

Training Need Assessment Report
On
Advocacy on Road Traffic Law

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for Road Safety

Phnom Penh, October 2014

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1 Introduction

Coalition for Road Safety (CRY) and Advocacy and Policy Institute (API) will produce advocacy and policy training materials to enable members of Road Safety Network and youth volunteers to improve their skills and knowledge to support a road safety network and take sustainable and effective actions in the future. In the process of producing training materials, CRY and API conducted Training Need Assessment (TNA) with the members of the Road Safety Network and youth volunteers from four universities in Phnom Penh such as NIB, BBU, CUS and Prek Leap and UME in Sihanoukvil and two in BBU and CMU in Siem Reap.

2 Objectives of the study

The questionnaire intends to assess:

- knowledge, skills, experiences, and works effective of Road Safety Network (RSN) and youths on advocacy.
- knowledge and skills of the RSN and youths on Road Safety issues in Cambodia and Road Safety law and legislation.
- The RSN and youths' training needs, specifically, advocacy for support the Road Safety law and enforcement.

3 Research Methodology

In this study, the Training Need Assessment had been used for data collection and inputted in the SPSS package software for analyzing data in form of descriptive statistic which consist of tables and charts with description.

3.1 Specific procedure

This study would be following the procedure:

No	Activities	Started Date	Finished Date
1	Sent Permission Form to university	21/07/2014	24/07/2014
2	Modification of Questionnaires	day/09/2014	day/09/2014
3	Conduct need assessment	13/09/2014	19/09/2014
	Cambodia University Specialize	13/09/2014	13/09/2014
	National Institute of Business	13/09/2014	13/09/2014
	University of Management and Economic	14/09/2014	15/09/2014
	Build Bright University	17/09/2014	19/09/2014

No	Activities	Started Date	Finished Date
	Cambodia Mekong University	17/09/2014	19/09/2014
4	Entry and Analyze Data	06/10/2014	08/10/2014
5	Data Interpretation	09/10/2014	10/10/2014
6	Final Draft report	11/10/2014	13/10/2014

3.2 Sample size

There are four universities in Phnom Penh such as Cambodia University of Specialize (CUS), National Institute of Business (NIB), Build Bright University (BBU), two universities in Siem Reap as Cambodia Mekong University (CMU), Build Bright University (BBU), and one in Sihanoukvil namely University of Management and Economic (UME). Among of them are RSN members and some are along the high risk of road accident. The Training Need Assessment questionnaire was developed and consulted among the team and GRSP. The team primarily planned to select 10 youths each university to conduct assessment. Since some of them are absent during conducting need assessment and one university (BBU) has not conducted need assessment yet, so only 56 youths were selected to conduct the TNA questionnaire.

3.3 Data collection

56 questionnaires were completed through team guidance during coaching youths on the project activities by form (Annex 1).

4 Results of the finding

4.1 General information

According to the figure 4.1, 4.2, 4.3 and 4.4, they clearly shows that 55% of respondent were female and 61% were between 21-25 years old, 37% between 15-20 years old, while only 2% were age between 26-30 years old. Moreover, 48%, 16%, 18% and 18% of the respondent studied in year 1, 2, 3 and 4 respectively. Furthermore, 27%, 20%, 18%, 16%, 12% and 7% of the respondent studied in CMU (SR), CUS, Prek Leap, BBU (SR), UME (KS) and NIB respectively.

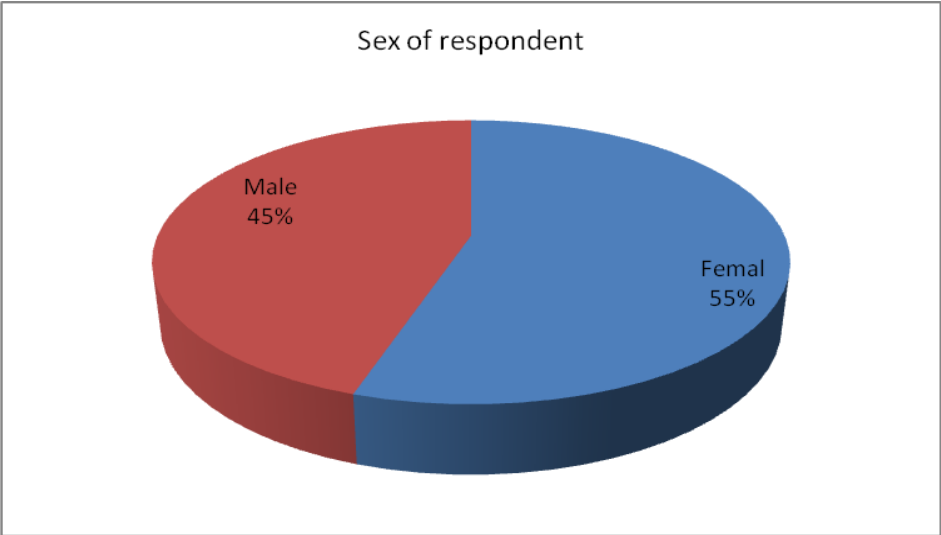


Figure 4.1: Sex of respondent

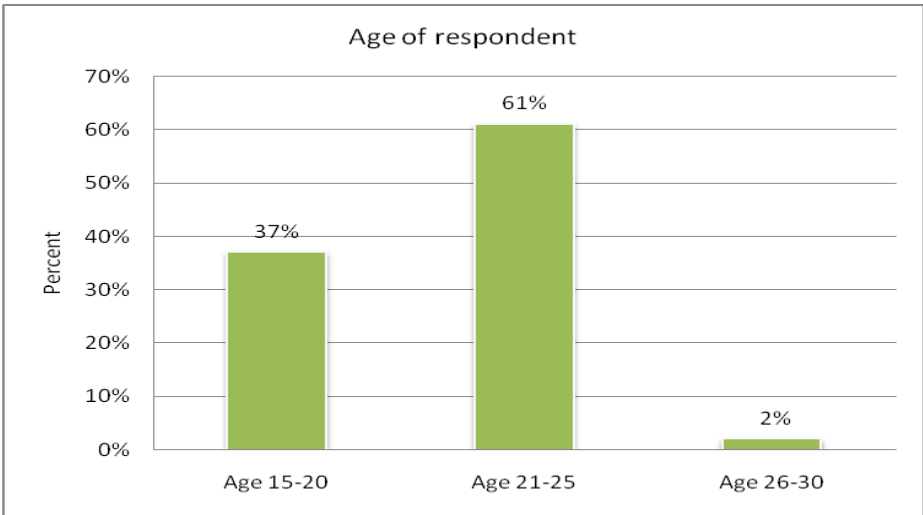


Figure 4.2: Age of respondent

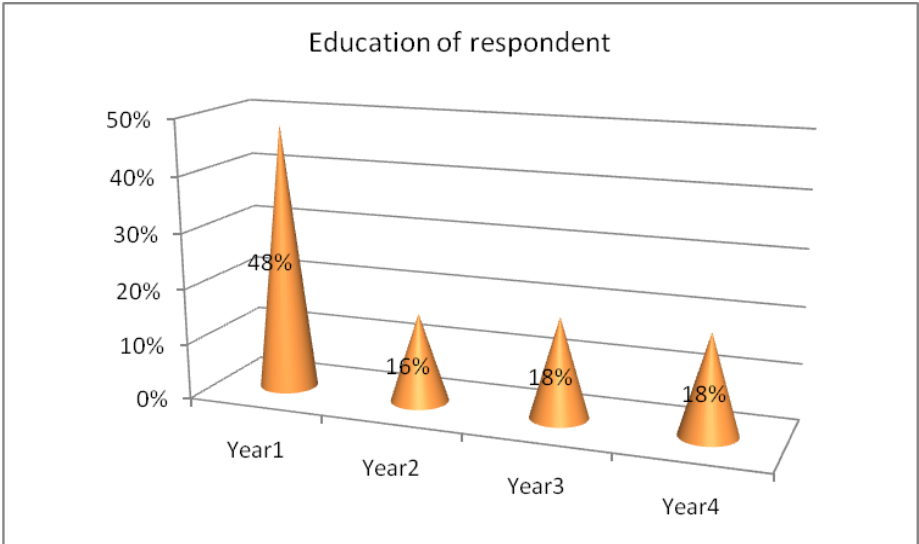


Figure 4.3: Education of respondent

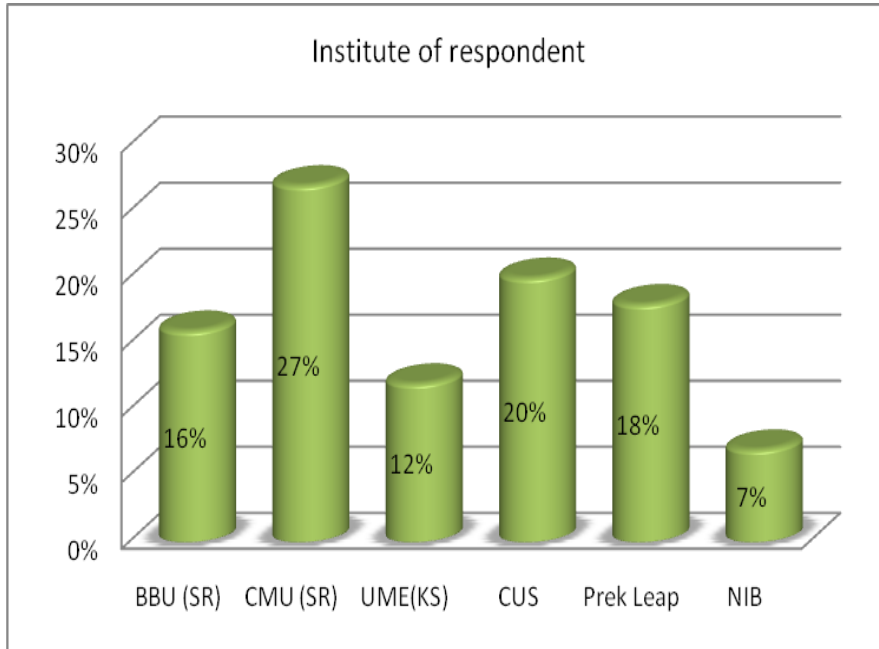


Figure 4.4: Institute of respondent

4.2 Knowledge, skills, experiences, and works effective of Road Safety Network (RSN) and youths on advocacy



Figure 4.5: Participate in advocacy training

There were 82 % of respondent not used to participate in advocacy training, while only 18 % were used to according to the figure 4.5). Table 4.1, showed that 9 % attended the grass root advocacy, 4% attended in the advocacy on drinking and driving policy, 2% attended the advocacy on road safety policy and 5% attended in the others topic.

Table 4.1: Advocacy training courses which the respondents used to attend

N.	Topic	Percentage
1	Grass-root advocacy	9%
2	Advocacy on Drinking and Driving Policy	4%
3	Advocacy on Road Safety Policy	2%
4	Advocacy campaign management	0%
5	Others	5%

Table 4.2: Advocacy activities

No.	Advocacy activities	Percentage
1	Press conference	4%
2	Training	5%
3	Riot	2%
4	Web-site	2%
5	Public forum	7%
6	Petition	7%
7	Workshop	14%
8	Leaflet	4%
9	Interview	4%
10	Meeting	7%
11	Roundtable discussion	13%
12	Lobby	5%
13	Observation	4%
14	Letters	4%
15	Networking	2%

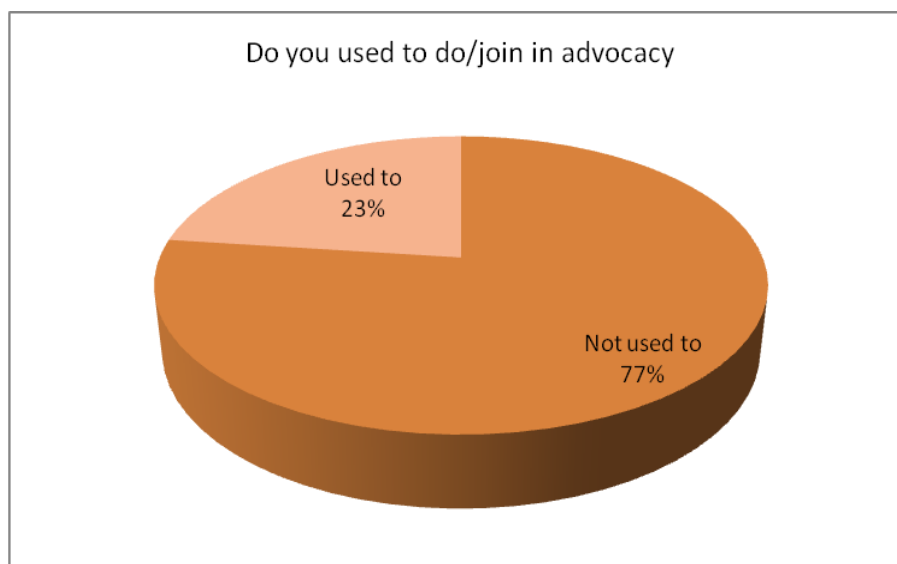


Figure 4.6: Used to do/join in advocacy

The Figure 4.6 showed on participates used to do/join in advocacy. Among of respondents, there were 23 percent who used to do/join in advocacy, while many of them were not used to do. The ones who used to join the train, they have been coaching many activities of advocacy, as shown in the table 4.2, there were 14 percent of respondent were chose workshop for advocacy activities, 13 percent of respondent were chose roundtable discussion for advocacy activities, and the other as meeting, public forum, petition, training lobby and so on for advocacy activities.

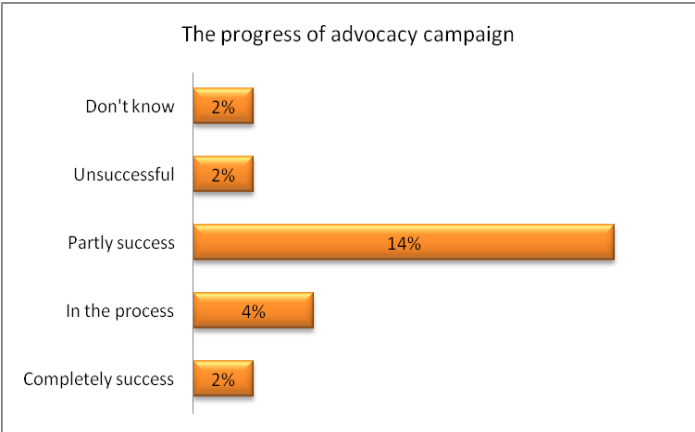


Figure 4.7: The progress of advocacy campaign

The Figure 4.7 indicated the progress of advocacy campaign. 14 percent were partly success, while 4 percent were in the process, and each 2 percent were completely success, unsuccessful, and don't know.

In short, among all of respondents, there were only 18 percent who used to participate in advocacy training (Figure 4.5) which more attend in the grass root advocacy training and advocacy on drinking and driving policy (Table 4.1). With this, less than 50 percent used to do/join in advocacy (Figure 4.6), that they chose workshop, roundtable discussion, meeting, petition, training, lobby for their advocacy (Table 4.2) which 14 percent were partly success (Figure 4.7).

4.3 Knowledge and skills of the RSN and youths on Road Safety issues in Cambodia and Road Safety law and legislation

The Figure 4.8 described the main cause of traffic accidents. Drinking and driving were the main cause of traffic accidents by 84 percent of respondents shared the order priority to 57 percent were high, 23 percent were medium, while only 4 percent were low. Don't respect the traffic law were the main cause of traffic accidents by 70 percent after the drinking and driving, which shared order priority to 29 percent were medium, 27 percent were high and 14 percent were low. The order to driver over speed were the main cause of traffic accidents by 59 percent, understand the traffic law by 45 percent, didn't obey priority rights by 43 percent, the road didn't have traffic signs or not enough lights by 27 percent and the road is not good by 25 percent (Figure 4.8).

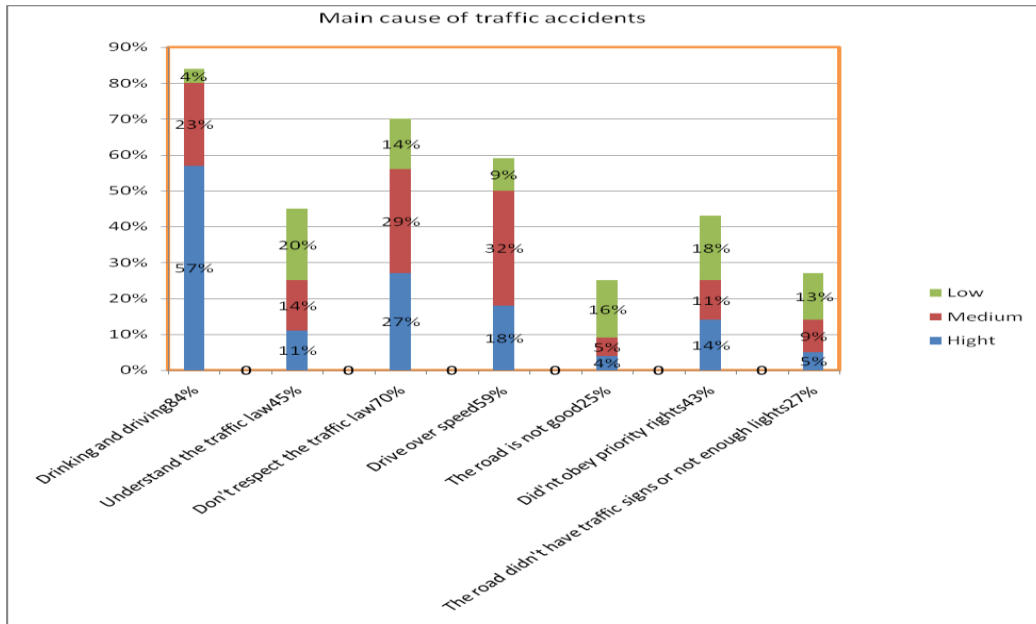


Figure 4.8: Main cause of traffic accidents

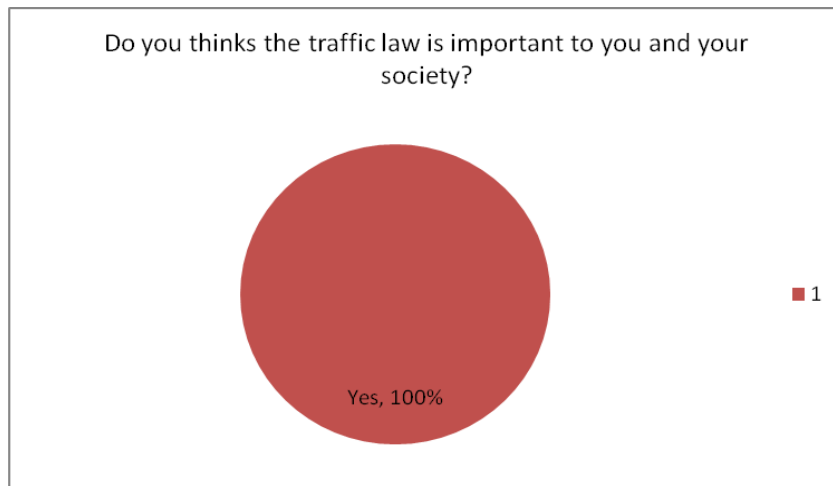


Figure 4.9: Do you think the traffic law is important to you and your society?

Table 4.3: The important of traffic law

N	Important of traffic law	Percentage
1	Stability on road transportation	5%
2	More of Cambodian are transportation by road traffic	4%
3	To reduce road accident	80%
4	To reduce national expense	5%
5	Social stability	4%
6	Safety on the road	4%
7	Others	5%

According to the Figure 4.9, there were 100% of respondents thought that the traffic law is important to them and society. Most of respondents (80% of respondents) report that, to

reduce road accident, 5 percent report that stability on road transportation, reduce national expense (5 percent of respondents), social stability (4 percent of respondent), safety on the road (4 percent of respondents), and others by 5 percent (Table 4.3).

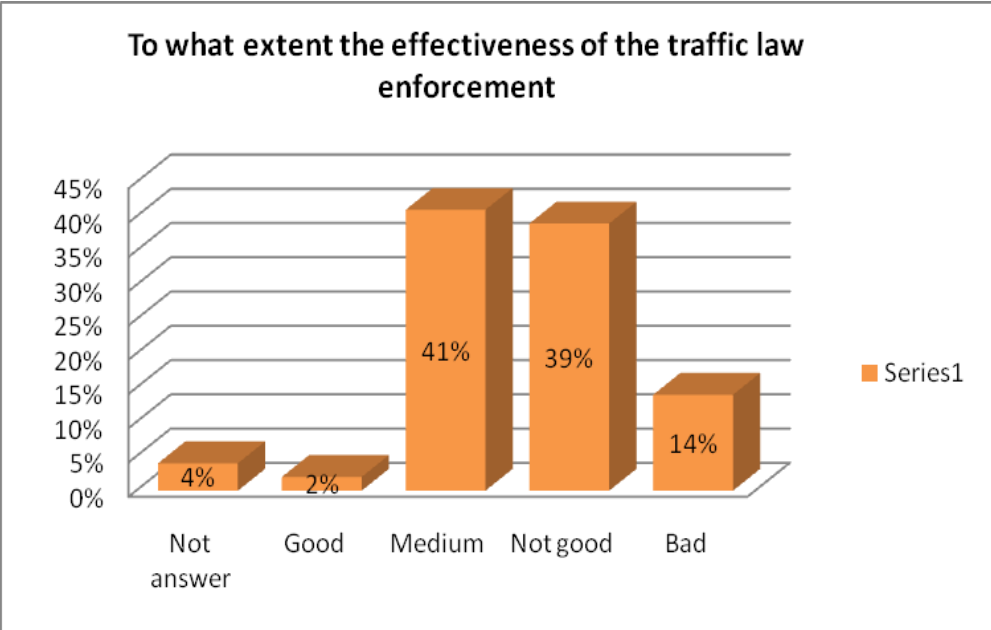


Figure 4.10: To what extent the effectiveness of the traffic law enforcement

The Figure 4.10 described to what extent the effectiveness of the traffic law enforcement. The effectiveness of the traffic law enforcement were medium by 41 percent of respondents, not good by 39 percent, bad by 14 percent, while the effectiveness of the traffic law enforcement is good was responded by 2 percent and not answer by 4 percent. In this, to what extent the effectiveness of the traffic law enforcement were mostly to medium, not good and bad according to the (Figure 4.10).

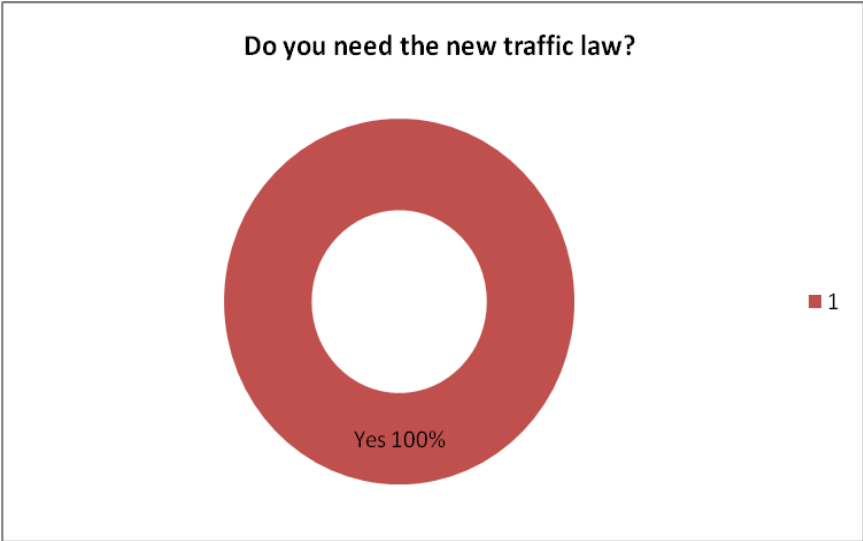


Figure 4.11: Do you need the new traffic law?

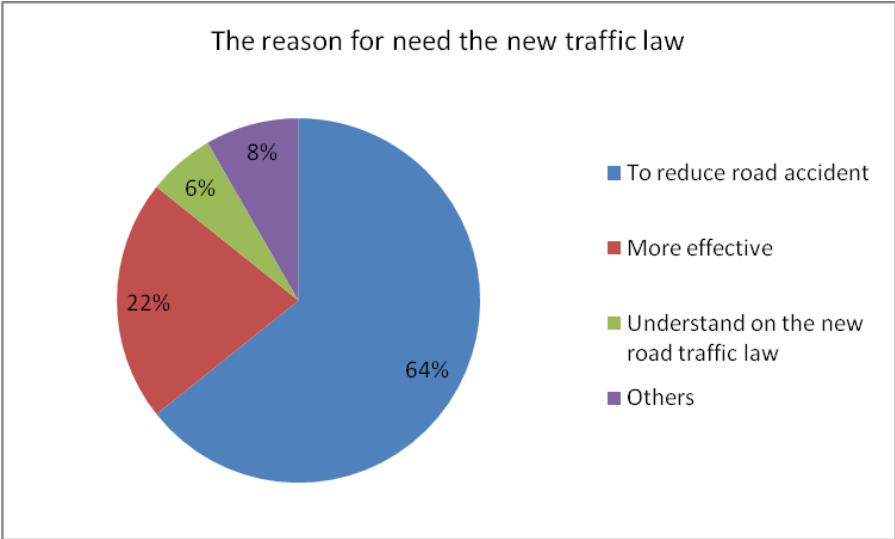


Figure 4.12: Reasons for need the new traffic law

According to the Figure 4.11, most of respondents needed the new traffic law. To reduce road accident were the reason that respondents needed the new traffic law by 64 percent of respondents, the new traffic law would be more effective by 22 percent of respondent report, understand on the new road traffic law by 6 percent of respondents and other reasons by 8 percent.

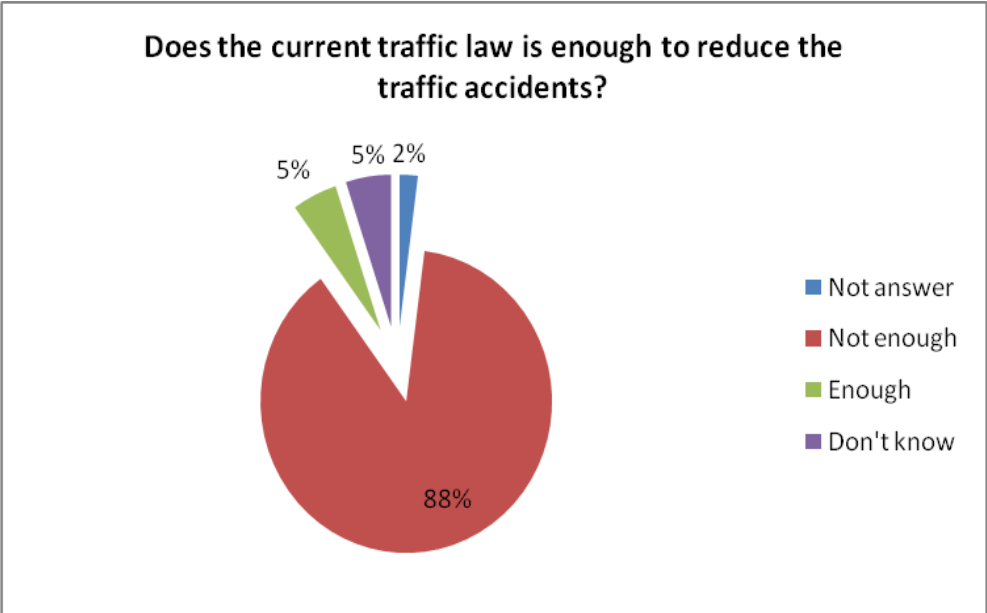


Figure 4.13: Does the current traffic law is enough to reduce the traffic accident

The Figure 4.13 showed whether the current traffic law is enough to reduce the traffic accidents or not. The current traffic law is not enough to reduce the traffic accidents with 88 percent of respondents, while only 5 percent responded to be enough and 5 percent don't know, and not answer with 2 percent. Referring to figure 4.9, many of the respondents said that the current traffic law is not enough to reduce the traffic accident

Table 4.4: Challenges to adopt the new law

N	Challenges to adopt the new law	Percentage
1	Conflict among political parties	41%
2	Lack of support	16%
3	Lack commitment	7%
4	Lack of participate	5%
5	Don't know	6%
6	Others	7%
7	Not answer	18%

Table 4.4 showed about the challenges to adopt the new law. The result indicated that the challenges to adopt the new law were cause of conflict among political parties by 41 percent of respondents, lack of support by 16 percent, lack commitment 7 percent, lack of participate 5 percent, others 7 percent, don't know 6 percent and not answer 18 percent, as expressed in table 4.4. The result indicates that, conflict among political parties absorbed on the challenges to adopt the new law.

In conclude, the main cause of traffic accidents were drinking and driving exactly 84 percent of respondents (Figure 4.8), with most of them thinks that traffic law is important for them and their social (Figure 4.9), while the effectiveness of the traffic law enforcement were medium by 41 percent of respondent (Figure 4.10), and current traffic law is not enough to reduce the traffic accidents with 88 percent of respondents (Figure 4.13). At last, all of them needed the new traffic law (Figure 4.11).

4.4 The RSN and youths' training needs, specifically, advocacy for support the Road Safety law and enforcement

Table 4.5: The topics of the advocacy training on passing new law

N	Topics	Percentage
1	Skill of advocacy	14%
2	Understanding on new road traffic law	27%
3	Understanding the legal framework in Cambodia	34%
4	Effectively meeting with the government	21%
5	Organising press conference	27%
6	Mapping stakeholders and target groups	11%
7	Advocacy campaign management	32%
8	Understanding the road traffic law	66%
9	Understanding the process of law development	36%
10	Mobilizing people (public) to support a road safety campaign.	39%
11	Tools for analyzing law and policy	18%
12	Others	4%

Table 4.5 expressed the topic of advocacy training on passing new law. The respondents reported that the topic they chose for advocacy training on passing new law as a skill of advocacy, understanding of new road traffic law, effective meeting with government, organizing press conference, mapping stakeholders and target groups, tools for analyzing law and policy, with the popular topic which absorbed were 66 percent on understanding the road traffic law, 39 percent on mobilizing people (public) to support a road safety campaign, 36 percent on understanding the process of law development, 34 percent on understanding the legal framework in Cambodia, 32 percent on advocacy campaign management.

5 Conclusion

The main focus of Training Need Assessment is namely on “Advocacy on road traffic law”. The findings showed that 18 percent used to participate in advocacy training which most of them attended in the grass root advocacy training and advocacy on drinking and driving policy. With this, less than 50 percent used to do/join in advocacy, that they chose workshop, roundtable discussion, meeting, petition, training, lobby for their advocacy which 14 percent were partly success. The main cause of traffic accidents were drinking and driving by 84 percent with most of them thought that traffic law is important for them and their social life while the effectiveness of the traffic law enforcement were medium by 41 percent of respondent and current traffic law is not enough to reduce the traffic accidents with 88 percent.

6 Recommendation

Understanding the road traffic law, mobilizing people (public) to support a road safety campaign, understanding the process of law development, understanding the legal framework in Cambodia should be provided to the youths as to find the support on passing road traffic law. All in all, the draft of new road traffic law should be introduced to the youths which aim to peer education as to find the support for the need of new road traffic law.

ANNEX 1: QUESTIONNAIRE

Training Need Assessment Questionnaire on Advocacy on Road Traffic Law

Interviewee name:
Age
Sex
Institute:
Position:
Education:
Phone number:
Interview date:
Interviewer name:
Interview place:
Signature (Interviewer).....

Objectives:

The questionnaire intends to assess:

- Knowledge, skills, experiences, and works effective of Road Safety Network (RSN) and youths on advocacy.
- Knowledge and skills of the RSN and youths on Road Safety issues in Cambodia and Road Safety law and legislation.
- The RSN and youths' training needs, specifically, advocacy for support the Road Safety law and enforcement.

I. Knowledge, skills, experiences, and abilities of RSN and youths on advocacy

1. Have you ever participated in advocacy training courses?

- Yes No

If yes, what are the topics? (Can tick more than one)

- a. Grass-root advocacy
- b. Advocacy on Drinking and Driving Policy
- c. Advocacy on Road Safety Policy
- d. Advocacy campaign management
- e. Others

2. According to your knowledge and experience, what does advocacy mean?

.....
.....

.....
.....

3. Do you used to do/join in advocacy?
 Yes No (if no please move to section II)

If yes, for what issues or needs do you used to advocate?

.....
.....
.....

4. To whom target groups that you advocate?
(Target groups are people who have power to solve the issues)

.....
.....
.....

5. What are activities do you choose to do the advocacy? (more than one answers)

- | | |
|--|--|
| 1. <input type="checkbox"/> Press Conference | 12. <input type="checkbox"/> Meeting |
| 2. <input type="checkbox"/> Training | 13. <input type="checkbox"/> Bulletin |
| 3. <input type="checkbox"/> Riot | 14. <input type="checkbox"/> Roundtable discussion |
| 4. <input type="checkbox"/> Web-site | 15. <input type="checkbox"/> Lobby |
| 5. <input type="checkbox"/> Public Forum | 16. <input type="checkbox"/> Observation |
| 6. <input type="checkbox"/> Information Announcement | 17. <input type="checkbox"/> Letters |
| 7. <input type="checkbox"/> Petition | 18. <input type="checkbox"/> Networking |
| 8. <input type="checkbox"/> Workshop | 19. <input type="checkbox"/> Facilitation |
| 9. <input type="checkbox"/> Demonstrate | 20. <input type="checkbox"/> Public forum |
| 10. <input type="checkbox"/> Leaflet | 21. <input type="checkbox"/> Others |
| 11. <input type="checkbox"/> Interview | |

6. What are obstacles/challenges that you meet while you do the advocacy? (can tick more than one)

1.
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2.
.....
3.
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4.
.....
5.
.....

7. How is the progress of your advocacy campaign? (only one answer)

1. Completely success
2. In the process
3. Partly success
4. Unsuccessful
5. Don't know

II. Knowledge and skills of the RSN and youths on Road Safety issues in Cambodia and Road Safety law and legislation

8. Base on your knowledge and experience what are the main causes of traffic accidents? (Can tick more than one)

- a. Drink and drive
- b. Don't understand the traffic law
- c. Don't respect the traffic law
- d. Drive over speed
- e. The road is not good
- f. Didn't obey priority rights
- g. The road didn't have traffic signs or not enough lights
- h. Other:

.....

9. Do you think the traffic law is important to you and your society?

- a. Yes Why:

.....

?

- b. No Why:

.....

?

10. To what extent the effectiveness of the traffic law enforcement?

- a. Very good
- b. Good
- c. Medium
- d. Not good
- e. Bad

11. Do you need the new traffic law?

- Yes No

If yes, please explain:

.....
.....
12. Does the current traffic law is enough to reduce the traffic accidents?

- a. Not enough
- b. Enough
- c. Don't know

13. What are differences between the current law and new law?

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.....
14. Do you need to have the new traffic law?

Yes Why:

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.....
.....?

No Why:

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.....?

15. What are challenges to adopt the new law?

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III. Important topics relate to the advocacy on road traffic law

1) What sort of capacity that RSN members and youths are needed to advocate for passage the new road traffic law?

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2) What are important topics do you think we should include for two-days training on advocacy on the road traffic law?

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c.
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e.
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f.
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g.
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3) Please choose the below topics that you think they are necessary for you. (Can tick more than one).

- a. Understanding the legal framework in Cambodia
- b. Effectively meeting with the government.

- c. Organizing press conference.
- d. Mapping stakeholders and target groups.
- e. Advocacy campaign management.
- f. Understanding the road traffic law.
- g. Understanding the process of law development.
- h. Mobilizing people (public) to support a road safety campaign.
- i. Tools for analyzing law and policy.
- j. Others

.....

- ❖ API and CRY would like to thank to all individual who spend a value time to complete the questionnaire.
- ❖ Individual data will keep confidentially.
- ❖ Please send a completed information to CRY organization via email: hor.mouyseang@crysafety.org.kh or mouyseanghor@yahoo.com
 Tel: 097 7474 878