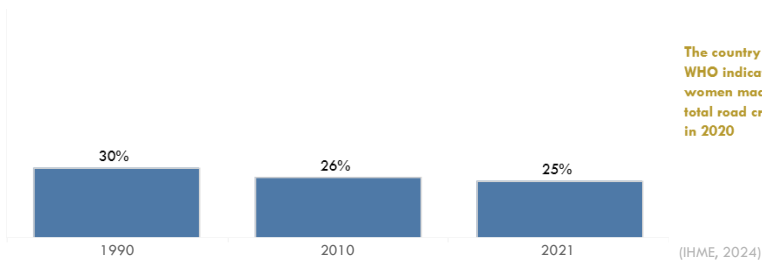
Road crash fatalities, share by age group



Road crash fatalities, share by road user

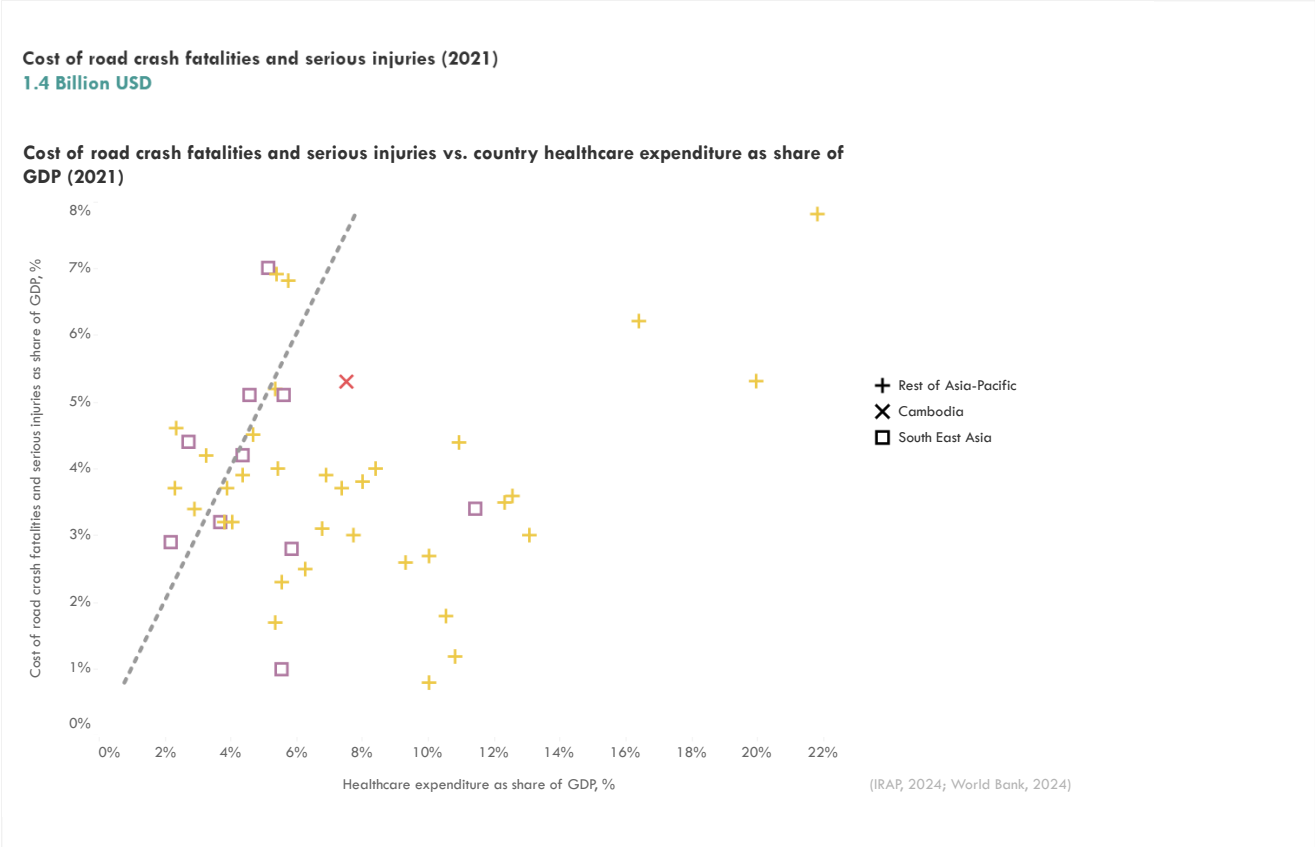


Share of female road crash fatalities

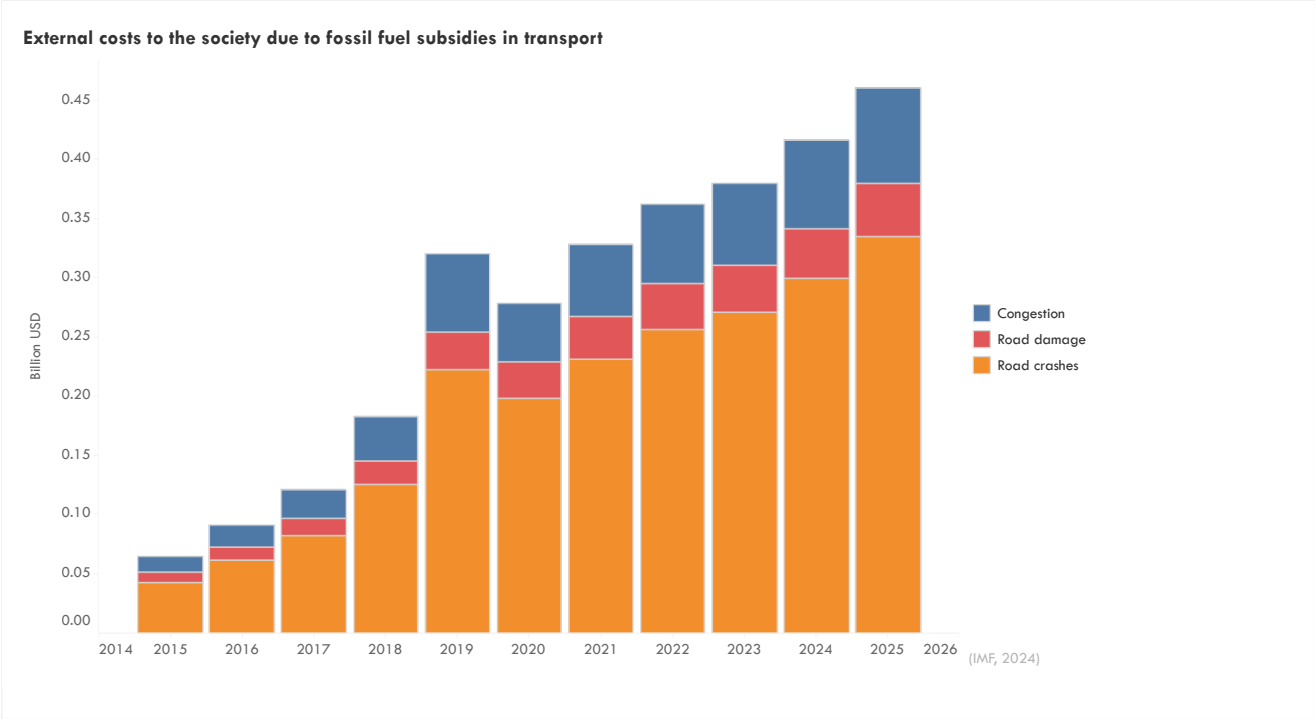


**The country report to
WHO indicates that
women made up 19% of
total road crashes deaths
in 2020**

The economic burden of road crashes in Cambodia is substantial. Fatalities and serious injuries resulting from these crashes cost an estimated 1 billion USD in 2021, equivalent to roughly 5% of the country's GDP. For comparison, healthcare expenditure in Cambodia in the same year was 7.5% of GDP.

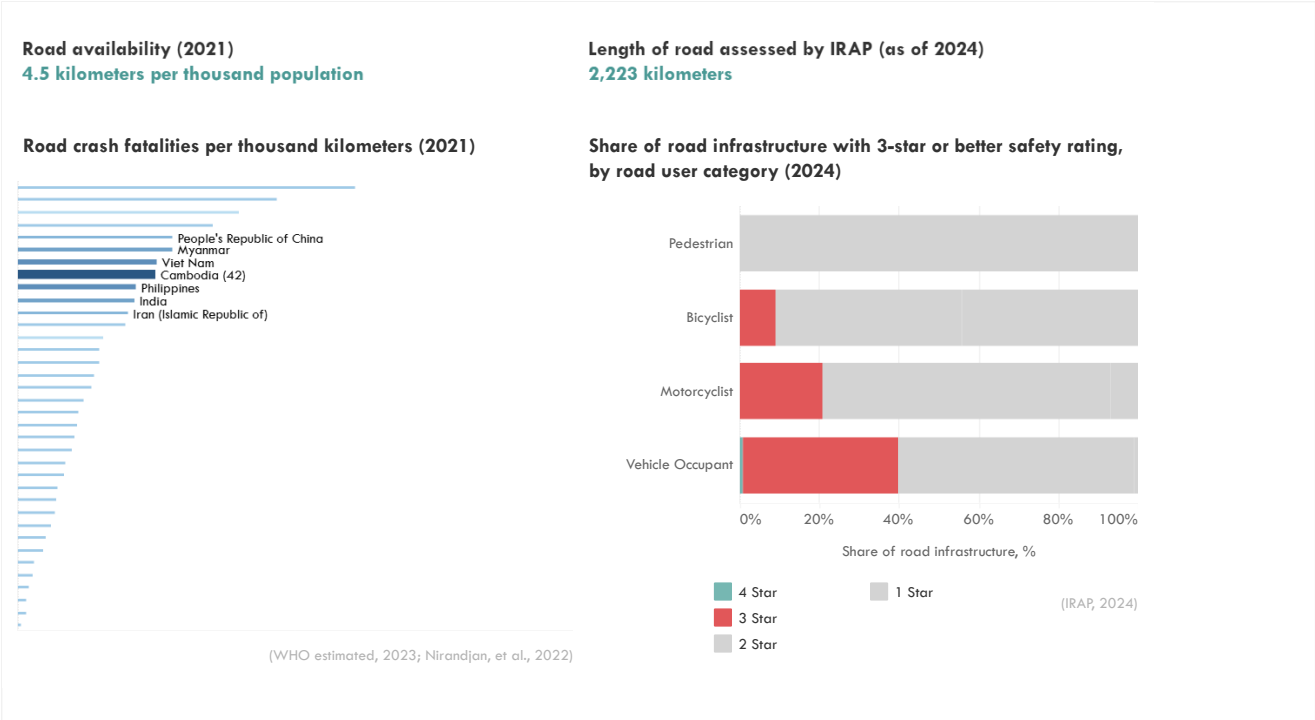


Furthermore, road crashes account for a significant portion (71%) of the implicit costs associated with fossil fuel subsidies in transport. The International Road Assessment Programme (iRAP) suggests that an annual investment of 129 million USD (approximately 0.5% of Cambodia's GDP) could potentially prevent around 1,000 fatalities annually.



The quality of road infrastructure plays a crucial role in road safety. As of 2024, no portion of road infrastructure in Cambodia has 3-star or better iRAP rating for pedestrians. The share is only 9% for bicyclists, significantly lower than the Asia-Pacific average of 22%. While at least 40% of Cambodia's road infrastructure has a 3-star or better rating for vehicle occupants, only about 21% achieves this rating for motorcyclists, highlighting a disparity in infrastructure safety for different road

user groups. Cambodia experiences approximately 42 fatalities per thousand kilometers of road.

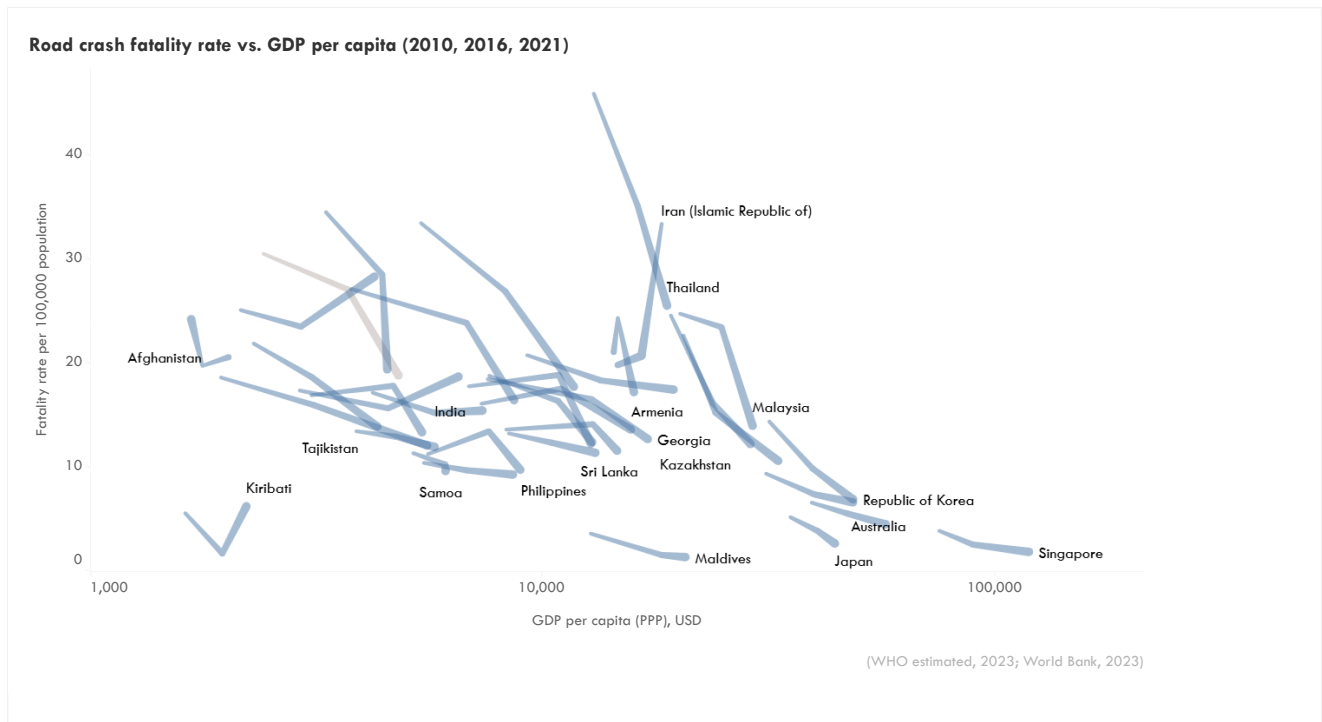


Cambodia's motorization rate has been on the rise. By 2022, there were 54.3 vehicles per thousand population. Two-wheelers dominate the vehicle fleet, comprising 98% of all vehicles, followed by trucks at 2%, data for other vehicle types is not available.

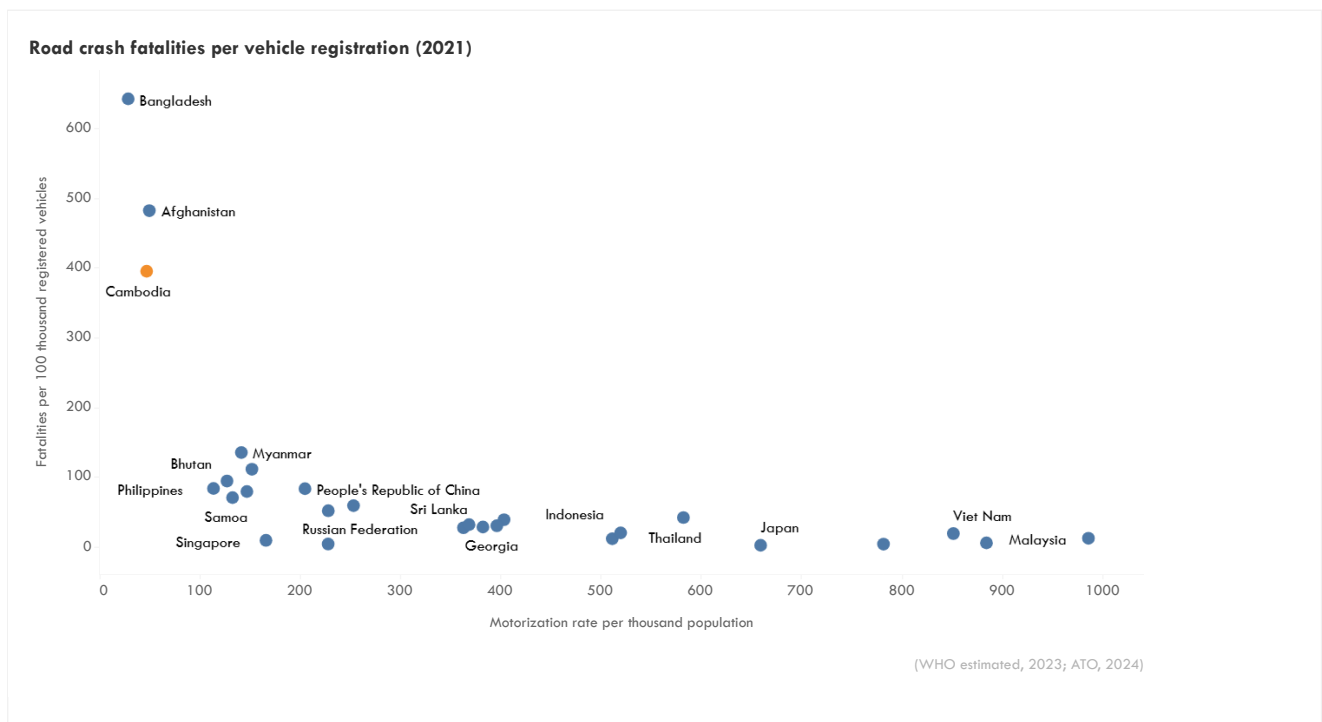


Benchmarking

The country experiences a road traffic crash fatality rate of 18.8 per 100,000 population, exceeding the Asia-Pacific average of 15.2 and the Southeast Asia average of 14.4 for the same year. While progress has been made, with a reported decrease in fatalities per capita from 30.4 in 2010 to 18.8 in 2021 (a -38% change), Cambodia's improvement lags slightly behind the broader Southeast Asian region (-35%) and the Asia-Pacific region (-19%).

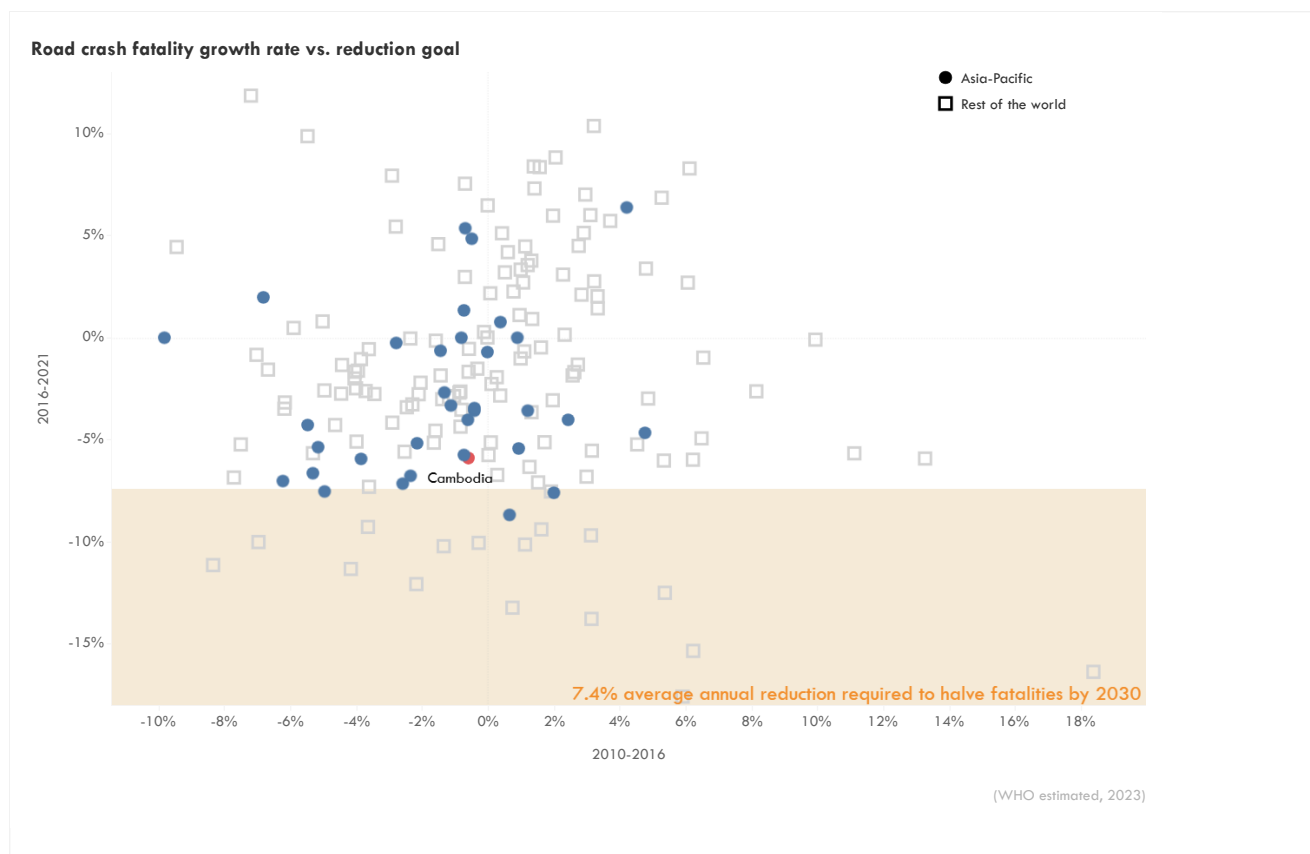


The country experiences roughly 395 fatalities per 100,000 registered vehicles.



Can Asia meet the 2030 target of halving fatalities?

- **Urgent action needed to reduce road fatalities** The Decade of Action for Road Safety 2021-2030 aims to cut road fatalities in half by 2030. An annual reduction of at least 7.4% is necessary to achieve this.
- **Asia-Pacific region falling behind** Despite reaching a peak in road crash fatalities, the Asia-Pacific region is not on track to meet the 2030 goal. The average annual reduction in deaths between 2016 and 2021 was only 0.6%, far below the required rate.
- **Varying progress across Asia** Using the 2016-2021 road crash fatality growth rate as a basis for estimates until 2030:
 - Only 3 Asian countries are projected to achieve the 50% reduction target by 2030.
 - 18 Asian countries are expected to reduce fatalities by at least 25%.
 - Worryingly, 7 Asian countries will continue to increase road fatalities, moving further away from the target.
- In Cambodia, road crash fatalities decreased by approximately -5.9% per year between 2016 and 2021. However, this is not enough to reach the 2030 target to halve the fatalities by 2030



Policy Landscape

Despite the challenges, Cambodia has made strides in developing a policy framework for road safety. The National Traffic Safety Plan, published in 2014, is the primary guiding document. Other policy documents with indirect benefits for road safety include the National Strategic Development Plan 2019-2023, the Rural Roads Policy, the Law on Road Traffic, and the Law on Land Traffic. Although Cambodia lacks explicit road safety targets, it has targets with indirect benefits, such as modal shift, vehicle inspection and maintenance, and vehicle restrictions (import, age, access, sale, and taxation). Strengthening policy implementation and enforcement, coupled with data-driven decision-making, will be crucial for achieving substantial improvements in road safety.

Targets to reduce road crash fatalities or injuries		Target year	Document	Year published
No data				
Measure type	Other targets with indirect benefits to road safety	Target year	Document	Year published
Target - Modal shift	More use of public transportation – 30 percent modal share in urban areas by 2050	2050	Long-Term Strategy for Carbon Neutrality	2021
Vehicle inspection and maintenance	30 vehicle inspection centers in operation by 2030	2030	Cambodia's Third National Communication	2022
Vehicle inspection and maintenance	30 vehicle inspection centres in operation by 2030	2030	Updated Nationally Determined Contribution - KHM	2020
Vehicle restrictions (import, age, access, sale, taxation)	Reducing import of used cars 30% in 2030	2030	Clean Air Plan of Cambodia	2022

Policy measures with indirect benefit to road safety



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