

TECHNICAL PROGRESS REPORT

- This report must be completed and signed by the Primary Contact for the project.
- The information provided in the report must correspond to the financial information that appears in the financial reports.
- This is a half yearly report, only report on activities conducted and results achieved during the reporting period.
- The report will be analysed by your Technical Contact and IFRC/GRSP Grants Officer. Suggestions will be provided as necessary and you will be expected to revise your report submission accordingly. Incomplete reports will not be accepted and may lead to a delay in disbursement.
- The answers to all questions must cover the period as specified in your Schedule of Grant letter, sent to you at the commencement of your grant.

Section One: Project Information

Project ID	RS10-0020
Submission No.	e.g. Submission 1
Period Covered	e.g. January – June 2013
Report Completed by	Lam Socheat
Project Website	e.g. www.roadsafetyinTurkey.org

Project Title	Strengthening Action for Enhancing Road safety in Cambodia (SAFER Cambodia)
Project Goal	The goal is to strengthen the law against drinking and driving and to improve its implementation. This will contribute to saving lives and reduce injuries from drink driving related accidents in Cambodia.
Country	Cambodia
Duration of Project	24 months
Grant Amount	CHF 60,000
Technical Contact	Sovann Kong
Financial Contact	Raoul Powlowski

Section Two: Executive Summary

Provide a brief assessment of the progress that has been made this period and the main issues that have been encountered (no more than 300 words).

Five public policy forums on Drinking and Driving held in five provinces with 398 participants (44 women), attached annex 1.1 to 1.6. Two RSN meeting conducted with 81 participants (29 females). TNA completed with 25 questionnaires. Cooperated with the National Road Safety Committee and Cambodia Red Cross to organise an event on the 2nd of UN Decade Action at Anuk Wat Primary school. Participated with PDP, NRSC, HI, CMH to enable a message “if you drink don’t drive”.

Findings from the forums exposed gaps in existing road traffic law related to drinking and driving remained, current policy is casual and inadequate. The traffic law is not comprehensive for people at all levels. The gaps in the traffic law enforcement on drinking and driving as traffic police were not strict and don't enforce the law on powerful and influential rich people. The police lacked equipment and techniques to implement this law. Survey results showed 88% of the respondents support in developing a policy on drinking and driving. The traffic police committed to strengthen law enforcement. Recommendations were made to establish a strict policy/legislation, imposing serious

penalties, strengthening an approach to prevent drinking and driving, and also accelerating an alcohol policy.

Two main challenges were encountered in the process of organising the forums. The first was the lack of experience of the provincial Government speakers. Secondly, the Government illustrated its limited ownership in the activity. Their thoughts and activities were possessed by civil society organisations.

RSN meeting conducted on eight main topics were presented and discussed as result the participant get knowledge on road safety, issue statement and solve some challenges. See annex 2.1.

Up to date, 25 questionnaires were completed. See annex 2.2. Team continues to follow up remaining RSN members who have not yet completed.

Section Three: Activities and Progress against Work Plan

Using the table below, report on activities as outlined in your work plan for the period covered by this report. Describe any changes made to the activities and include the reasons for any change in the 'Explanation of Variance' column. Highlight possibilities of modifications to the project work plan. Please attach a revised work plan if changes have been made in the timing or nature of activities and specify if these changes have been endorsed by the Technical Contact.

Progress against Work Plan

Objective 1: Assess the existing policy and enforcement on drinking and driving.		
Activity	Progress against Activity	Explanation of variance
Activity 1.1: Develop concept note of forum, form the organizing working group	The concept note on Public Policy Forum on Drinking and Driving Policy was developed and translated into Khmer.	Completed.
Activity 1.2: Participants, speakers and invitations	398 participants (44 women) including: one representative from NRSC, 24 NGOs, 29 Motor and Taxi association members, 24 students, 294 sub national authorities, 16 communities, 10 media representatives attended the five forums. Nine speakers presented in the forums included five police, one representative from Handicap International, one Director of Coalition for Road Safety, one Red Cross representative, Cambodia and one NRSC representative.	According to project expectation, at least 75 participants attended a forum. The results against the activity, approximately 79 participants attended each forum.
Activity 1.3: Logistic arrangement, supplies and materials for forum	Logistics and materials were well prepared.	Media records were documented.
Activity 1.4: Organize	Five public policy forums on Drinking	According to the workplan, two

<p>the public discussion forum</p>	<p>and Driving were held on 19 March 2013 at Kandal province, 27 March 2013 at Kampong Speu Province, 9 April 2013 at Battambang Province, 9 May 2013 at Siem Reap Province, and 5 June 2013 at Kampong Cham Province.</p> <p>The forum aimed at assessing the existing policy and its enforcement on drinking and driving, providing in depth understanding of the road traffic law particularly concerning drinking and driving and identifying policy and implementation gaps and issues relating to the road traffic law and the drinking and driving provision. The forum used three methods which included plenary discussion, assessment questionnaire and group discussion. In the plenary discussion, three guest speakers per forum included traffic road police, Handicap international, and Cambodian Red Cross or National Road Safety of Cambodia or Coalition for Road Safety.</p> <p>A survey was conducted through completing a questionnaire. The survey aimed to assess participants understanding related to the issues of drinking and driving, road traffic law enforcement, and the level of support for a drinking and driving policy.</p> <p>The participants were divided into three groups and each group answered a number of questions related to the gaps in the road traffic law implementation and find ways to reduce the road traffic accidents caused by drinking and driving.</p>	<p>more forums were completed before the schedule. The last forum will be organised after the national election.</p>
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Objective 2: Develop and implement the advocacy actions for improvement the road traffic law enforcement.

Activity	Progress against Activity	Explanation of variance
<p>Activity 2.1: Produce advocacy materials and position papers based on the findings from Activity 1.4 and other relevant researches.</p>	<p>Position papers will be produced based on the findings and recommendations identified in the forum discussion. Further input from stakeholders consist of GRSP, WHO, CRC HIB, AIPF are required.</p>	<p>Based on project workplan, this activity will be implemented in October 2013.</p>
<p>Activity 2.2: Arrange six debriefing meetings with relevant</p>	<p>The debrief meetings with the Government and Parliaments will be organised to support law enforcement</p>	<p>The activity will be undertaken in 2014.</p>

government's institutions and Parliament	and legal framework.	
Activity 2.3: Organize a one-day roundtable discussion with key civil society groups	The findings and recommendations will present to civil society groups including CCC, NGO Forum, CHRAC, and MEDICAM to seek for supporting the issue.	The activity will be conducted in 2014
Activity 2.4: Present the advocacy materials through meetings to key Government's development partners and donors to seek their support on road safety and the relevant legal framework.	The Road Safety Network will use the position papers to present to the Government and development partners to seek support for a legal framework.	This action will be implemented in 2014.
Activity 2.5: Work with and support the Road Safety Network for improving national advocacy actions on road traffic laws enforcement and the National Road Safety Action Plan implementation in Cambodia	<p>Two Road Safety Networks' quarterly meeting were conducted on 23 April 2013 and 25 June 2013 at CJCC. The meetings were co-organised by Handicap International, CRY and API and supported by GRSP. In total 81 RSN members (29 women) attended the meetings.</p> <p>Five topics were discussed. These topics included: To build awareness of RSN members on the manual of speeding and pedestrians, to endorse a joint statement on "Motorcycle passengers, including children, must wear helmets", to discuss the issues of drinking and driving, to assess RSN advocacy capacity (TNA) related to drinking and driving, and to seek mechanism and financial support for RSN in the next future..</p>	Completed.
Objective 3: Build advocacy capacity development of road safety actors.		
Activity	Progress against Activity	Explanation of variance
Activity 3.1: Develop road safety advocacy training materials to support the key actors of road safety to acquire adequate skills and knowledge on advocacy and policy.	Developed a training need assessment (TNA) questionnaire and conducted the questionnaire completion with 80 Road Safety Network (RSN) members and 5 National Road Safety Committee (NRSC) members. The purpose of conducting a TNA: To assess the knowledge, skills, experience of the Road Safety Network (RSN) and National Road Safety Committee (NRSC) on advocacy; To assess the knowledge and skills of RSN and	Ongoing.

	<p>NRSC on road safety relate to drinking and driving; To understand the needs of RSN and NRSC members to build capacity on advocacy in drinking and driving issue.</p> <p>The TNA report will be prepared with including some main findings issues and topics that were recorded in the 5 forums. For instance, the topics of public institution and law enforcement, the procedure of the policy/law development and roles of civil society organisation in advocacy.</p>	
Activity 3.2: Conduct two road safety advocacy training sessions in Phnom Penh.	The training will have at least 25 participants from RSN and NRSC.	This action will be conducted in November 2013.
Activity 3.3: Provide technical assistance, follow-up and coaching to the trainees and the representatives of Road Safety Network including CRY.	Follow-up and coaching to trainees will implement after completing the courses.	This action will be taken in 2014

Section Four: Significant Achievements this Quarter or Progress Towards deliverables

Please outline briefly the major achievements, if any, resulting from activities implemented during this period, including unexpected achievements. Please specify if these achievements were as a result of those activities funded by this project or otherwise. Please also discuss here any opportunities that you have identified. Please express these in bullet points (No more than 3 bullet points).

- Five public policy forums accomplished. A survey was conducted with 320 forum participants through completing an individual questionnaire and 15 FGD. The survey aimed to assess participants understanding related to the issues of drinking and driving, road traffic law enforcement, and the level of support for a drinking and driving policy. The results revealed: 91% of respondents said they had a vehicle with 84% using a motorbike. 49% said that they had driven their vehicle after drinking. All respondents said drinking and driving was one of the main causes of traffic accidents in Cambodia. 32% assessed the level of the traffic law enforcement as medium. 88% support a policy on drinking and driving. 81% said they participate in advocacy campaign on drinking and driving policy. The police reported 10-20% of traffic accidents caused of drinking and driving. Mostly, people don't understand the traffic law; power and rich people can influence law enforcement; attitude of people don't respect the law; not restricting alcohol promotion and age limits. The existing traffic law was not adequate and law enforcement lacked equipment and capacity to execute. In this way, Government needs to review the legislation, current practices, and institutional capacities for preventing drinking and driving; to establish a policy restricting drinking and driving, to strengthen law enforcement, build capacity police and citizens all levels the traffic law.

- RSN meetings generated the following achievements: The concepts of "Speeding" and "Pedestrians" were circulated to the RSN members. The issues were considered to constitute a national strategy to prevent traffic accidents. The joint Statement "Motorcycle passengers, including children, must wear helmets" was endorsed by 80 institutes. Topics of drinking and driving were actively discussed. Some issues were raised regarding the growing alcohol industry; promoting and advertising alcohol through the media; a low level of alcohol tax reduction; a lack of alcohol policy; corruption and the limits of law enforcement in Cambodia. 25 TNA questionnaires were completed by RSN members. For the members who did not attend the meeting questionnaires can be completed via email. RSN members willingly contributed financial resources and logistic to support RSN process.

With this, The both RSN meeting was brocasting on TV 3 channel as weel (Annex 6.1- 6.2).

•The public forums on drinking and driving were broadcasted on local TV programmes including (annex 3.1-3.6): (TVK, Apsara TV, CTN, Bayon TV and Hang Meas TV). Additionally, the issues of the road traffic accidents related to drinking and driving were given more attention from the public, media (annex 4.1- 4.10) and the higher levels of the Government. According to the article of the DAP website (annex 5) on 27 March 2013, H.E Tram Iv Tek, Minister of Public Transportation and H.E Kiev Kanhrith, Minister of Information raised " Traffic accidents is the hottest topic broadcasted in the first page of local newspapers every day; today we organise the workshop intend to increase awareness on the issues of Helmet, Drinking and Driving and Speeding."

Section Five: Risks, Issues and Challenges

Report on any constraints, obstacles, challenges or other issues that have affected the progress and implementation of the project during the reporting period. Detail what impact any issues may have on the achievement of project targets, and set out how you plan to tackle these issues. In this section you can list whether there have been changes in risks, whether they have become issues and whether new risks have been identified.

The national Government assigned a key focal officer to cooperate with the provincial Government to organise the forums. The forums required the Government to explain to the participants the problems of the traffic law enforcement concerning drinking and driving and present the national strategy of the Government to reduce traffic accidents caused by drinking and driving. Mostly, they had limited capacity and could not present well even with support from the project team. In addition, the Government lacked ownership to manage this activity. They relied heavily on the thoughts and activities of civil society organisations. They had no mechanism to monitor the results in each province. The team will discuss this issue with the national Government to find a way to improve the quality of the final forum in Phnom Penh and seek an approach to enhance the monitoring activity.

Section Six: Monitoring and Evaluation

Provide brief details of progress in terms evaluating the outcomes of the project. Detail any interesting findings or emerging monitoring and evaluation issues affecting the project.

The team conducted regularly reflection meetings after finishing each forum activity. The reflection meetings aimed to improve the quality of the forums. Four areas discussed included: methods, speakers, moderation, and logistics. The methods could be flexible depended on the situation; for instance, if the participants were able to provide enough input in the plenary discussion, thus, the group discussion could possibly be taken out. Sources of data from survey, plenary and group discussion and participant component were completed into the database system. The system generated the analysis results and they were used for developing the forum progress reports and project monthly reports. The forum progress reports will be translated into Khmer and submit to the national and provincial Government.

Section Seven: Request for significant changes to the Contract Agreement

Significant changes in the following areas i.e. Project goal, project objectives and project activities over 10% of the budget line item require prior approval from IFRC/GRSP. If you are proposing any changes, please explain the rationale for this and outline any discussion you have had with the Grants Team and whether any endorsement of this change has been received, including any request for a No Cost Extension. Please include with the report submission the new proposed work plan and budget highlighting the changes made.

Totally, 83% of the half-year budget expenditure from January to June 2013 under half yearly budget

and funds released at December 2013 was spent and each budget line item was expended including staffing plan costs (77%), operational costs (87%), others and audit costs (76%), and equipment (97%). Notably, the project had no significant changes and did not propose to change in the budget approval.

Section Eight: Financial Statement

Provide an outline of project expenditure to date. The Financial Progress Report and Financial Summary Report templates should also be completed and submitted with this report. E.g. 50% of the total budget spent by the end of the half year, representing an overall under-spending of 10% of the project budget to date.

The total expenditure was 83% (CHF13,361) of total budget half year 1 from January to June 2013 by including staffing costs between API staff and Project Partner staff (CRY) were 77% (CHF4,682), operation costs 5 drinking and diving policy forums at Kampong Spreu, Kandal, Battambang, Siem Reap Province and Kampong Cham Provinces and RSN quarterly meetings with the total amount of spending was 87% (CHF5,988), other and audit costs (office rental, office utilities, office supplies, telephone/fax/internet, postage/ courier, printing/photocopies, bank charge and audit fee) were 76% (CHF1,429) and purchased two sets of laptop with the amount of CHF1,262 (97%) that one for API and another one for API Project Partner (CRY).

Section Nine: Technical Support

List any technical support provided to you during the reporting period by IFRC/GRSP including training, workshops and/or technical assistance. Include information on name(s) of the attendee(s) and what type of training attended/assistance was received. Detail any action plans/next steps agreed, and any changes that have resulted from this activity.

The team prepared the concept note of the forum and submitted to GRSP. GRSP provided input and comments to the concept note. GRSP also provided technical support to the team through attending and monitoring the forum activity. GRSP coordinated key partners including: MHC, API, CRY, PDP, CMH, and HI to develop and finalise a fact sheet on effects of alcohol. The fact sheet will be used as advocacy material to lobby with the key relevant Governments.

List any technical support provided to you during the previous reporting periods (3-6 months ago) by IFRC/GRSP including training, workshops and/or technical assistance. Detail any further changes that have resulted from this activity, and any impact this has had on achieving the objective of your grant.

The project started in January 2013, hence there is no activity in the previous reporting periods.

Section Ten: Partnership and Networking

Summarise key issues and learning by you and your partner(s) during the implementation of this period's activities. Outline the level of involvement of in-country partner(s) in the activities undertaken this period. Please also include any new partnerships that have been developed, if new networking opportunities have been identified, or if changes have been made to existing partnerships (no more than 300 words).

Road Safety Network was one of the key project partners. RSN has been led and supported by Coalition for Road Safety. Approximately 80 RSN members were acknowledged as active. They were from different backgrounds including: private companies, civil society organisations, universities/schools, insurance, banks and the media. The team has supported and lead RSN to advocate and circulate the road safety issue related to drinking and driving. In the next semester, RSN may lack financial resources. During the quarterly meeting, the issue was discussed and most of the RSN members committed to share materials and funding to support RSN's activities. Therefore, RSN should identify clearly advocacy mandates and resources to support the activities.

Checklist: Please ensure you have the following documents ready before you submit this report. Please where possible submit all these documents together to rs10grants.grsp@ifrc.org

<input type="checkbox"/>	If there have been any changes to the original work plan, please ensure an amended copy of the work plan is attached to this report. If you are requesting significant modifications please submit a revised work plan and modified budget.
<input checked="" type="checkbox"/>	Completed Financial Progress Report and Financial Summary Report.
<input checked="" type="checkbox"/>	Any appendices or supporting documentation of interest that you wish to submit this period.

I hereby declare that the information provided in this report is true and accurate.

Name:	Signature:	Date:
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Note : Dated and signed technical reports should be sent to rs10grants.grsp@ifrc.org.