

Refinement of policies and guidelines for the promotion of public transportation – Due to the failure of the first attempt in operating the public transportation in Phnom Penh, it is important to develop a more thorough plan based on the previous lessons to ensure a successful implementation. Development or refinement of existing policies and guidelines must be considered to serve as a basic tool to promote the public transport. One of those should be considered is the restriction of unregistered motor-taxi, taxi, or remorque (tuk-tuk) service providers because they could block the public transportation. These tasks shall be led by Ministry of Public Works and Transport with contribution from Ministry of Environment and other key stakeholders, the timeframe for these tasks should be done by 2015. A clear roadmap for promoting urban mass transportation needs to be developed and mainstreamed into the development plans. To smoothen the coordination between the urban development and public transport, an establishment of a transport authority should be considered, in which Ministry of Public Works and Transport should be a leader and cooperate with other key agencies such as Ministry of Land Management, Urban Planning and Construction; Ministry of Environment. Since budget remains a problem for the Government, international support from and cooperation with bilateral and multilateral development partners need to be looked into.

Enhancement of users' behavior toward public transportation – Statistics indicate that the number of private vehicles keeps increasing annually due to the lack of effective and reliable public transportation service and increase of people well-being. Cost-benefit research/study on the mass transportation shall be carried out and its results should be disseminated to the general public to improve their understanding about its benefits and to build up trust in using public transport in anticipation of its implementation in the future. This task should be jointly conducted by Ministry of Public Works and Transport, and universities or research institutes with the final support from either the Government or potential donors. When the fundamental tools are in place, a demonstration project with subsidy scheme shall be implemented to promote public participation. The demonstration project shall be carried out by 2017 and Ministry of Public Works and Transport shall be the lead agency with close cooperation with key agencies such as MOE and MOI.

2.4.2 Technology Action Plan for the Transfer and Diffusion of Vehicle Emission Standards

Capacity development of government officials – Cambodia appears to be facing a growing air pollution problem due to the emissions from vehicles. The Environmental Strategic Plan for Cambodia (2004-2008) stated that emissions from movable sources need to be controlled and monitored. However, lack of skilled technical staff remains an issue, and thus capacity building of responsible staff is crucial in order for them to perform this particular task. For vehicle emission control and monitoring, both Ministry of Public Works and Transport, and Ministry of Environment are the key players. Ministry of Public Works and Transport shall mainly focus on vehicle inspection while Ministry of Environment will take part in the emission control and monitoring. The capacity development should be in the form of trainings, on-the-job training, pilot projects, exchange visits or participating in research activities. The key concerned agencies should have a clear capacity development plan according to their respective mandates. By 2017, at least 100 technical staff must have enough capacity to conduct emission control and monitoring. To be able to carry out capacity development activities, financial support is vital, thus, both local support (from the Government) and international support (bilateral and multilateral) need to be explored.

Enhancement of vehicle inspection and maintenance – Currently the Government does not put a high priority on vehicle emission control due to budget constraint despite the fact that vehicle emission control is one of key measures to reduce air pollution and emission of GHG from vehicles. Refinement of the existing inspection/monitoring and emission control rules and regulation shall be carried out every 5 years because the vehicle technologies keep changing. Importantly, the enforcement of rules and regulations associated with the emission control must be strictly and continuously implemented. A technical working group on the emission control and monitoring could be established to enhance the quality of emission control as well as to strengthen the cooperation and coordination between key agencies such as Ministry of Public Works and Transport, Ministry of Environment. The establishment of a technical group should be done by 2015 in which both Ministry of Public Works and Transport and Ministry of Environment should be co-leaders.

Promoting the emission control equipment and facilities – laboratory capacity, equipment for inspection and monitoring are in shortage for the concerning agencies to carry out their respective tasks. First of all, both Ministry of Public Works and Transport and Ministry of Environment should conduct a need assessment study to identify key priorities to be addressed. By 2015, the need assessment report should be ready which should be the basis for building laboratory capacity and proposal preparation for international support and for promoting public-private partnerships.

2.4.3 Brief Summary of Project Ideas for International Support (Details in Annex 3)

Emission from energy sector has increased constantly with economic development, with transportation (significantly road transportation) accounting for the largest share in the sector's emission. While transport sector development is considered as a priority by the Government in its official plans and policies; the current budgetary constraints do not allow it to fully realised. To support the government policies and plans for the transport sector, the following project ideas are proposed:

5. Promoting urban public transport in Phnom Penh
6. Public transport planning and travel demand management
7. Enhancing vehicle emission control, inspection and maintenance in large cities.

2.4.4 Other External Barriers

The development and implementation of these proposed projects can be achieved only if external funding becomes available. The capacity of the key stakeholders in absorbing the funds will need careful consideration.