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Environmental Sustainable Transport in Cambodia

By Cambodian Delegates
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1.0 Introduction

- Transportation is one of the major sectors to contribute the socio-economic development.
- It is recognized to be inadequate support comparing to the current high demands reflecting to prioritized sectoral development of Cambodia.
- Emerging issues like air pollution, traffic congestion, etc. caused by sectoral development are threatening the economy itself.
1.0 Introduction (cont.)

- High traffic accident is another major concern, and being taken in action by the Royal Government of Cambodia in consistent with public awareness (e.g. driving, traffic legislation) and their participation seem to be limited.

- Therefore, EST Policy should be transparently set up and broadly disseminated by other enable means throughout the country.
2. Negative Impacts caused by Transport Sector

a) Atmospheric Pollution

- Transport sector is identified a major source of atmospheric pollution, including ambient air pollution like industrial sector.
- The trend of imported vehicles (mostly second hand) and using is increased from year after year, including the consumption of some uncontrolled fuel oils.
2. Negative Impacts caused by Transport Sector (cont.)

Registered Motorcycles between 2000 and 2005, MPWT
2. Negative Impacts caused by Transport Sector (cont.)

Registered light vehicles between 2000 and 2005, MPWT
2. Negative Impacts caused by Transport Sector (cont.)

Registered heavy vehicles between 2000 and 2005, MPWT
2. Negative Impacts caused by Transport Sector (cont.)

- Climate change, acid deposition, etc., is being considered and concerned in Cambodia and countries in the region resulted emission of pollutant smoke and/or releasing of pollutant substances into the atmosphere, which caused severe obstacles to the socio-economic development.

- Urban people are confronted to ambient air pollution in their daily living, that is a harmful effect to inhalation system. However, health impact caused by transport sector has not surveyed/studied yet.
2. Negative Impacts caused by Transport Sector (cont.)

b) Traffic Accidents

- The road network is rapidly improving, developing, and allowing speed increases, meanwhile an inadequacy of driving awareness – that is a reason of traffic accidents.

- The happening of undesirable/worst events is recognized by the Royal Government, and appropriate countermeasures are being set up applied.
2. Negative Impacts caused by Transport Sector (cont.)

- What consequences will be happened during and after the worst event?
- Every day, 3 persons were died and more than 100 are injured. This statistic has increased double comparing to the last five years.
- The total economic loss resulted from road traffic accidents is estimated at 116 million US$ annually (ADB).
3. Existing Legislation and Its Application

- Law on Environmental Protection and Natural Resources Management
- Sub-Decree on Air Pollution, Noise Disturbance and Vibration
- Directives & Guidelines
- Air Quality & Atmospheric Protection
- Nat'l Environmental Action Plan
3. Existing Legislation and Its Application (cont.)

Officers of the Ministry of Environmental have followed up to control ambient air quality in major areas of Phnom Penh Municipality and Siem Reap Province.
3. Existing Legislation and Its Application (cont.)
The results indicated that ambient air quality at sampling points still have a good condition comparing to the national standard.
4. Transport Development Policy and Action Plan

The National Transport’s policy is to ensure that the transport industry and infrastructure is properly managed and developed in full support of the Government's *National Economic Development Plan*.

The development of transport sector cannot be sustained, unless its strategy and action plan is integrated into other major sectoral development plan.
4. Transport Development Policy and Action Plan (cont.)

- Major action plans to achieve the transport development policy include as follows:
  - comfortable public transport
  - efficient urban infrastructures land use planning
  - use of efficient and non-polluting vehicles technology
  - road safety/maintenance, roadside air quality assessment, knowledge base
  - Reduction of fossil fuel consumption and emissions through efficiencies and demand management
  - Promotion of use of alternative and renewable energy
5. Road Safety and Its Application

- The goal of Cambodian road safety aims at:
  - Decreasing of death rate less than 10 persons per vehicles 10,000 units up to 2004;
  - Decreasing of death rate less than 05 persons per vehicles 10,000 units up to 2010; and
  - Decreasing of death rate less than 02 persons per vehicles 10,000 units up to 2020.
To achieve road safety goals, many activities have been done:

- Developing an accident reporting system
- Costing of accidents
- Developing an **school education**
- Applying a driving training
- Controlling a **vehicle safety**
- Conducting a police training (first aid response)
- Carrying out the public awareness campaign by other means
- Separating the traffic systems
- Developing and improving the partnerships with private and non-governmental organizations
6. EST Initial Step in Cambodia & Future Needs

- EST is still a new theme for Cambodia, although some activities have been done by responsible institutions.

- EST National Training Workshop was initially opened in Siem Reap of Cambodia, 26-28 June 2006.

- Representatives of government institutions, local authorities, academic institution and NGOs were attended this crucial training workshop.
The finding of the workshop provided:

- Concept of revitalizing of the National EST WG.
- Understanding on the roles of respective line Ministry/Agency in the formulation and application of National EST Strategy.
- Improving of interagency coordination and/or cooperation in addressing environment & transport issues.
- Identification of key concerns/priority areas to be addressed in the National EST Strategy.
6. EST Initial Step in Cambodia & Future Needs (cont.)

- To strengthen and promote the application of EST in an effective way, Cambodia still firmly require technical assistances from UNCRD, Government of Japan, International organization and other donors.
MANY THANKS
FOR YOUR KIND ATTENTION
Traffic Accident
Statistics of Road Traffic Accidents

![Graph](image-url)
Traffic Casualties Comparison between Male and Female, 2005

- Male: 71% of casualties, 48% of population
- Female: 29% of casualties, 52% of population
Different Level of Casualties’ Types in Cambodia, 2005

- Motorbike: 72%
- Pedestrian: 9%
- Bicycle: 5%
- Car (private): 4%
- Car (taxi): 2%
- Remorque: 2%
- Light truck: 2%
- Heavy truck: 1%
- Other: 1%
- Pick-up: 1%
- Tricycle: 0%
- Bus: 0%
- Motor tricycle: 0%
- Minibus: 0%
- Other: 0%
- Pick-up: 0%
- Tricycle: 0%
- Bus: 0%
- Other: 0%
- Pick-up: 0%
Percentage of People Casualties in Traffic Accidents, 2005

- **Student**: 21%
- **Worker**: 20%
- **Farmer**: 19%
- **Vendor/Small Business**: 9%
- **House Keeping/Servant**: 7%
- **Other**: 5%
- **Other government employee**: 4%
- **Motor taxi driver**: 5%
- **Other**: 5%
- **Fisherman**: 1%
- **Retire**: 1%
- **Teacher**: 1%
- **Unemployed**: 1%
- **Police**: 1%
- **Soldier**: 2%
- **Child**: 3%
- **Tourist/Expatriate**: 2%
- **Car taxi driver**: 1%
- **Office employee**: 1%
- **Other government employee**: 1%
- **Fisherma n**: 1%
- **Unemployed**: 1%
- **Teacher**: 1%
- **Child**: 1%
- **Other**: 1%
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Number of Casualties Count: Several peaks (up to 150 casualties a day) are noticed, corresponding mainly to Khmer national holidays.
Location of Accidents: 50% of casualties are injured in accidents occurring on national/provincial roads.

Diagram showing the percentage of casualties by location and location type. The graph indicates that the highest percentage of casualties occur on national roads, followed by local roads/tracks and provincial roads.
Vehicle Checking
Smoke Tester and Speedometer
Brake Tester
School Education
National EST Policy Dialogue-cum-Training Workshop in Siem Reap, Cambodia

19-21 June, 2006
Shared issues

Where much of the poor people’s movement relies on foot and bi-cycles, NMT receives low priority in the conventional transport planning and infrastructure design and management, which is most often oriented to promote motorized transport rather than to support people movement.

As a consequence, thousands of pedestrians and cyclists are killed by accidents each year in developing countries!
NATIONAL DIALOGUE-CUM-TRAINING WORKSHOP ON
"ENVIRONMENTALLY SUSTAINABLE TRANSPORT POLICY"
June 2006
Siem Reap, Cambodia