National Strategic Plan for Climate Change Adaptation and Greenhouse Gas Mitigation in Transport Sector

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Ministry of Public Works and Transport

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CURRENT STATUS OF TRANSPORT SECTOR

Structure of transport sector in Cambodia
CURRENT STATUS OF TRANSPORT

Number of vehicles

Number of registered automobiles

Number of traffic accident victims in Cambodia in 2006-2011

<table>
<thead>
<tr>
<th>Year</th>
<th>Fatalities</th>
<th>Severe Injuries</th>
<th>Slight Injuries</th>
<th>Unknown</th>
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<tr>
<td>2006</td>
<td>1292</td>
<td>6033</td>
<td>17836</td>
<td>985</td>
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<tr>
<td>2007</td>
<td>1545</td>
<td>7150</td>
<td>17655</td>
<td>1053</td>
</tr>
<tr>
<td>2008</td>
<td>1638</td>
<td>7226</td>
<td>15985</td>
<td>947</td>
</tr>
<tr>
<td>2009</td>
<td>1717</td>
<td>7022</td>
<td>12117</td>
<td>663</td>
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<tr>
<td>2010</td>
<td>1816</td>
<td>6718</td>
<td>9170</td>
<td>583</td>
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<tr>
<td>2011</td>
<td>1890</td>
<td>4910</td>
<td>3644</td>
<td>0</td>
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</tbody>
</table>
PUBLIC INFRASTRUCTURE STATUS

Road System

ASEAN Highway and National Road Network in Cambodia

3rd National Forum on Climate Change
PUBLIC INFRASTRUCTURE STATUS

Railway system

Cambodia Railway Network

3rd National Forum on Climate Change
PUBLIC INFRASTRUCTURE STATUS

Maritime and waterway system
DEVELOPMENT OF TRANSPORT INFRASTRUCTURE

Road project map
Railway’s Reform and Rehabilitation

Existing and Missing link

**Missing Link**
Poi Pet-Sisophone
48km

**Northern Line**
Sisophon-Phnom Penh
338km

**Southern Line**
Phnom Penh-Sihanoukville Port
264km

**Link to Vietnam:** (SKRL or Trans Asian Railway Network section - 255km) from Penh to Loc Ninh.

PRC is provided TA for conducting Engineering Design FS and will complete in 2010. Financing support is needed from DP to construct the link;
The Development Plan of PAS for 05 Year-Period (2009-2014) are:
- SEZ Development Project (2009-2011)
- Multipurpose Terminal Project (2009-2014)
- Transfer the Old Jetty to be a Passenger Terminal (2010-2012)
- Reinforcement of Port Security and Safety in Maritime System (2010-2012)
- Study Next Development Plan of New Container Terminal with -14m draft (2010-2011).

Sihanoukvill SEZ
- With 70ha
- Development Project (2009-2011)
- Project Cost = US$ 35,000,000

Multipurpose terminal Development
- Construction Period = 2011-2014
- Operation = May 2014
- Project Cost: US$ 87,882,000
Greenhouse gas emissions from transport sector (GgCO2 equivalents) (MoE, 2010)
### Summary of Effects of Typhoon Ketsana on Transport Sector (2009)

<table>
<thead>
<tr>
<th>No</th>
<th>Province Name</th>
<th>Damage Length (km)</th>
<th>Damages (USD)</th>
<th>Losses (USD)</th>
<th>Total (USD)</th>
</tr>
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<tr>
<td>1</td>
<td>Kampong Thom</td>
<td>58.90</td>
<td>945,595.80</td>
<td>1,171,821.46</td>
<td>2,117,417.26</td>
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<td>2</td>
<td>Battambang</td>
<td>34.70</td>
<td>1,392,491.29</td>
<td>1,085,385.27</td>
<td>2,477,876.56</td>
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<td>3</td>
<td>Kampot</td>
<td>8.21</td>
<td>473,973.00</td>
<td>729,316.42</td>
<td>1,203,289.42</td>
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<td>4</td>
<td>Kep</td>
<td>11.90</td>
<td>464,000.00</td>
<td>307,070.78</td>
<td>771,070.78</td>
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<td>5</td>
<td>Kratie</td>
<td>11.60</td>
<td>326,000.00</td>
<td>234,790.20</td>
<td>560,790.20</td>
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<td>6</td>
<td>Stung Treng</td>
<td>14.98</td>
<td>407,320.00</td>
<td>292,529.40</td>
<td>699,849.40</td>
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<td>7</td>
<td>Ratanak Kiri</td>
<td>75.40</td>
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<td>551,633.38</td>
<td>2,255,760.84</td>
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<td>Oddar Meanchey</td>
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<td>456,310.59</td>
<td>771,101.96</td>
<td>1,227,412.55</td>
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<td>9</td>
<td>Banteay Meanchey</td>
<td>65.11</td>
<td>1,369,749.43</td>
<td>612,460.78</td>
<td>1,982,210.21</td>
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<td>10</td>
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<td>463,477.73</td>
<td>1,075,706.43</td>
<td>1,539,184.16</td>
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<td>11</td>
<td>Pailin</td>
<td>27.00</td>
<td>405,200.00</td>
<td>203,616.58</td>
<td>608,816.58</td>
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<tr>
<td>12</td>
<td>Mondul Kiri</td>
<td>32.50</td>
<td>937,600.00</td>
<td>257,095.10</td>
<td>1,194,695.10</td>
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<td>13</td>
<td>Siem Reap</td>
<td>183.74</td>
<td>3,448,567.60</td>
<td>2,955,944.17</td>
<td>6,404,511.77</td>
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<td>14</td>
<td>Kampong Chhnang</td>
<td>36.25</td>
<td>367,458.75</td>
<td>65,403.07</td>
<td>432,861.82</td>
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<td>15</td>
<td>Preah Vihear</td>
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<td>525,493.86</td>
<td>1,729,831.09</td>
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<td>16</td>
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<td>11,682.80</td>
<td>114,455.38</td>
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<td>17</td>
<td>Koh Kong</td>
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<td>4,960.00</td>
<td>70,688.87</td>
<td>75,648.87</td>
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<td>18</td>
<td>Preah Sihanouk</td>
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<td>5,980.24</td>
<td>35,344.44</td>
<td>41,324.68</td>
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<td></td>
<td><strong>TOTAL</strong></td>
<td><strong>629.77</strong></td>
<td><strong>14,388,831.91</strong></td>
<td><strong>11,076,698.15</strong></td>
<td><strong>25,465,530.06</strong></td>
</tr>
</tbody>
</table>

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*3rd National Forum on Climate Change*
Strategic Framework for Climate Change Adaptation in Transport Infrastructure

Vision: Transport infrastructure will be in good condition to adapt to extreme climate events.

Mission: To strengthen the quality of transport infrastructure to be in good condition to adapt with extreme climate events

Goals and Objectives: To improve the quality of road infrastructure to deal with the impact of climate change

Strategy 1: Repair and rehabilitate the existing road infrastructure and ensure effective operation and maintenance system

Strategy 2: Design and construct road drainage system to meet changing conditions expected with climate change

Strategy 3: Enhance Adaptation Capacity of Road Network to Extreme Climate Events

Strategy 4: Capacity building and institutional strengthening
Vision: The amount of the emissions of greenhouse gases from transport sector will be reduced significantly.

Mission: To enhance efficient, comfortable and safety transport system to mitigate the emissions of greenhouse gases from transport sector

Goals and Objectives: The objectives of the strategies are to develop efficient, comfortable and safety transport system, to introduce modern public transport system, to reduce traffic congestion, to enhance inspection and maintenance of vehicles, to enhance traffic management, and to enhance the quality of fuel.

STRATEGY 1: To raise the public awareness about climate change caused by the emissions of greenhouse gases from transport sector.

STRATEGY 2: To Enhance inspection and maintenance of vehicles

STRATEGY 3: Promote Public Transport in Major Cities
Strategic Framework for Greenhouse Gases Mitigation in Transport Sector

STRATEGY 4: Mitigation and low carbon development

STRATEGY 5: Capital-Intensive Urban Transport Infrastructure Development and Planning

STRATEGY 6: Efficient and Proven Transport Technology

STRATEGY 7: Improve Petroleum-Based Fuel

STRATEGY 8: Shift long distance freight movement from truck to train

STRATEGY 9: Enhanced Traffic Management

STRATEGY 10: Promotion of efficient driving
Challenges

- National Transport Policy has not yet been approved by government
- Maritime and Waterway: no data of the emissions from this sector
- Aviation has no longer under management of MPWT. It is under SSCA
- Railway: under construction and rehabilitation
- Data on air pollution from Transport Sector in Cambodia is not available
- No data on vulnerability of transport sector to climate change
- No policy related to climate change and transport in the ministry
CCAP of MPWT

A. Objectives
- Identify the measures that not only promote the development transport sectors but also addressing both adaptation and mitigation aspects of climate change response effectively
- Outline the actions and activities to be implemented during 5 year periods (2014-2018) for each sector strategic objectives of CCSPs

B. CCAP Preparation
- CC working group of MPWT leads the preparation of CCAP
- Methodology:
  • Working group meetings
  • Consultation meetings with national and international experts
  • Consultation meetings with stakeholders
- Plan:
  • Draft of CCAP section I, II & III by the first week of November 2013
  • Final Draft of CCAP by the end of December 2013
THANK YOU FOR YOUR ATTENTION!