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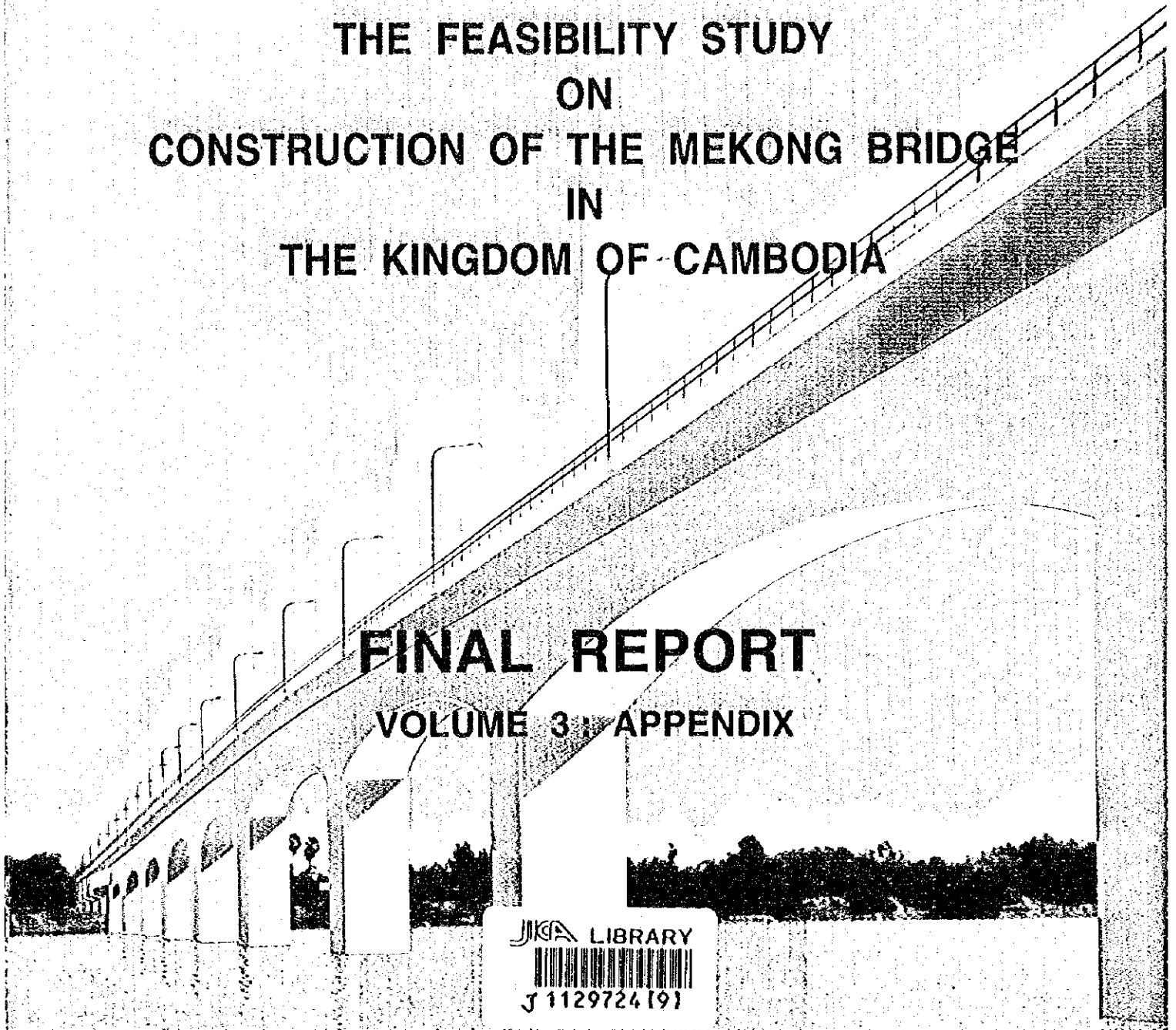
No. 52

THE KINGDOM OF CAMBODIA
MINISTRY OF PUBLIC WORKS AND TRANSPORT

THE FEASIBILITY STUDY ON CONSTRUCTION OF THE MEKONG BRIDGE IN THE KINGDOM OF CAMBODIA



FINAL REPORT

VOLUME 3 : APPENDIX

JULY 1996

NIPPON KOEI CO., LTD. and PADECO CO., LTD.
JAPAN INTERNATIONAL COOPERATION AGENCY

THE KINGDOM OF CAMBODIA
MINISTRY OF PUBLIC WORKS AND TRANSPORT

THE FEASIBILITY STUDY ON CONSTRUCTION OF THE MEKONG BRIDGE IN THE KINGDOM OF CAMBODIA

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Note

Following exchange rates are applied in this report :

US$1.00=Yen 104.85=Baht25.19

As of February 1966

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APPENDIX 1

INTRODUCTION

Appendix 1.1

Scope of Work

SCOPE OF WORK

FOR

THE FEASIBILITY STUDY ON CONSTRUCTION OF MEKONG BRIDGE

IN

THE KINGDOM OF CAMBODIA

AGREED UPON BETWEEN

MINISTRY OF PUBLIC WORKS AND TRANSPORT

AND

JAPAN INTERNATIONAL COOPERATION AGENCY

PHNOM PENH DECEMBER 7,1994

H.E.MR.ING KIETH
DEPUTY PRIME MINISTER,
MINISTER OF PUBLIC WORKS AND TRANSPORT

神 弘夫

MR.HIROO JIN
LEADER,
PREPARATORY STUDY TEAM,
JAPAN INTERNATIONAL
COOPERATION AGENCY

I. INTRODUCTION

In response to the request of the Royal Government of Cambodia (hereinafter referred to as "Cambodia"), the Government of Japan decided to conduct the Feasibility Study on Construction of Mekong Bridge (hereinafter referred to as"the Study") in accordance with the relevant laws and regulations in force in Japan.

Accordingly, the Japan International Cooperation Agency (hereinafter referred to as "JICA"), the official agency responsible for the implementation of the technical cooperation programmes of the Government of Japan, will undertake the Study in close cooperation with the authorities concerned of the Royal Government of Cambodia.

The present document sets forth the scope of work with regard to the Study.

II. OBJECTIVES OF THE STUDY

The objective of the Study is to conduct the feasibility study on the construction of Mekong Bridge including its approaches.

III. STUDY AREA

The study shall cover the areas as follows;

(1)NEAK LOEUNG
(2)PREK TAMAK
(3)KOMPONG CHAM

IV. SCOPE OF THE STUDY

In order to achieve the objective mentioned above, the Study shall cover the following items:

1. Data collection and analysis
(1) Socio - Economic Data
(2) Traffic and transport Data
(3) Soil and Geological Data
(4) Climatic and Seismic Data
(5) Hydrological Data
(6) Topographic Data
(7) Development Plans
(8) Others

2. Site Surveys
(1) Traffic survey
(2) Topographic survey
(3) Soil and geological survey
(4) Hydrological survey
(5) Land use survey
(6) Other necessary surveys

3. Traffic Forecast
(1) Forecast of future socio - economic framework
(2) Forecast of future traffic demand

4. Preliminary Comparative Study of Alternatives at 3 Locations
(1) Routes
(2) Location

5. Evaluation of Alternatives in terms of Above Mentioned Aspects

6. Comparative Study of Alternatives at Location(s)
(1) Cost aspect
(2) Function aspect
(3) Engineering aspect
(4) Traffic accident aspect
(5) Construction aspect
(6) Maintenance Cost aspect
(7) View aspect

7. Evaluation of Alternatives in terms of Above Mentioned Aspects

8. Preliminary Design
(1) Design Criteria
(2) Bridge Design
(3) Approach Roads Design
(4) Quantity Estimate

9. Planning and Scheduling of Construction Works

10. Maintenance Programme

11. Cost Estimate

VII. UNDERTAKING OF THE ROYAL GOVERNMENT OF CAMBODIA

1. To facilitate smooth conduct of the Study, the Royal Government of Cambodia shall take necessary measures:

(1) to secure the safety of the Japanese Study team ,

(2) to permit the members of the Japanese Study team to enter, leave and sojourn in Cambodia for the duration of their assignment therein, and exempt them from foreign registration requirements and consular fees,

(3) to exempt the members of the Japanese Study team from taxes, duties, fees, and other charges on equipment, machinery and other materials brought into Cambodia and out for the conduct of the Study,

(4) to exempt the members of the Japanese Study team from income tax and charges of any kind imposed on or in connection with any emoluments or allowances paid to the members of the Japanese Study team for the services in connection with the implementation of the Study,

(5) to provide necessary facilities to the Japanese Study team for remittance as well as utilization of the funds introduced into Cambodia from Japan in connection with the implementation of the Study,

(6) to secure permission for entry into private properties or restricted areas for the implementation of the Study,

(7) to secure permission for the Japanese Study team to take all data and documents including maps and photographs related to the Study out of Cambodia to Japan, and

(8) to provide medical services as needed. Its expenses will be chargeable on members of the Japanese Study team.

2. The Royal Government of Cambodia shall bear claims, if any arises, against the members of the Japanese Study team resulting from, occurring in the course of, or otherwise connected with, the discharge of their duties in the implementation of the Study, except when such claims arise from gross negligence or willful

misconduct on the part of the members of the Japanese Study team.

3. Ministry of Public Works and Transport (hereinafter referred to as "MPWT") shall act as counterpart agency to the Japanese Study team and also as coordinating body in relation with other governmental and non-governmental organizations concerned for the smooth implementation of the Study.

4. MPWT shall, at its own expense, provide the Japanese Study team with the following, in cooperation with other organizations concerned:

(1) available data and information related to the Study,

(2) counterpart personnel,

(3) suitable office space with necessary office equipment in Phnom Penh,

(4) credentials or identification cards.

VIII. UNDERTAKING OF JICA

For the implementation of the Study, JICA shall take the following measures:

1. to dispatch, at its own expense, the study team to Cambodia,

2. to pursue technology transfer to the Cambodian counterpart personnel in the course of the Study.

IX. OTHERS

JICA and MPWT, shall consult with each other in respect of any matter that may arise from or in connection with the Study.

TENTATIVE STUDY SCHEDULE

MONTH	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
WORK IN CAMBODIA																
WORK IN JAPAN																
Report Presentation	IC/R			P/R			IT/R(I)		IT/R(II)						DF/R	F/R

IC/R: Inception Report
P/R : Progress Report
IT/R(I): Interim Report
IT/R(II): Interim Report
DF/R: Draft Final Report
F/R : Final Report

Appendix 1.2

Minutes of Meeting

MINUTES OF MEETING

ON

THE INCEPTION REPORT

FOR

THE FEASIBILITY STUDY

ON

THE MEKONG RIVER BRIDGE

IN

THE KINGDOM OF CAMBODIA

AGREED UPON BETWEEN

MINISTRY OF PUBLIC WORKS AND TRANSPORT

AND

JAPAN INTERNATIONAL COOPERATION AGENCY

PHNOM PENH, APRIL 6, 1995

H.E. MR. TRAM IV TEK
SECRETARY OF STATE FOR
H.E. MR. ING KIETH
DEPUTY PRIMINISTER,
MINISTRY OF PUBLIC WORKS
AND TRANSPORT

神 弘夫

MR. HIROO JIN
LEADER OF ADVISORY TEAM
JAPAN INTERNATIONAL
COOPERATION AGENCY

MINUTES OF MEETING

In accordance with the Scope of Works (hereinafter referred to "S/W") agreed upon on December 6th, 1994 between Japan International Cooperation Agency (hereinafter refer to as "JICA") and the Ministry of Public Works and Transport (hereinafter to "MPWT"), an Inception report for the Feasibility Study on Mekong River Bridge in the Kingdom of Cambodia (hereinafter refer to as "The Study") was submitted by Study Team to the Deputy Priminister, MPWT on April 6, 1995, wherein Mr. Hiroo Jin, Leader of Advisory Team, along with other members of the Study Team conducted a briefing of the Report during the 1st Steering Committee Meeting held on the same day, April 6, 1995.

After a series of discussions between the Study Team and the Steering Committee on the Mekong River Bridge, the following subjects were confirmed and agreed upon by both the Steering Committee and Study Team.

1. Submission of the Inception Report

The Study Team submitted 30 copies of the Inception Report on April 6, 1995 to MPWT in accordance with S/W for study and approval. MPWT acknowledged the receipt of the report and agreed to contents herein.

2. Fundamental Items for Design of Bridge and Road

As for design criteria for bridge the Japanese Standard will be applied to this Project. Fundamental design conditions except navigation clearance are as follows:

Number of lane :	two lanes
Bridge width :	13.5 m

Typical cross section is attached in Annex.
These conditions are the almost same as Chroy Chang Va Bridge.

Navigation clearance will be secured by 37.5m height at Neak Loeung site, by 15m height at Prek Tamak and by 15m height at Kompong Cham site for this Study ,taking the discussion with the Preparatory Study Team into consideration.

As for the fundamental design of road, following items will be adopted :

Number of lane	:	two lanes
Road width	:	13.5 m

Typical cross section is attached in Annex.
These conditions are the almost same as Route 6A except total width.

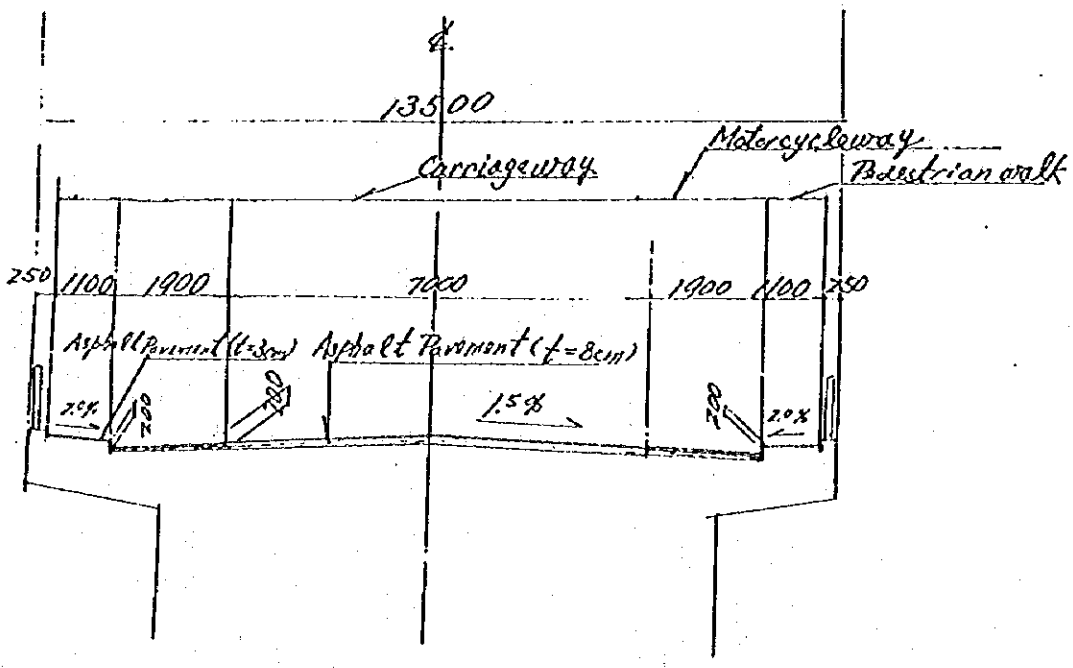
3. Security Problem

Upon request by the Study Team, MPWT will dispatch their personnel accompanying with member of the Study Team and give necessary information to the Study Team through the Ministry of Defense or Interior in order to obtain security during the site survey. These security will include information and protection to the Study Team about mine and unexplored ordnance as well.

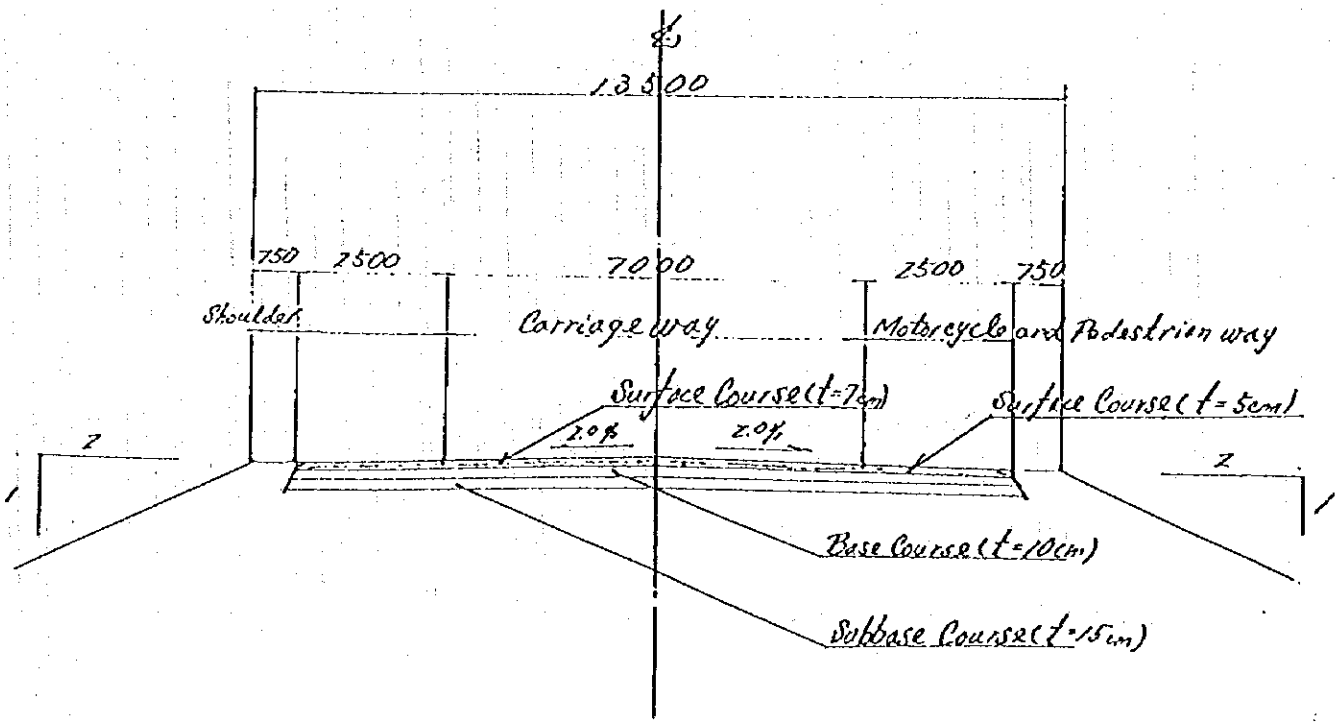
4. The Cambodian side strongly requested the Japanese side that this Project be implemented under the Japanese grant aid. The Japanese side promised to convey the request to the Government of Japan.

5. In comply with the Minutes of Meeting on the scope of work, signed December 7,1994, in which the Cambodian side requested the Japanese side to receive the Cambodian counterparts training in Japan, JICA has already been ready to accept one Cambodian counterpart. The Japanese side requested the Cambodian side to identify this counterpart as soon as possible.

ANNEX



Typical Crosssection of Bridge



Typical Crosssection of Road

ATTENDANT LIST

Cambodia Side

	NAME	POSITION	ORGANIZATION
1.	H.E. Mr. Chin Kim Sreng	Under Secretary of State	Ministry of Public Works and Transport
2.	Mr. Seang Hac	General Director	Ministry of Public Works and Transport
3.	Mr. Tan Hay Sien	Director of Infrastructure Department	Ministry of Public Works and Transport
4.	Mrs. You Ay	Director of International Cooperation	Ministry of Foreign Affair and International Cooperation
5.	Mr. San Norin	Chief of Investment Office	Ministry of Economic and Finance
6.	Mr. He Lim Seng	Director of Bridge Company	Ministry of Public Works and Transport
7.	Mrs. Heng Sokun	Official Representative	Council for Development of Cambodia
8.	Mr. Soum Lou -Y	Deputy Director of Public Investment Office	Ministry of Planning
9.	Mr. Tauch Chankosal	Deputy Director of Road and Bridge Department	Ministry of Public Works and Transport
10.	Mr. Yit Bunna	Deputy Director of Public Works Research Center	Ministry of Public Works and Transport
11	Mr. Sehark	Vice Chief of Planning Office	Ministry of Agriculture

Japanese Side

	NAME	POSITION	ORGANIZATION
1.	Mr. Hiroo JIN	Leader of Advisory Team	Honshu-Shikoku Bridge Authority
2.	Mr. Shigemitsu TSUKAMOTO	Second Secretary	Embasy of Japan
3.	Mr. Yoichi YAMAGIWA	Assistant Resident Representative	JICA Cambodia Office
4.	Mr. Hisasi OSHIMA	Leader of the Study Team Bridge Planner	Nippon Coei Co., Ltd.
5.	Mr. Kazumasa TADA	Deputy Leader of the Study Team/Planner (Superstructure)	Nippon Coei Co., Ltd.

MINUTES OF MEETING

ON

THE PROGRESS REPORT

FOR

THE FEASIBILITY STUDY

ON

THE MEKONG RIVER BRIDGE

IN

THE KINGDOM OF CAMBODIA

AGREED UPON BETWEEN

MINISTRY OF PUBLIC WORKS AND TRANSPORT

AND

JAPAN INTERNATIONAL COOPERATION AGENCY

PHNOM PENH, JULY 8, 1995

H.E. MR. TRAM JV TEK
SECRETARY OF STATE
MINISTRY OF PUBLIC
WORKS AND TRANSPORT

MR. HISHASHI OHSHIMA
LEADER OF STUDY TEAM
JAPAN INTERNATIONAL
COOPERATION AGENCY

MINUTES OF MEETING

In accordance with the Inception Report agreed upon on April 6,1995, between Mr. Hiroo Jin, Leader of Advisory Team of Japan International Cooperation Agency,and H.E. Mr. Ing Kieth, Deputy Prime Minister, a Progress Report for the Feasibility Study on Mekong River Bridge in the Kingdom of Cambodia was submitted by the Study Team to the Steering Committee of Mekong River Bridge on July 8, 1995, wherein Mr. Hisashi Ohshima, Leader of the Study Team, along with other member of the Study Team, conducted a briefing of the Report during the 2nd Steering Committee.

After discussions between the Study Team and the Steering Committee, the following subjects were confirmed and agreed upon by the Study Team and the Steering Committee.

1. Submission of the Progress Report

The Study Team submitted 30 copies of the Progress Report on July 8,1995 to the Steering Committee. The Steering Committee acknowledged the receipt of the Report and agreed to contents herein.

2. Selection of the Route

The Cambodia side asked which route would be selected in the Interim Report (I).
In response of this question, the Japanese side replied as follow:

The recommended route would be shown in the Interim Report (1) based on comprehensive evaluation which would be investigated on the item of *the Comparison Study of the Alternatives at Location* described in the Inception Report.

The Cambodia side agreed on the reply by the Japanese side.

ATTENDANT LIST

Cambodia Side

	NAME	POSITION	ORGANIZATION
1.	H.E. Mr. Tram Iv Tek	Secretary of State	Ministry of Public Works and Transport
2.	H.E Mr. Seng Oeurm	Secretary of State	Ministry of Environment
3.	Mr. Measketh Kaimirane	General Director	Ministry of Public Works and Transport
4.	Mr. Tan Hay Sien	Director of Infrastructure Department	Ministry of Public Works and Transport
5.	Mr. Tauch Chankosal	Deputy Director of Road and Bridge Department	Ministry of Public Works and Transport
6.	Mr. Yit Bunna	Director of Public Works Research Center	Ministry of Public Works and Transport
7.	Mrs. Pith Nimoll	Vice-Chief of Investment Office	Ministry of Economic and Finance
8.	Mr. He Lim Seng	Director of Bridge Construction Company	Ministry of Public Works and Transport
9.	Mr. Om Tara	Evaluation Project	Cambodia Development Council
10.	Mr. Keo Sam Bath	Deputy Director of Cooperation Department	Ministry of Planning
11.	Mr. Leng Chreang	Officer of Planing Office	Ministry of Agriculture

Japanese Side

	NAME	POSITION	ORGANIZATION
1.	Mr. Shigemitsu TSUKAMOTO	Second Secretary	Embasy of Japan
2.	Mr. Yoichi YAMAGIWA	Assistant Resident Representative	JICA Cambodia Office
3.	Mr. Hisasi OSHIMA	Leader of the Study Team Bridge Planner	Nippon Koei Co., Ltd.
4.	Mr. Kazumasa TADA	Deputy Leader of the Study Team/Planner (Superstructure)	Nippon Koei Co., Ltd.

MINUTES OF MEETING

ON

THE INTERIM REPORT (I)

FOR

THE FEASIBILITY STUDY

ON

CONSTRUCTION OF MEKONG BRIDGE

IN

THE KINGDOM OF CAMBODIA

AGREED UPON BETWEEN

MINISTRY OF PUBLIC WORKS AND TRANSPORT

AND

JAPAN INTERNATIONAL COOPERATION AGENCY

PHNOM PENH, OCTOBER 5, 1995

H.E. MR. TRAM IV TEK
SECRETARY OF STATE
MINISTRY OF PUBLIC WORKS
AND TRANSPORT

大島 久

MR. HISASHI OSHIMA
LEADER OF STUDY TEAM
JAPAN INTERNATIONAL
COOPERATION AGENCY

IN PRESENCE OF

神 弘夫

MR. HIROO JIN
LEADER OF ADVISORY TEAM
JAPAN INTERNATIONAL
COOPERATION AGENCY

MINUTES OF MEETING

In accordance with the Scope of Work (hereinafter referred to as"S/W") agreed upon on December 6, 1994 between Japan International Cooperation Agency (hereinafter referred to as "JICA") and the Ministry of Public Works and Transport (hereinafter referred to as"MPWT"), an Interim Report (I) for the Feasibility Study on Construction of Mekong Bridge in the Kingdom of Cambodia (hereinafter referred to as "The Study") was submitted by the Study Team to the Deputy Prime Minister of MPWT on October 5, 1995, wherein Mr. Hisashi Oshima, Leader of Study Team, along with the Advisory Team and other members of the Study Team conducted a briefing of the Report during the 3rd Steering Committee Meeting held on the same day, October 5, 1995.

After a series of discussions between the Study Team and the Steering Committee on construction of the Mekong Bridge, the following subjects were confirmed and agreed upon by both the Steering Committee and the Study Team.

1. Submission of the Interim Report (I)

The Study Team submitted 30 copies of the Interim Report (I) to MPWT for approval on October 5, 1995 in accordance with S/W. MPWT acknowledged the receipt of the report and agreed to contents of the report.

2. The Recommended Route

The Study Team recommended Kompong Cham be selected among the three locations.

The Study Team will make further investigation with respect to the bridge site nearby C-2 Route in the further study.

ATTENDANT LIST

Cambodia Side

	NAME	POSITION	ORGANIZATION
1.	H.E. Mr. Tram Iv Tek	Secretary of State	Ministry of Public Works and Transport
2.	H.E Mr. Seng Oeurm	Secretary of State	Ministry of Environment
3	Mrs. You Ay	Director of International Cooperation Dept.	Ministry of Foreign Affair and Intenational Cooperation
4.	Mr. Tan Hay Sien	Director of Infrastructure Department	Ministry of Public Works and Transport
5.	Mr. Tauch Chankosal	Deputy Director of Road and Bridge Department	Ministry of Public Works and Transport
6.	Dr. Yit Bunna	Director of Public Works Research Center	Ministry of Public Works and Transport
7.	Mr. Ay Kim Chheang	Chief of Investment Office	Ministry of Economic and Finance
8.	Mr. He Lim Seng	Director of Bridge Construction Company	Ministry of Public Works and Transport
9.	Mr. Tetsuro HAMADA	JICA Expert	Cambodia Development Council
10.	Ms. Heng Sokun	Evaluation Project	Cambodia Development Council

Japanese Side

	NAME	POSITION	ORGANIZATION
1.	Mr. Masaki KAWAGUCHI	Third Secretary	Embassy of Japan
2.	Mr. Hiroo JIN	Leader of Advisory Committee	Honshu Shikoku Bridge Authority
3.	Mr. Yutaka MIYAKE	Member of Advisory Committee	Ministry of Construction
4.	Mr. Makoto ASHINO	JICA Headquarters	JICA Headquarters
5.	Mr. Seigo WATANABE	Resident Representative	JICA Cambodia Office
6.	Mr. Yoichi YAMAGIWA	Assistant Resident Representative	JICA Cambodia Office
7.	Mr. Hisashi OSHIMA	Leader of the Study Team	Nippon Koei Co., Ltd.
8.	Mr. Kazumasa TADA	Deputy Leader of the Study Team	Nippon Koei Co., Ltd.
9.	Mr. Akio NAKAMURA	Member of Study Team	PADECO Co., Ltd.
10.	Mr. Toshio ICHIKAWA	Member of Study Team	Nippon Koei Co., Ltd.
11	Mr. Hiroshi KAWASHIMA	Member of Study Team	PADECO Co., Ltd.

MINUTES OF MEETING

ON

THE INTERIM REPORT (II)

FOR

THE FEASIBILITY STUDY

ON

CONSTRUCTION OF MEKONG BRIDGE

IN

THE KINGDOM OF CAMBODIA

AGREED UPON BETWEEN

MINISTRY OF PUBLIC WORKS AND TRANSPORT

AND

JAPAN INTERNATIONAL COOPERATION AGENCY

PHNOM PENH, DECEMBER 20, 1995

H.E.MR. TRAM IV TEK
SECRETARY OF STATE
MINISTRY OF PUBLIC
WORKS AND TRANSPORT

大島 久

MR. HISASHI OSHIMA
LEADER OF STUDY TEAM
JAPAN INTERNATIONAL
COOPERATION AGENCY

MINUTES OF MEETING

In accordance with the Scope of Work (hereinafter referred to as"S/W") agreed upon on December 6, 1994 between Japan International Cooperation Agency (hereinafter referred to as "JICA") and the Ministry of Public Works and Transport (hereinafter referred to as"MPWT"), an Interim Report (II) for the Feasibility Study on Construction of Mekong Bridge in the Kingdom of Cambodia (hereinafter referred to as "The Study") was submitted by the Study Team to the Deputy Prime Minister of MPWT on December 20, 1995, wherein Mr. Hisashi Oshima, Leader of Study Team, along with other member of the Study Team conducted a briefing of the Report during the 4th Steering Committee Meeting held on the same day, December 20, 1995.

After a series of discussions between the Study Team and the Steering Committee on construction of the Mekong Bridge, the following subjects were confirmed and agreed upon by both the Steering Committee and the Study Team.

1. Submission of the Interim Report (II)

The Study Team submitted 30 copies of the Interim Report (II) to MPWT for approval on December 20, 1995 in accordance with S/W. MPWT acknowledged the receipt of the report and agreed to contents of the report.

2. The origin and destination point of the Study

The origin and destination point of the Study will be defined as follow :
The origin starts from the round-about of the Kampong Cham city side on the route 7, including partial rehabilitation of existing round-about, and the destination point is at the junction of the Selected Route and Route 7 on the east side of Mekong River, which are illustrated on figure 2.1 as Selected Route for Mekong Bridge of Interim Report (II).

大場

Japanese Side

	NAME	POSITION	ORGANIZATION
1.	Mr. Hiroaki TAKASHIMA	Deputy Director	JICA Headquarters
2.	Mr. Yoichi YAMAGIWA	Assistant Resident Representative	JICA Cambodia Office
3.	Mr. Hisashi OSHIMA	Leader of the Study Team	Nippon Koei Co., Ltd.
4.	Mr. Kazumasa TADA	Deputy Leader of the Study Team	Nippon Koei Co., Ltd.

ATTENDANT LIST

Cambodia Side

	NAME	POSITION	ORGANIZATION
1.	H.E. Mr. Tram Iv Tek	Secretary of State	Ministry of Public Works and Transport
2.	H.E. Mr. Chhun Sareth	Under Secretary of State	Ministry of Agriculture
3.	Mr. Tan Hay Sien	Director of Infrastructure Department	Ministry of Public Works and Transport
4.	Mr. Tauch Chankosal	Director of Department of Major Construction	Ministry of Public Works and Transport
5.	Dr. Yit Bunna	Director of Public Works Research Center	Ministry of Public Works and Transport
6.	Ms. Pith Nimul	Deputy Chief of Investment Office	Ministry of Economic and Finance
7.	Mr. He Lim Seng	Director of Bridge Construction Company	Ministry of Public Works and Transport
8.	Mr. Ly Pros	Director of Department of Planing and Public Relation	Ministry of Rural Development
9.	Soeung Sarsochetta	Chief of Bilateral Grand Aid.	Ministry of Planing
10	Ngy San	Officer of International Cooperation Department	Ministry of Foreign Affair and International Cooperation Dept.

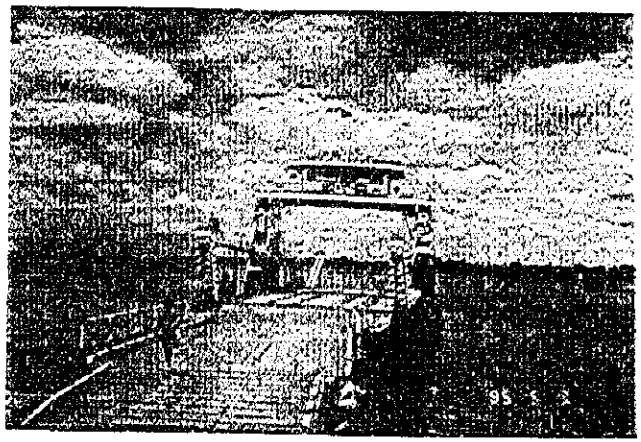
APPENDIX 3.1

Photographic Records around the Alternative Brigde Routes

Photo Sheet No. 1: Neak Loeung Ferry

Embarkation on the "Peace 2" Ferry

Unloaded "Peace 2" Ferry



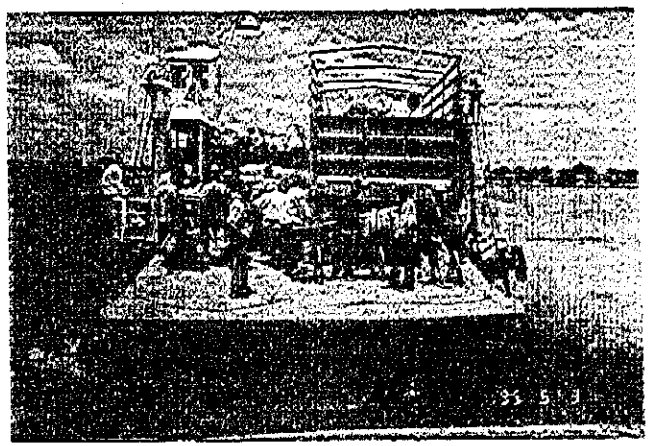
Idle "Peace 2" Ferry

Embarkation on the "Samaki 028" Ferry, East Side

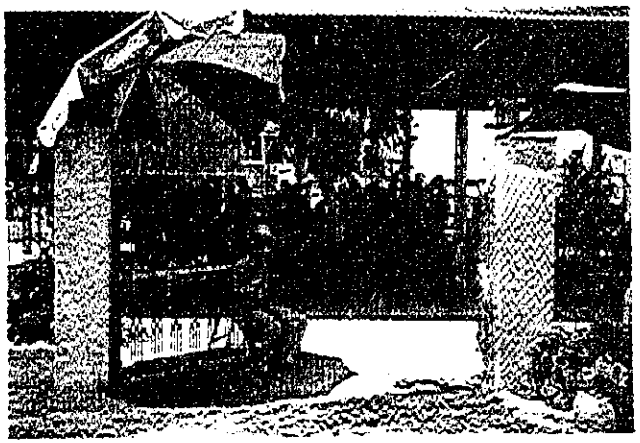
Photo Sheet No. 2: Neak Loeung Ferry (continued)

Bus Entering the "60 T" Ferry

Embarkation on the "60 T" Ferry



Fully Loaded "60 T" Ferry



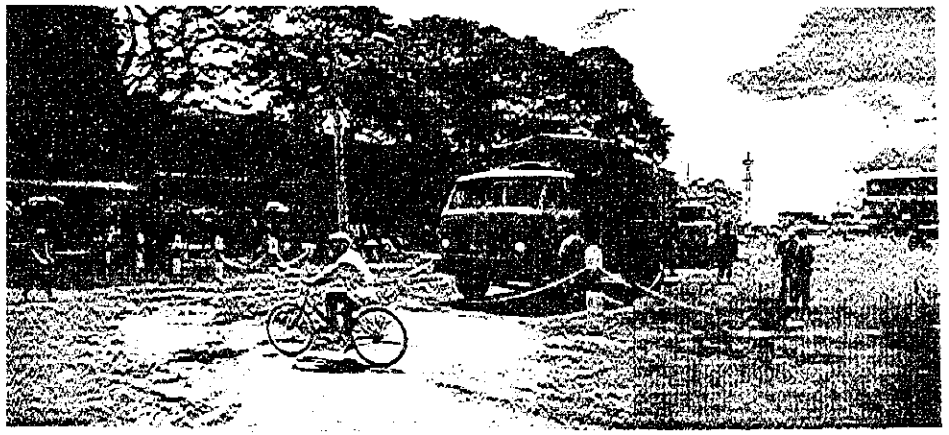
Guarded Entrance to Waiting Area, East Side

Waiting Area for Passengers, Bicycles, and Motorcycles, East Side

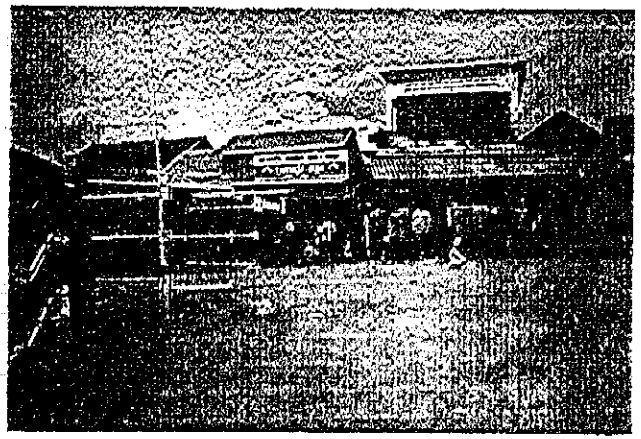
Ticket Booth

Photo Sheet No. 3: Neak Loeung Ferry (continued)

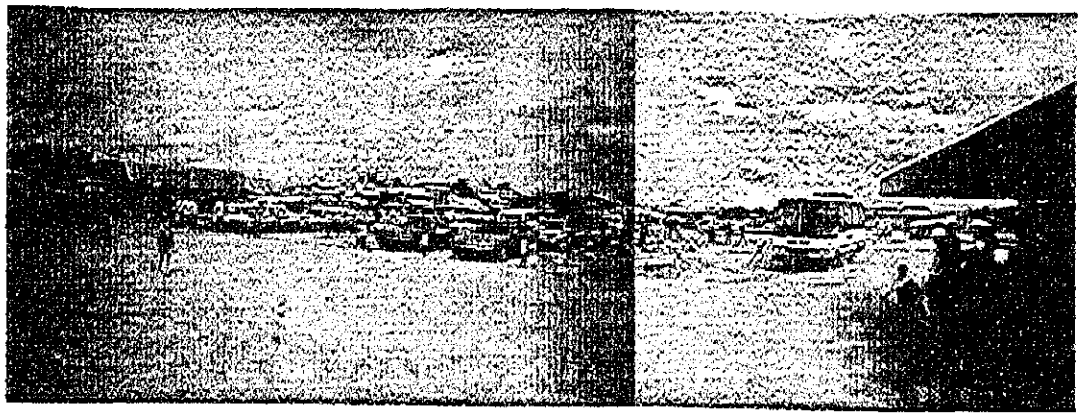
Office of the Neak Loeung Ferry



Vehicle Queuing Area, East Side



Passenger Waiting Area, West Side



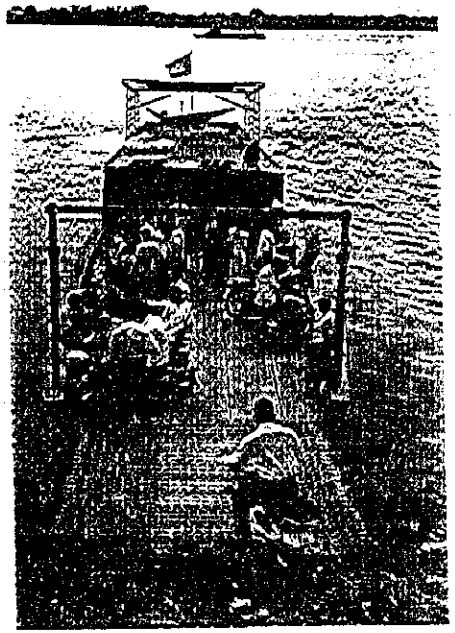
Vehicle Queuing Area, West Side

Photo Sheet No. 4: Svay Chrum Ferry, West Side

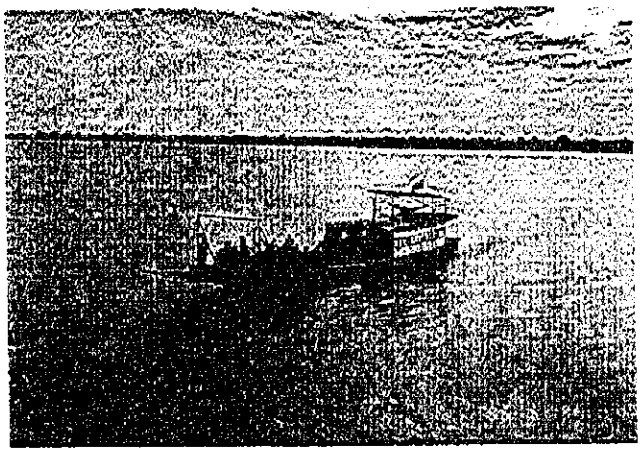
Entrance/ Exit to Ferry Landing

Ferry Landing

Ferry Landing



Embarkation on the Ferry



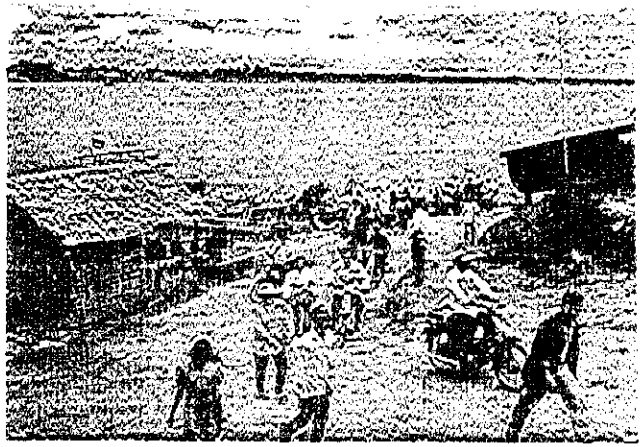
Ferry Approaching the West Side

Ferry Landing

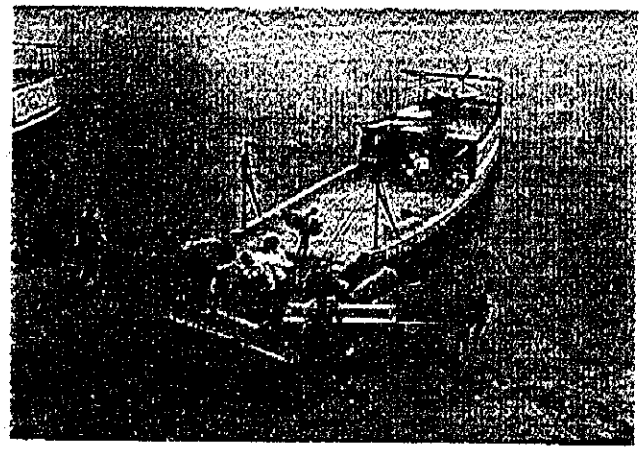
Photo Sheet No. 5: Svay Chrum Ferry, East Side

Ferry Landing

Disembarkation

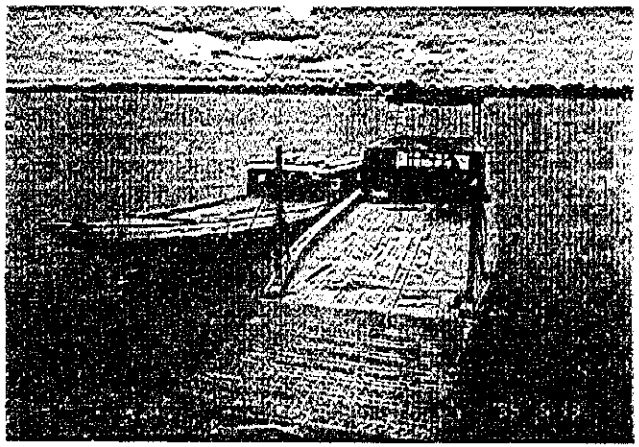


Ferry Landing Approach



Transshipment of Goods from Horse Cart to Ferry (to Truck)

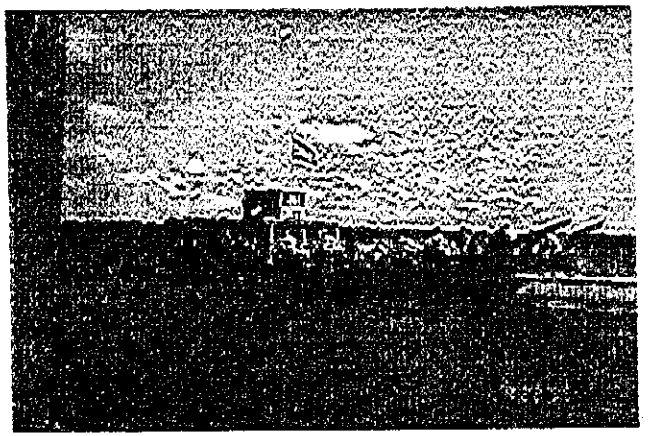
Ferry Interior



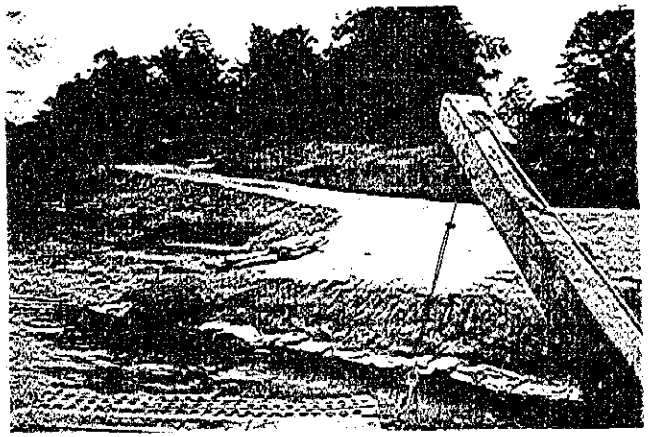
Additional Ferries Available

Photo Sheet No. 6: Prek Tamak Ferry

Boarding the Ferry

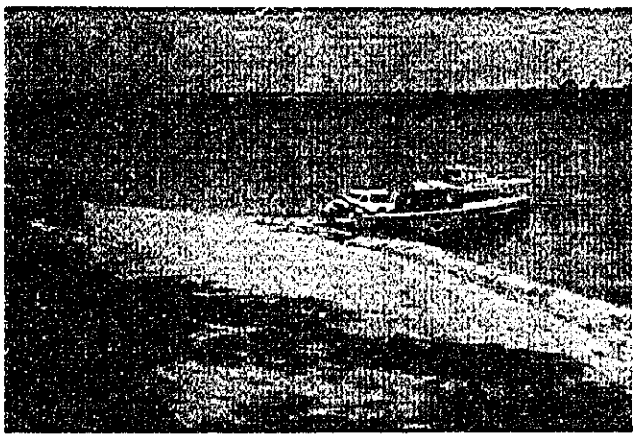


Fully Loaded Ferry



Ferry Landing, East Side

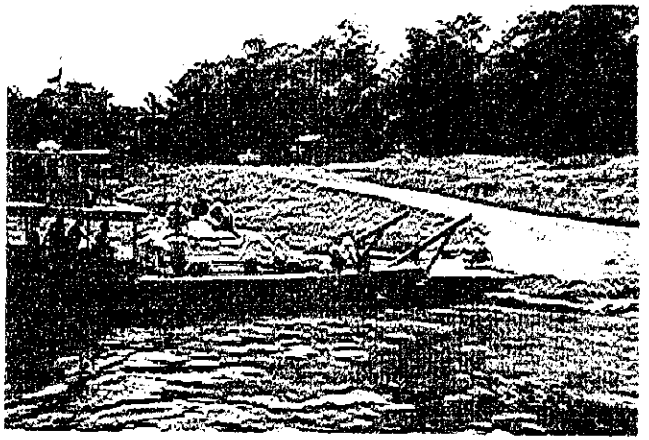
Two Ferries, East Side



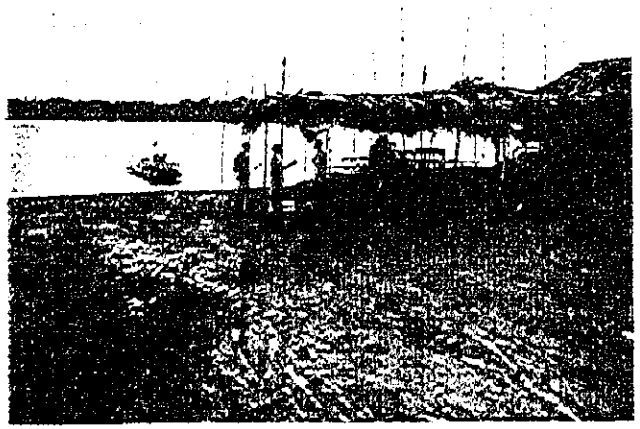
Ferry Carrying Two Vehicles

Departing from the West Side

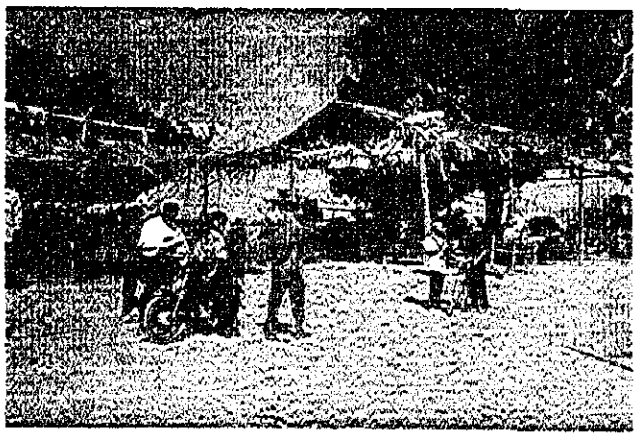
Photo Sheet No. 7: Prek Tamak Ferry (continued)



Transshipment of (Donated) Rice from Three Two-Trailer Trucks to Pickup Crossing the Mekong by Ferry



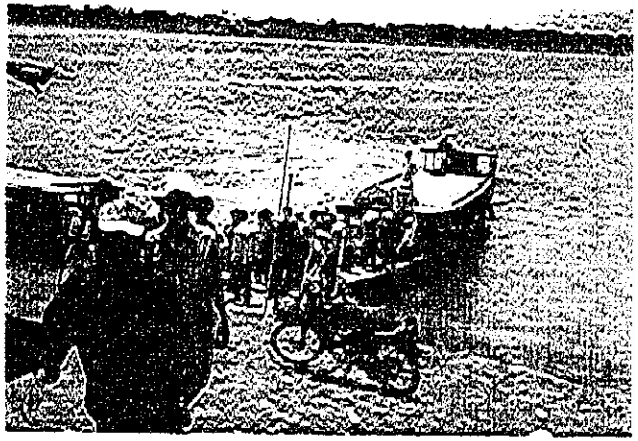
Ferry Landing Conditions after Heavy Rainfall, West Side



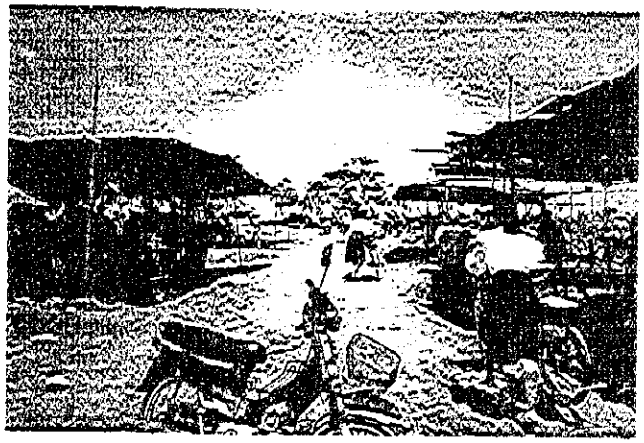
O-D Interview Surveys, West Side

O-D interview Surveys, East Side

Photo Sheet No. 8: Kampong Cham (Private) Ferry



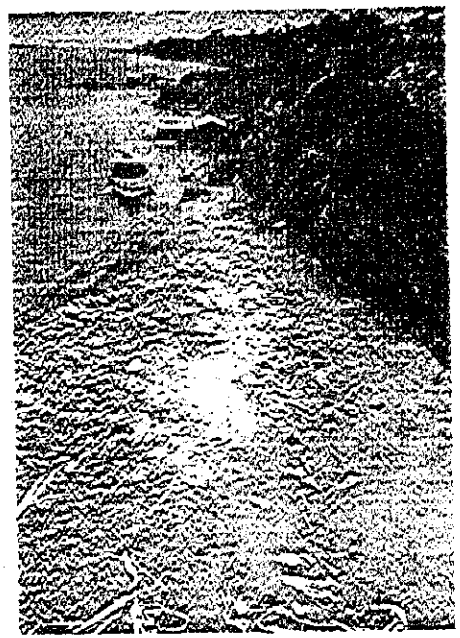
Disembarkation at the West Side



Ferry Landing, West Side

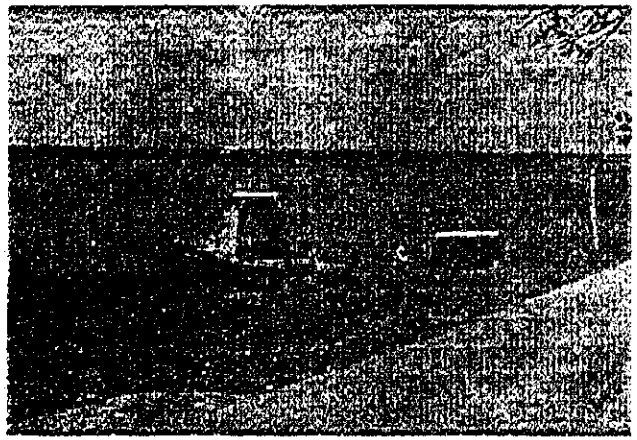
Ferry Landing, West Side

Ferry Landing, West Side



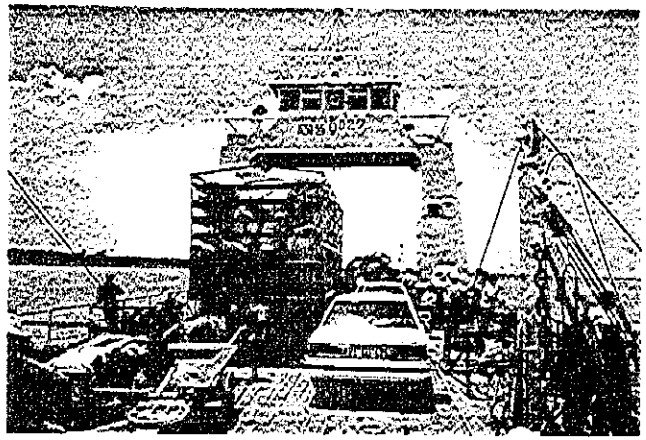
Ferry Landing, East Side

Photo Sheet No. 9: Kampong Cham (MPWT) Ferry



Embarkation on the "027" Ferry, West Side

Ferry Landing, West Side



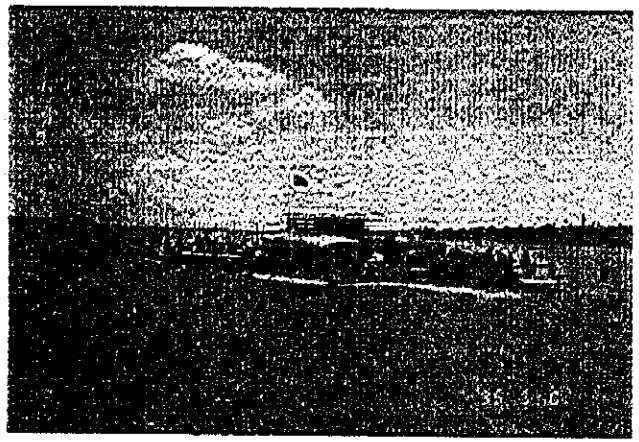
On-Board the "027" Ferry

Ferry Landing, East Side

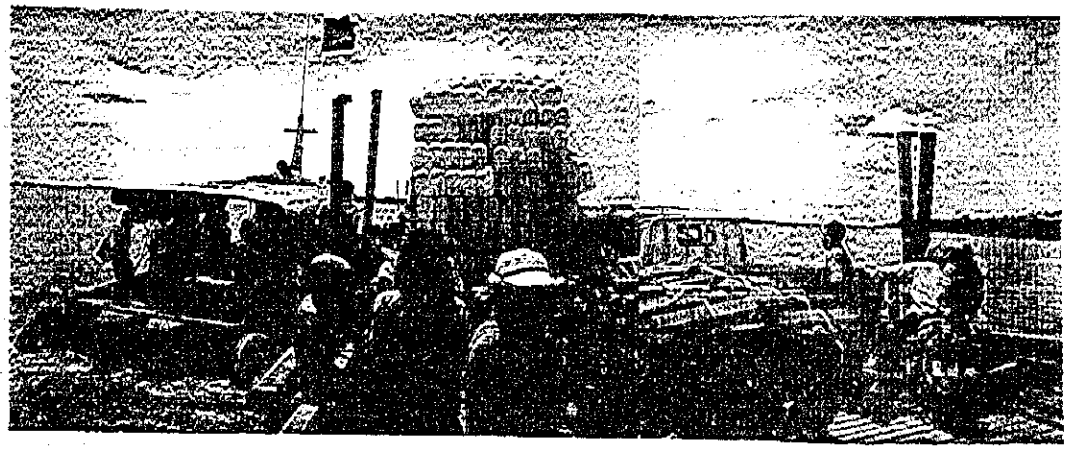
Ferry Landing, East Side

Disembarkation at the East Side

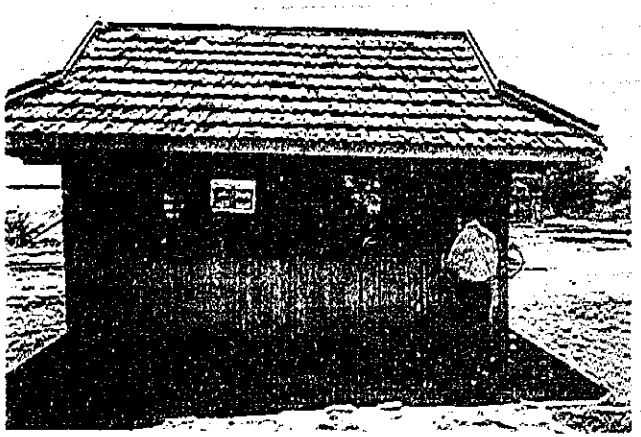
Photo Sheet No. 10: Kampong Cham (MPWT) Ferry (continued)



The Tugboat Ferry Traveling West

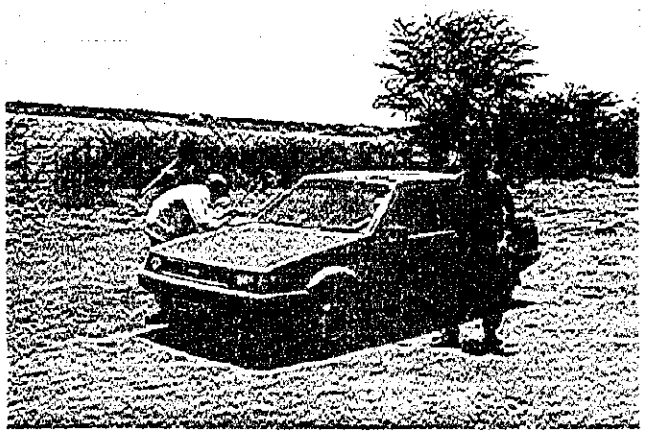


On-Board the Tugboat Ferry



Ticket Booth, East Side

O-D Interview Survey, East Side



O-D Interview Survey, East Side

APPENDIX 4

TRAFFIC FORECASTS

Appendix 4.1

Traffic Count Survey Results

Table 4.1.1: Traffic Count Survey Results
Location No. 1: Neak Loeung Ferry Station, East Side (Westbound Traffic)

Average Daily Traffic

Travel Mode	Time of Day												Total for 06:00-18:00
	06:00-07:00	07:00-08:00	08:00-09:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	
Pedestrian or Passenger	356	806	1,028	599	432	261	154	155	129	118	176	70	4,284
Bicycle, Bicycle-with-Trailer, Cyclo	47	46	47	50	33	28	21	16	16	10	12	8	335
Animal Cart	3	1	1	1	1	2	1	0	0	1	1	1	14
Motorcycle	33	52	64	48	36	30	26	26	25	25	21	10	396
Motorcycle-with-Trailer	0	0	0	0	0	0	1	0	0	0	1	0	4
Sedan	6	16	20	12	12	13	14	12	14	9	12	6	146
Public Transport Pickup (Minibus)	6	14	20	10	6	9	13	10	10	8	6	4	115
Standard Bus	8	3	4	4	2	1	2	1	2	1	1	1	29
4WD, Standard Pickup	1	1	2	1	1	1	1	1	1	1	2	0	14
2-Axle Truck (Other Than Pickup)	2	1	1	2	1	1	1	1	1	1	1	1	14
3-Axle Truck	2	1	1	2	2	1	0	1	1	2	1	2	16
3+ Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0	1
Military or Police Vehicle	3	2	1	1	2	3	2	2	1	1	1	1	20
Total No. of Vehicles	110	138	162	130	96	89	83	72	73	59	59	33	1,103
Total No. of PCUs	69	79	97	70	56	55	59	51	52	44	42	26	701

Table 4.1.2: Traffic Count Survey Results
Location No. 2: Neak Loeung Ferry Station, West Side (Eastbound Traffic)

Average Daily Traffic

Travel Mode	Time of Day												Total for 06:00-18:00
	06:00-07:00	07:00-08:00	08:00-09:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	
Pedestrian or Passenger	437	530	552	405	249	324	192	241	364	226	235	160	3,915
Bicycle, Bicycle-with-Trailer, Cyclo	44	45	40	21	18	20	17	15	15	15	19	16	284
Animal Cart	4	2	1	1	1	1	1	1	0	2	2	2	17
Motorcycle	48	74	73	58	38	33	33	30	37	28	32	26	511
Motorcycle-with-Trailer	0	1	1	0	0	0	0	1	0	0	0	0	5
Sedan	9	10	16	19	15	8	11	7	11	13	13	9	139
Public Transport Pickup (Minibus)	11	8	7	7	5	5	7	6	9	7	11	5	88
Standard Bus	2	2	2	3	1	1	1	3	3	4	3	1	26
4WD, Standard Pickup	2	3	5	5	3	2	1	2	2	2	2	2	28
2-Axle Truck (Other Than Pickup)	1	0	1	2	1	1	1	1	1	2	1	3	16
3-Axle Truck	1	1	1	1	1	1	1	1	1	1	2	3	15
3+ Axle Truck	0	0	0	0	0	1	1	1	0	0	0	0	4
Military or Police Vehicle	1	1	2	2	1	1	0	0	1	1	2	2	16
Total No. of Vehicles	123	147	150	119	83	73	76	67	81	74	87	70	1,149
Total No. of PCUs	65	69	76	73	50	43	49	45	55	55	64	54	699

Table 4.1.3: Traffic Count Survey Results
Location No. 3: Svay Chrum Ferry Station, East Side (Westbound Traffic)

Average Daily Traffic

Travel Mode	Time of Day												Total for 06:00-18:00
	06:00-07:00	07:00-08:00	08:00-09:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	
Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle, Bicycle-with-Trailer, Cyclo	23	7	2	2	2	5	5	4	3	4	5	3	67
Animal Cart	0	1	0	0	0	1	1	0	1	2	1	2	9
Motorcycle	83	56	25	15	20	17	17	19	22	26	23	29	351
Motorcycle-with-Trailer	0	0	0	0	0	0	0	0	0	0	0	0	0
Sedan	0	0	0	0	0	0	0	0	0	0	1	1	3
Public Transport Pickup (Minibus)	0	0	0	0	0	0	0	0	0	0	0	0	0
Standard Bus	0	0	0	0	0	0	0	0	0	0	0	0	1
4WD, Standard Pickup	0	0	0	0	0	0	0	0	0	0	0	0	1
2-Axle Truck (Other Than Pickup)	0	0	0	0	0	0	0	0	0	0	0	0	0
3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0	0
3+ Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0	0
Military or Police Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0
Total No. of Vehicles	107	64	28	18	23	23	23	23	27	32	29	35	432
Total No. of PCUs	30	20	8	6	7	7	8	7	9	11	10	13	134

Table 4.1.4: Traffic Count Survey Results
Location No. 4: Svay Chrum Ferry Station, West Side (Eastbound Traffic)

Average Daily Traffic

Travel Mode	Time of Day												Total for 06:00-18:00
	06:00-07:00	07:00-08:00	08:00-09:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	
Pedestrian	0	0	0	1	2	3	1	0	1	1	1	2	11
Bicycle, Bicycle-with-Trailer, Cyclo	11	4	4	7	5	5	2	3	3	4	6	15	68
Animal Cart	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycle	18	20	37	32	32	31	20	21	19	26	34	47	337
Motorcycle-with-Trailer	0	0	0	0	0	0	0	0	0	0	0	0	1
Sedan	0	0	1	0	1	0	0	0	0	0	0	0	3
Public Transport Pickup (Minibus)	0	0	0	0	0	0	0	0	0	0	0	0	0
Standard Bus	0	0	1	0	0	0	0	0	0	0	0	0	1
4WD, Standard Pickup	0	0	0	1	0	0	0	0	0	0	0	0	1
2-Axle Truck (Other Than Pickup)	0	0	0	0	0	0	0	0	0	0	0	0	0
3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0	0
3+ Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0	0
Military or Police Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0
Total No. of Vehicles	29	24	42	40	39	36	22	24	22	30	40	62	411
Total No. of PCUs	8	7	14	12	12	10	7	7	7	9	11	18	123

Table 4.1.5: Traffic Count Survey Results
Location No. 5: Prek Tamak Ferry Station, East Side (Westbound Traffic)

Average Daily Traffic

Travel Mode	Time of Day												Total for 06:00-18:00
	06:00-07:00	07:00-08:00	08:00-09:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	
Pedestrian or Passenger	2	10	13	0	0	0	0	0	0	0	0	0	24
Bicycle, Bicycle-with-Trailer, Cyclo	27	18	11	7	4	6	7	8	5	4	4	2	103
Animal Cart	2	1	0	0	0	1	1	1	0	0	0	0	7
Motorcycle	84	84	63	37	31	18	20	23	25	31	25	17	458
Motorcycle-with-Trailer	1	0	0	0	0	0	0	0	0	0	0	0	1
Sedan	1	1	1	1	1	1	1	1	2	1	2	1	14
Public Transport Pickup (Minibus)	0	1	1	0	0	0	0	1	1	1	0	0	6
Standard Bus	0	0	0	0	0	0	0	0	0	0	0	0	1
4WD, Standard Pickup	0	1	0	1	1	0	1	1	1	1	1	1	8
2-Axle Truck (Other Than Pickup)	0	0	0	1	0	0	1	0	0	0	1	0	4
3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0	0
3+ Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0	0
Military or Police Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0
Total No. of Vehicles	115	106	77	46	38	27	30	36	33	39	34	22	602
Total No. of PCUs	36	34	25	16	13	11	11	14	12	15	14	8	208

Table 4.1.6: Traffic Count Survey Results
Location No. 6: Prek Tamak Ferry Station, West Side (Eastbound Traffic)

Average Daily Traffic

Travel Mode	Time of Day												Total for 06:00-18:00
	06:00-07:00	07:00-08:00	08:00-09:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	
Pedestrian or Passenger	16	24	37	14	12	9	12	5	7	7	6	7	157
Bicycle, Bicycle-with-Trailer, Cyclo	10	9	7	6	4	9	6	4	9	11	16	15	106
Animal Cart	0	0	1	0	1	0	1	1	0	1	2	1	8
Motorcycle	26	46	52	47	38	43	43	35	37	44	34	25	470
Motorcycle-with-Trailer	0	0	0	0	0	0	0	0	0	0	0	0	1
Sedan	1	2	3	1	1	1	1	1	2	1	1	0	15
Public Transport Pickup (Minibus)	0	1	1	0	0	0	1	0	0	0	0	0	5
Standard Bus	0	0	0	0	0	0	0	0	0	0	0	0	1
4WD, Standard Pickup	0	1	1	2	1	0	1	1	1	0	0	0	9
2-Axle Truck (Other Than Pickup)	0	0	1	0	0	0	0	0	0	1	0	0	3
3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0	0
3+ Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0	0
Military or Police Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0
Total No. of Vehicles	38	59	66	56	47	53	53	42	49	57	54	42	617
Total No. of PCUs	11	21	25	19	17	17	19	15	16	19	17	13	210

Table 4.1.7: Traffic Count Survey Results
Location No. 7: Kompong Cham (Private) Ferry Station, East Side (Westbound Traffic)

Average Daily Traffic

Travel Mode	Time of Day												Total for 06:00-18:00
	06:00-07:00	07:00-08:00	08:00-09:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	
Pedestrian or Passenger	50	55	75	46	39	52	36	54	37	41	43	38	566
Bicycle, Bicycle-with-Trailer, Cyclo	10	6	4	3	4	6	4	9	3	4	6	6	65
Animal Cart	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycle	15	15	15	9	7	11	10	13	11	12	13	16	146
Motorcycle-with-Trailer	0	0	0	0	0	0	0	0	0	0	0	0	0
Sedan	0	0	0	0	0	0	0	0	0	0	0	0	0
Public Transport Pickup (Minibus)	0	0	0	0	0	0	0	0	0	0	0	0	0
Standard Bus	0	0	0	0	0	0	0	0	0	0	0	0	0
4WD, Standard Pickup	0	0	0	0	0	0	0	0	0	0	0	0	0
2-Axle Truck (Other Than Pickup)	0	0	0	0	0	0	0	0	0	0	0	0	0
3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0	0
3+ Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0	0
Military or Police Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0
Total No. of Vehicles	25	22	19	13	11	16	14	22	14	16	19	22	211
Total No. of PCUs	6	6	5	3	3	4	4	6	4	4	5	6	57

Table 4.1.8: Traffic Count Survey Results
Location No. 8: Kompong Cham (Private) Ferry Station, West Side (Eastbound Traffic)

Average Daily Traffic

Travel Mode	Time of Day												Total for 06:00-18:00
	06:00-07:00	07:00-08:00	08:00-09:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	
Pedestrian or Passenger	46	47	46	37	48	33	41	38	34	27	58	45	503
Bicycle, Bicycle-with-Trailer, Cyclo	8	6	6	5	5	5	4	5	5	4	11	11	76
Animal Cart	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycle	17	17	15	15	14	15	20	17	16	14	27	20	206
Motorcycle-with-Trailer	0	0	0	0	0	0	0	0	0	0	0	0	0
Sedan	0	0	0	0	0	0	0	0	0	0	0	0	0
Public Transport Pickup (Minibus)	0	0	0	0	0	0	0	0	0	0	0	0	0
Standard Bus	0	0	0	0	0	0	0	0	0	0	0	0	0
4WD, Standard Pickup	0	0	0	0	0	0	0	0	0	0	0	0	0
2-Axle Truck (Other Than Pickup)	0	0	0	0	0	0	0	0	0	0	0	0	0
3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0	0
3+ Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0	0
Military or Police Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0
Total No. of Vehicles	25	22	20	20	20	20	24	22	21	18	38	31	281
Total No. of PCUs	7	6	6	6	5	5	7	6	6	5	10	8	77

Table 4.1.9: Traffic Count Survey Results
Location No. 9: Kompong Cham (MPWT) Ferry Station, East Side (Westbound Traffic)

Average Daily Traffic

Travel Mode	Time of Day												Total for 06:00-18:00
	06:00-07:00	07:00-08:00	08:00-09:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	
Pedestrian or Passenger	107	183	153	71	45	43	33	37	32	30	42	36	812
Bicycle, Bicycle-with-Trailer, Cyclo	30	24	23	11	8	9	7	7	5	5	11	8	147
Animal Cart	4	4	2	1	0	1	1	0	0	0	0	0	13
Motorcycle	34	51	39	26	19	16	14	16	17	15	20	13	279
Motorcycle-with-Trailer	0	0	0	0	0	0	0	0	0	0	0	0	1
Sedan	3	6	3	3	1	2	1	3	2	1	3	2	30
Public Transport Pickup (Minibus)	1	5	4	2	1	1	0	1	1	2	1	1	19
Standard Bus	0	0	0	0	0	0	0	0	0	0	1	0	1
4WD, Standard Pickup	1	1	1	1	1	0	1	1	0	1	2	1	11
2-Axle Truck (Other Than Pickup)	1	0	0	1	0	0	0	0	1	0	1	0	6
3-Axle Truck	0	1	1	1	1	0	0	0	1	0	1	0	6
3+ Axle Truck	2	1	0	1	1	1	1	1	0	0	0	2	10
Military or Police Vehicle	0	0	0	0	0	1	1	0	0	1	0	0	4
Total No. of Vehicles	76	93	74	45	32	29	27	29	27	26	40	28	527
Total No. of PCUs	36	47	34	25	18	15	16	14	16	16	23	19	277

Table 4.1.10: Traffic Count Survey Results
Location No. 10: Kompong Cham (MPWT) Ferry Station, West Side (Eastbound Traffic)

Average Daily Traffic

Travel Mode	Time of Day												Total for 06:00-18:00
	06:00-07:00	07:00-08:00	08:00-09:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	
Pedestrian or Passenger	103	117	145	100	83	74	47	46	58	39	43	11	866
Bicycle, Bicycle-with-Trailer, Cyclo	21	19	26	12	10	12	11	9	9	9	11	3	152
Animal Cart	1	1	1	0	3	2	1	1	0	1	1	0	13
Motorcycle	33	34	40	27	28	30	18	19	20	22	24	9	302
Motorcycle-with-Trailer	0	0	0	0	0	0	0	0	0	0	0	0	0
Sedan	2	3	3	2	4	4	2	2	3	1	3	1	29
Public Transport Pickup (Minibus)	1	0	2	4	3	2	2	0	1	0	1	0	16
Standard Bus	0	0	0	0	0	1	0	0	0	0	0	0	2
4WD, Standard Pickup	1	0	1	0	2	1	1	2	2	0	1	1	12
2-Axle Truck (Other Than Pickup)	1	0	0	0	0	0	0	0	1	0	2	0	6
3-Axle Truck	1	0	1	1	1	2	1	0	0	0	1	0	7
3+ Axle Truck	1	0	0	0	1	1	0	0	0	0	0	0	3
Military or Police Vehicle	1	0	0	0	0	0	0	1	0	0	0	0	2
Total No. of Vehicles	63	58	75	46	53	53	35	35	37	34	43	15	545
Total No. of PCUs	28	20	29	22	31	30	17	16	18	13	22	7	253

Table 4.1.11: Traffic Count Survey Results
Location No. 11: Route 1; 20 km southeast of Phnom Penh (Eastbound Traffic)

Average Daily Traffic

Travel Mode	Time of Day												Total for 06:00-18:00
	06:00-07:00	07:00-08:00	08:00-09:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	
Pedestrian	5	10	13	12	6	3	4	8	2	4	2	0	68
Bicycle, Bicycle-with-Trailer, Cyclo	24	38	32	31	22	20	24	30	19	23	29	0	291
Animal Cart	0	0	0	0	0	0	0	0	0	0	0	0	2
Motorcycle	60	167	145	131	109	103	98	93	93	96	116	13	1,224
Motorcycle-with-Trailer	15	43	45	46	32	33	34	27	28	27	38	4	373
Sedan	10	40	42	35	28	26	29	26	25	29	37	4	331
Public Transport Pickup (Minibus)	2	9	7	8	5	8	9	10	9	11	18	1	97
Standard Bus	2	6	5	4	3	5	7	10	8	7	5	1	62
4WD, Standard Pickup	3	6	11	5	6	6	3	5	3	6	6	1	60
2-Axle Truck (Other Than Pickup)	0	2	2	3	2	3	1	3	3	3	3	0	25
3-Axle Truck	3	6	5	5	5	5	4	5	6	6	8	0	58
3+ Axle Truck	0	0	0	1	0	1	1	0	1	0	0	0	4
Military or Police Vehicle	0	0	1	0	0	0	1	1	0	1	0	0	4
Total No. of Vehicles	119	319	295	268	212	212	211	209	194	208	259	24	2,531
Total No. of PCUs	67	196	189	176	137	147	147	149	142	152	187	17	1,706

Table 4.1.12: Traffic Count Survey Results
Location No. 12: Route 6A; 10 km north of Phnom Penh (Northbound Traffic)

Average Daily Traffic

Travel Mode	Time of Day												Total for 06:00-18:00
	06:00-07:00	07:00-08:00	08:00-09:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	
Pedestrian	2	1	0	0	0	0	0	0	0	0	0	0	3
Bicycle, Bicycle-with-Trailer, Cyclo	27	11	9	10	12	13	9	7	6	5	11	10	130
Animal Cart	0	0	0	1	0	0	0	0	0	0	0	0	2
Motorcycle	158	200	224	184	153	135	132	134	135	140	164	124	1,882
Motorcycle-with-Trailer	2	3	3	3	3	1	1	2	2	1	1	1	22
Sedan	39	59	50	42	30	32	32	32	35	26	25	16	417
Public Transport Pickup (Minibus)	11	14	7	6	6	8	7	7	6	4	3	1	80
Standard Bus	4	5	3	2	2	4	4	4	2	1	1	1	33
4WD, Standard Pickup	10	16	14	10	6	8	5	5	6	3	4	4	91
2-Axle Truck (Other Than Pickup)	3	5	3	4	2	4	3	3	2	2	1	1	33
3-Axle Truck	7	7	8	6	4	4	5	4	5	5	4	1	61
3+ Axle Truck	2	1	1	0	1	0	1	1	1	1	0	0	8
Military or Police Vehicle	0	0	0	1	1	0	0	0	0	0	0	0	3
Total No. of Vehicles	264	320	320	269	220	208	199	198	200	188	215	159	2,761
Total No. of PCUs	165	206	184	156	121	123	122	119	121	103	105	69	1,593

Table 4.1.13: Traffic Count Survey Results
Location No. 12: Route 6A; 10 km north of Phnom Penh (Southbound Traffic)

Average Daily Traffic

Travel Mode	Time of Day												Total for 06:00-18:00
	06:00-07:00	07:00-08:00	08:00-09:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	
Pedestrian	6	0	1	2	0	0	0	0	0	0	0	0	10
Bicycle, Bicycle-with-Trailer, Cyclo	37	7	6	9	11	10	10	9	7	5	4	14	127
Animal Cart	0	1	0	0	0	0	0	0	0	0	0	0	2
Motorcycle	257	252	209	186	148	127	95	92	97	109	141	137	1,850
Motorcycle-with-Trailer	0	1	2	2	3	1	1	2	1	1	2	1	16
Sedan	9	27	37	53	50	36	31	28	28	32	34	29	394
Public Transport Pickup (Minibus)	6	13	12	8	15	10	9	6	5	4	4	3	95
Standard Bus	3	3	6	4	3	5	3	2	2	2	2	3	36
4WD, Standard Pickup	1	2	4	4	8	6	4	6	6	7	8	8	64
2-Axle Truck (Other Than Pickup)	2	6	5	3	3	2	2	3	1	2	2	2	34
3-Axle Truck	1	4	5	3	6	5	6	5	4	3	5	3	52
3+ Axle Truck	0	0	0	0	0	1	1	0	0	0	0	0	4
Military or Police Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	1
Total No. of Vehicles	316	315	287	272	248	203	161	153	151	166	202	201	2,675
Total No. of PCUs	118	158	162	153	162	132	111	100	91	99	118	108	1,513

Table 4.1.14: Traffic Count Survey Results
Location No. 13: Route 7; 45 km west of Kompong Cham; 2 km east of Skon (Westbound Traffic)

Average Daily Traffic

Travel Mode	Time of Day												Total for 06:00-18:00
	06:00-07:00	07:00-08:00	08:00-09:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	
Pedestrian	5	4	2	1	2	1	1	1	1	0	0	0	17
Bicycle, Bicycle-with-Trailer, Cyclo	189	115	96	49	42	42	40	39	37	36	55	54	794
Animal Cart	10	5	5	4	3	1	1	1	2	1	4	5	42
Motorcycle	117	114	109	71	63	67	55	56	52	61	81	63	910
Motorcycle-with-Trailer	29	21	28	14	11	11	6	7	7	9	11	13	167
Sedan	35	44	44	34	30	26	27	24	29	18	28	29	368
Public Transport Pickup (Minibus)	9	7	13	9	9	6	5	6	7	4	8	9	91
Standard Bus	3	2	2	1	1	1	1	1	1	1	1	1	15
4WD, Standard Pickup	2	5	4	3	2	2	2	6	2	4	5	3	40
2-Axle Truck (Other Than Pickup)	7	4	3	2	2	2	2	2	4	2	2	4	35
3-Axle Truck	8	4	6	3	2	3	2	3	3	3	4	4	45
3+ Axle Truck	0	3	2	0	1	0	0	0	0	0	0	0	8
Military or Police Vehicle	0	1	1	1	0	1	1	1	0	0	1	0	7
Total No. of Vehicles	411	325	313	191	166	161	142	146	144	139	198	186	2,522
Total No. of PCUs	209	180	190	116	102	93	81	89	94	80	112	117	1,464

Table 4.1.15: Traffic Count Survey Results
Location No. 13: Route 7; 45 km west of Kompong Cham; 2 km east of Skon (Eastbound Traffic)

Average Daily Traffic

Travel Mode	Time of Day												Total for 06:00-18:00
	06:00-07:00	07:00-08:00	08:00-09:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	
Pedestrian	3	2	2	2	1	0	0	0	1	0	0	0	10
Bicycle, Bicycle-with-Trailer, Cyclo	42	67	82	49	34	35	25	23	30	26	36	35	484
Animal Cart	4	3	6	4	4	1	1	2	2	2	3	1	32
Motorcycle	70	89	108	82	59	51	45	39	53	48	57	46	747
Motorcycle-with-Trailer	12	15	20	14	11	10	6	6	8	7	9	9	126
Sedan	13	23	40	31	25	23	19	19	22	18	29	22	283
Public Transport Pickup (Minibus)	4	9	14	11	7	6	5	6	6	6	9	11	95
Standard Bus	2	2	3	2	2	1	2	3	3	2	2	4	27
4WD, Standard Pickup	2	5	8	3	4	4	3	6	5	3	4	3	49
2-Axle Truck (Other Than Pickup)	2	2	3	2	2	2	3	2	2	2	3	2	26
3-Axle Truck	2	2	3	1	1	1	2	2	1	1	2	4	23
3+ Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0	1
Military or Police Vehicle	1	1	1	1	1	1	0	0	0	0	2	1	9
Total No. of Vehicles	154	215	288	201	151	135	111	106	133	115	156	139	1,902
Total No. of PCUs	83	112	166	117	94	81	69	73	83	69	103	98	1,148

Table 4.1.16: Traffic Count Survey Results
Location No. 14: Route 151; 2 km north of Svay Chrum (Northbound Traffic)

Average Daily Traffic

Travel Mode	Time of Day												Total for 06:00-18:00
	06:00-07:00	07:00-08:00	08:00-09:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	
Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle, Bicycle-with-Trailer, Cyclo	14	14	10	10	14	14	6	5	6	8	9	10	120
Animal Cart	4	3	4	2	2	0	1	2	1	2	2	2	25
Motorcycle	67	47	39	36	26	24	28	34	30	32	51	30	445
Motorcycle-with-Trailer	0	1	1	1	1	1	0	1	0	1	0	0	6
Sedan	0	0	0	0	0	0	0	0	0	0	0	0	2
Public Transport Pickup (Minibus)	0	0	0	0	0	0	0	0	0	0	0	0	0
Standard Bus	0	0	0	0	0	0	0	0	0	0	0	0	0
4WD, Standard Pickup	0	0	0	0	0	0	0	0	0	0	0	0	1
2-Axle Truck (Other Than Pickup)	0	0	0	0	0	0	0	0	0	0	0	0	0
3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0	1
3+ Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0	0
Military or Police Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0
Total No. of Vehicles	87	65	54	49	43	39	36	42	38	43	63	42	600
Total No. of PCUs	29	21	19	15	14	11	11	14	12	14	21	13	195

Table 4.1.17: Traffic Count Survey Results
Location No. 14: Route 151; 2 km north of Svay Chrum (Southbound Traffic)

Average Daily Traffic

Travel Mode	Time of Day												Total for 06:00-18:00
	06:00-07:00	07:00-08:00	08:00-09:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	
Pedestrian	0	0	0	0	0	1	1	0	0	0	0	0	3
Bicycle, Bicycle-with-Trailer, Cyclo	23	7	8	8	9	8	16	6	4	5	7	8	111
Animal Cart	2	1	2	2	2	1	1	1	2	1	1	0	16
Motorcycle	21	29	43	33	32	29	29	27	30	36	47	38	395
Motorcycle-with-Trailer	0	0	1	0	1	0	0	1	1	1	0	0	5
Sedan	0	0	0	0	0	0	0	0	0	0	0	0	2
Public Transport Pickup (Minibus)	0	0	0	0	0	0	0	0	0	0	0	0	0
Standard Bus	0	0	0	0	0	0	0	0	0	0	0	0	0
4WD, Standard Pickup	0	0	0	1	0	0	0	0	0	0	0	0	1
2-Axle Truck (Other Than Pickup)	0	0	0	0	0	0	0	0	0	0	0	0	0
3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0	1
3+ Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0	0
Military or Police Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0
Total No. of Vehicles	46	38	55	44	44	39	46	35	37	44	56	47	532
Total No. of PCUs	13	13	18	15	14	12	13	11	13	15	18	14	169

Table 4.1.18: Traffic Count Survey Results
Location No. 15: Route 315; 2 km east of Prek Tamak (Westbound Traffic)

Average Daily Traffic

Travel Mode	Time of Day												Total for 06:00-18:00
	06:00-07:00	07:00-08:00	08:00-09:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	
Pedestrian	0	1	1	1	0	0	0	0	0	0	1	0	6
Bicycle, Bicycle-with-Trailer, Cyclo	55	49	22	17	15	7	8	4	7	9	13	10	215
Animal Cart	6	10	3	2	4	0	1	1	1	1	1	0	31
Motorcycle	53	99	62	38	27	22	22	22	24	26	27	23	443
Motorcycle-with-Trailer	0	0	0	0	0	0	0	0	0	0	0	0	0
Sedan	0	0	0	1	1	1	1	1	1	1	1	1	10
Public Transport Pickup (Minibus)	0	0	0	0	0	0	0	0	0	0	0	0	2
Standard Bus	0	0	0	0	0	0	0	0	0	0	0	0	1
4WD, Standard Pickup	0	1	1	1	1	0	1	1	1	0	1	0	7
2-Axle Truck (Other Than Pickup)	1	1	1	1	1	0	0	1	1	1	1	0	9
3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0	2
3+ Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0	1
Military or Police Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0
Total No. of Vehicles	116	160	89	60	48	32	34	29	35	38	45	34	720
Total No. of PCUs	35	53	29	23	19	12	13	14	13	15	17	11	254

Table 4.1.19: Traffic Count Survey Results
Location No. 15: Route 315; 2 km east of Prek Tamak (Eastbound Traffic)

Average Daily Traffic

Travel Mode	Time of Day												Total for 06:00-18:00
	06:00-07:00	07:00-08:00	08:00-09:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	
Pedestrian	1	0	0	0	1	2	2	1	0	1	1	1	10
Bicycle, Bicycle-with-Trailer, Cyclo	12	36	35	31	24	14	14	16	17	18	13	14	244
Animal Cart	1	2	4	3	4	3	1	2	2	3	4	2	31
Motorcycle	14	49	55	50	45	30	35	31	40	43	41	28	461
Motorcycle-with-Trailer	0	0	0	0	0	0	0	0	0	0	0	0	1
Sedan	0	1	2	2	1	0	1	1	1	1	1	0	10
Public Transport Pickup (Minibus)	0	0	0	0	0	0	0	0	0	0	0	0	1
Standard Bus	0	0	0	0	0	0	0	0	0	0	0	0	0
4WD, Standard Pickup	0	1	1	1	1	1	0	1	1	0	0	0	6
2-Axle Truck (Other Than Pickup)	0	1	1	1	2	1	1	0	1	1	1	0	10
3-Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0	1
3+ Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0	1
Military or Police Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0
Total No. of Vehicles	29	91	98	88	77	49	51	51	61	67	60	45	766
Total No. of PCUs	10	30	34	29	28	19	16	16	22	24	22	15	264

Table 4.1.20: Traffic Count Survey Results
Location No. 16: Route 11; 5 km north of Neak Loeung (Northbound Traffic)

Average Daily Traffic

Travel Mode	Time of Day												Total for 06:00-18:00
	06:00-07:00	07:00-08:00	08:00-09:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	
Pedestrian	26	11	6	10	16	8	4	4	7	2	5	5	104
Bicycle, Bicycle-with-Trailer, Cyclo	46	20	24	16	17	16	16	11	10	6	9	6	196
Animal Cart	0	0	0	1	0	0	0	0	0	0	1	2	5
Motorcycle	72	100	105	86	70	56	49	40	38	40	44	30	731
Motorcycle-with-Trailer	21	28	9	8	8	7	9	5	9	5	3	6	118
Sedan	4	4	6	6	4	5	4	4	4	4	4	3	52
Public Transport Pickup (Minibus)	5	9	10	4	5	2	2	1	2	2	2	1	46
Standard Bus	2	1	0	1	0	0	0	0	0	1	1	1	6
4WD, Standard Pickup	1	1	1	2	2	2	2	2	1	1	2	1	19
2-Axle Truck (Other Than Pickup)	1	1	1	5	1	1	1	1	2	2	2	1	20
3-Axle Truck	1	1	1	1	1	1	1	1	1	0	0	0	8
3+ Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0	0
Military or Police Vehicle	0	1	0	0	1	3	0	1	0	0	0	0	8
Total No. of Vehicles	153	168	158	129	109	93	84	67	67	61	68	51	1,210
Total No. of PCUs	74	92	74	65	52	47	42	34	38	32	34	29	612

Table 4.1.21: Traffic Count Survey Results
Location No. 16: Route 11; 5 km north of Neak Loeung (Southbound Traffic)

Average Daily Traffic

Travel Mode	Time of Day												Total for 06:00-18:00
	06:00-07:00	07:00-08:00	08:00-09:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	
Pedestrian	6	13	12	6	3	2	2	4	2	3	2	3	57
Bicycle, Bicycle-with-Trailer, Cyclo	15	30	26	22	15	11	7	10	9	9	11	9	176
Animal Cart	0	0	1	0	1	0	0	0	1	1	3	1	8
Motorcycle	65	80	98	88	86	60	49	47	41	50	50	36	750
Motorcycle-with-Trailer	9	10	9	15	17	11	5	5	5	7	5	4	102
Sedan	2	4	6	6	5	2	3	3	5	5	3	3	49
Public Transport Pickup (Minibus)	0	2	7	6	7	8	4	3	3	2	2	2	46
Standard Bus	0	0	0	0	0	0	0	0	0	2	2	1	6
4WD, Standard Pickup	0	2	4	3	4	1	0	1	2	1	1	2	22
2-Axle Truck (Other Than Pickup)	1	3	2	1	2	3	2	2	1	2	1	1	20
3-Axle Truck	1	1	1	0	1	1	1	1	1	0	0	1	9
3+ Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0	1
Military or Police Vehicle	0	0	1	0	0	1	0	0	1	1	1	1	6
Total No. of Vehicles	95	133	155	143	139	98	73	73	69	80	77	59	1,194
Total No. of PCUs	41	58	75	69	75	56	39	38	40	43	38	31	602

Table 4.1.22: Traffic Count Survey Results
Location No. 17: Route 11; at the Route 11/Route 316 Junction in Svay Antor (Northbound Traffic)

Average Daily Traffic

Travel Mode	Time of Day												Total for 06:00-18:00
	06:00-07:00	07:00-08:00	08:00-09:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	
Pedestrian	46	49	57	118	91	138	81	105	62	80	61	36	924
Bicycle, Bicycle-with-Trailer, Cyclo	158	79	56	46	38	42	39	42	35	50	49	48	681
Animal Cart	3	2	3	2	2	1	0	1	2	2	2	1	21
Motorcycle	59	58	65	64	57	55	45	35	38	42	47	50	615
Motorcycle-with-Trailer	0	0	0	0	0	0	0	0	0	0	0	0	1
Sedan	1	0	1	1	0	1	0	0	1	0	1	1	9
Public Transport Pickup (Minibus)	1	0	0	4	3	6	3	5	3	4	3	1	33
Standard Bus	0	0	0	0	0	0	0	0	0	0	0	0	0
4WD, Standard Pickup	0	1	2	1	1	1	1	3	0	0	0	1	10
2-Axle Truck (Other Than Pickup)	0	0	0	0	1	1	1	1	1	1	0	0	6
3-Axle Truck	0	2	2	3	2	0	1	2	1	2	1	1	17
3+ Axle Truck	0	0	0	0	0	0	0	0	0	0	0	1	2
Military or Police Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	1
Total No. of Vehicles	222	143	128	120	105	108	92	89	81	103	104	103	1,396
Total No. of PCUs	56	43	42	46	40	41	35	39	31	41	36	34	483

Table 4.1.23: Traffic Count Survey Results
Location No. 17: Route 11; at the Route 11/Route 316 Junction in Svay Antor (Southbound Traffic) Average Daily Traffic

Travel Mode	Time of Day												Total for 06:00-18:00
	06:00-07:00	07:00-08:00	08:00-09:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	
Pedestrian	112	165	94	72	43	37	31	23	21	21	29	23	670
Bicycle, Bicycle-with-Trailer, Cyclo	84	102	76	58	47	34	29	26	22	30	41	43	591
Animal Cart	2	1	1	3	0	1	0	0	0	1	3	1	15
Motorcycle	67	87	62	58	42	38	33	27	23	29	28	34	527
Motorcycle-with-Trailer	0	0	1	0	0	0	0	0	0	0	0	0	1
Sedan	1	1	1	1	0	0	0	0	0	0	0	1	6
Public Transport Pickup (Minibus)	6	8	4	3	2	1	1	1	2	1	1	1	31
Standard Bus	0	0	0	0	0	0	0	0	0	0	0	0	0
4WD, Standard Pickup	0	0	0	0	0	1	0	1	0	0	1	0	4
2-Axle Truck (Other Than Pickup)	0	0	1	0	0	0	0	1	1	0	0	0	4
3-Axle Truck	1	2	3	1	1	1	1	0	1	0	1	0	12
3+ Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0	1
Military or Police Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	1
Total No. of Vehicles	161	202	150	124	93	75	65	57	49	63	74	81	1,194
Total No. of PCUs	53	68	56	43	29	24	21	20	20	20	24	24	400

Table 4.1.24: Traffic Count Survey Results
Location No. 17: Route 316; at the Route 11/Route 316 Junction in Svay Antor (Eastbound Traffic; from Route 11) Average Daily Traffic

Travel Mode	Time of Day												Total for 06:00-18:00
	06:00-07:00	07:00-08:00	08:00-09:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	
Pedestrian	45	34	16	13	15	12	10	8	11	12	17	13	206
Bicycle, Bicycle-with-Trailer, Cyclo	27	34	23	12	29	13	10	6	8	15	27	16	222
Animal Cart	1	2	2	1	1	0	1	0	0	1	1	1	11
Motorcycle	28	33	21	12	14	14	12	13	12	15	20	15	208
Motorcycle-with-Trailer	0	0	0	0	0	0	0	0	0	0	0	0	0
Sedan	0	1	0	0	0	1	0	1	1	0	1	1	7
Public Transport Pickup (Minibus)	1	0	0	0	0	0	0	0	0	0	0	0	2
Standard Bus	0	0	0	0	0	0	0	0	0	0	0	0	0
4WD, Standard Pickup	0	0	0	0	0	0	2	0	0	0	0	0	3
2-Axle Truck (Other Than Pickup)	0	0	0	0	0	0	0	0	0	0	0	0	1
3-Axle Truck	0	0	0	0	0	0	1	0	1	1	0	0	4
3+ Axle Truck	0	0	0	0	0	0	0	0	0	0	0	0	0
Military or Police Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0
Total No. of Vehicles	58	70	48	26	47	28	25	21	23	32	49	34	460
Total No. of PCUs	18	21	15	9	14	8	10	7	9	12	15	11	148

Appendix 4.2

Mekong River Crossing
Origin-Destination Survey Results

Figure 4.2.1: Mekong River Crossing Origin-Destination Survey Results, Matrix for Passenger Transport
Non-Motorized Vehicles Only

FROM ZONE No.	Name	AVERAGE DAILY PASSENGERS TO: 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	Total From:	
1	Phnom Penh			71		3	5	2	3																											84	5.6%
2	S. Kandal			1		187	89	28																												305	20.3%
3	E. Kandal	71	1		108					1																										181	12.0%
4	N.W. Kandal			108		3			2																											113	7.5%
5	N. Prey Veng	3	187		3																															193	12.8%
6	S. Prey Veng	5	89							5																										99	6.6%
7	Svay Rieng [1]	2	28																																	30	2.0%
8	E. Kompong Cham	3			2					245																										250	16.6%
9	W. Kompong Cham			1			5		245																											251	16.7%
10	Kompong Chhnang																																			0	
11	Kompong Spoe																																			0	
12	Takeo																																			0	
13	Kampot [2]																																			0	
14	Sihanoukville																																			0	
15	Koh Kong																																			0	
16	Pursat																																			0	
17	Battambang																																			0	
18	B. Meanchey [3]																																			0	
19	S-O Meanchey																																			0	
20	Preah Vihear																																			0	
21	Kompong Thom																																			0	
22	Stung Treng																																			0	
23	Ratanakiri																																			0	
24	Mondulkiri																																			0	
25	Kratie																																			0	
26	Bavet/Moc Bai																																			0	
27	Poipet																																			0	
28	Thailand [4]																																			0	
29	Bangkok																																			0	
30	Lao PDR																																			0	
31	N. & C. Vietnam																																			0	
32	S. Vietnam [5]																																			0	
33	Ho Chi Minh City																																			0	
34	S.S. Vietnam																																			0	
	Total To:	84	305	181	113	193	99	30	250	251	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1506	

Notes:
[1] Excluding Bavet/Moc Bai
[2] Excluding Sihanoukville
[3] Excluding Poipet
[4] Excluding Bangkok
[5] Excluding Ho Chi Minh City

Figure 4.2.2: Mekong River Crossing Origin-Destination Survey Results, Matrix for Passenger Transport
Motorcycles Only

AVERAGE DAILY PASSENGERS TO:

FROM ZONE No.	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	Total From:	
1	Phnom Penh			884		287	90	152	101																		48									1562	28.4%
2	S. Kandal			23		100	84	32	1																		10									250	4.5%
3	E. Kandal	884	23		108	1		2		9		3																								1030	18.7%
4	N.W. Kandal			108		21		2	4																											135	2.5%
5	N. Prey Veng	287	100	1	21					1	1																									411	7.5%
6	S. Prey Veng	90	84							1																										175	3.2%
7	Svay Rieng [1]	152	32	2	2					1																										189	3.4%
8	E. Kompong Cham	101	1		4					778	3						1					1														889	16.2%
9	W. Kompong Cham			9		1	1	1	778																								1			791	14.4%
10	Kompong Chhnang								3																											3	0.1%
11	Kompong Spoe			3		1																														4	0.1%
12	Takeo																																			0	
13	Kampot [2]																																			0	
14	Sihanoukville																																			0	
15	Koh Kong																																			0	
16	Pursat								1																											1	0.0%
17	Battambang																																			0	
18	B. Meanchey [3]																																			0	
19	S-O Meanchey																																			0	
20	Preah Vihear																																			0	
21	Kompong Thom								1																											1	0.0%
22	Stung Treng																																			0	
23	Ratanakiri																																			0	
24	Mondulkiri																																			0	
25	Kratie																																			0	
26	Bavet/Moc Bai	48	10																																	58	1.1%
27	Poipet																																			0	
28	Thailand [4]																																			0	
29	Bangkok																																			0	
30	Lao PDR																																			0	
31	N. & C. Vietnam																																			0	
32	S. Vietnam [5]									1																										1	0.0%
33	Ho Chi Minh City																																			0	
34	S.S. Vietnam																																			0	
	Total To:	1562	250	1030	135	411	175	189	889	791	4	3	0	0	0	0	1	0	0	0	0	1	0	0	0	0	58	0	0	0	0	0	1	0	0	5500	

Notes:
[1] Excluding Bavet/Moc Bai
[2] Excluding Sihanoukville
[3] Excluding Poipet
[4] Excluding Bangkok
[5] Excluding Ho Chi Minh City

Figure 4.2.3: Mekong River Crossing Origin-Destination Survey Results, Matrix for Passenger Transport
All Motorized Vehicle Types except Motorcycles (Drivers of Commercial Vehicles Not Included)

FROM ZONE No.	Name	AVERAGE DAILY PASSENGERS TO: 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	Total From:	
1	Phnom Penh			207		200	859	707	397																		167						21	14		2572	45.3%
2	S. Kandal			2		4	7	15	4																											32	0.6%
3	E. Kandal	207	2		8					1		3																								221	3.9%
4	N.W. Kandal			8		9			2																											19	0.3%
5	N. Prey Veng	200	4		9																							40								253	4.5%
6	S. Prey Veng	859	7																																	866	15.3%
7	Svay Rieng [1]	707	15								2	1			3							1						7								736	13.0%
8	E. Kompong Cham	397	4		2					148	1							1	1			3														557	9.8%
9	W. Kompong Cham			1					148																								3			152	2.7%
10	Kompong Chhnang							2	1																											3	0.1%
11	Kompong Spoe			3				1																												4	0.1%
12	Takeo																																			0	
13	Kampot [2]																																			0	
14	Sihanoukville							3																												3	0.1%
15	Koh Kong																																			0	
16	Pursat																																			0	
17	Battambang								1																											1	0.0%
18	B. Meanchey [3]								1																											1	0.0%
19	S-O Meanchey																																			0	
20	Preah Vihear																																			0	
21	Kompong Thom							1	3																											4	0.1%
22	Stung Treng																																			0	
23	Ratanakiri																																			0	
24	Mondulkiri																																			0	
25	Kratie																																			0	
26	Bavet/Moc Bai	167																																		167	2.9%
27	Poipet					40		7																												47	0.8%
28	Thailand [4]																																			0	
29	Bangkok																																			0	
30	Lao PDR																																			0	
31	N. & C. Vietnam																																			0	
32	S. Vietnam [5]	21								3																										24	0.4%
33	Ho Chi Minh City	14																																		14	0.2%
34	S.S. Vietnam																																			0	
	Total To:	2572	32	221	19	253	866	736	557	152	3	4	0	0	3	0	0	1	1	0	0	4	0	0	0	0	167	47	0	0	0	0	24	14	0	5676	

Notes:
[1] Excluding Bavet/Moc Bai
[2] Excluding Sihanoukville
[3] Excluding Poipet
[4] Excluding Bangkok
[5] Excluding Ho Chi Minh City

Figure 4.2.4: Mekong River Crossing Origin-Destination Survey Results, Matrix for Tonnage Transport
All Vehicle Types Included

AVERAGE DAILY TONNAGE TO:

FROM ZONE No.	Name	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	Total From:	
1	Phnom Penh			17		80	35	96	41																		50						38	23		380	42.7%
2	S. Kandal					5	1																													6	0.7%
3	E. Kandal	9			5					1																										15	1.7%
4	N.W. Kandal			10					1																											11	1.2%
5	N. Prey Veng	8	3																																	11	1.2%
6	S. Prey Veng	31	14																																	45	5.1%
7	Svay Rieng [1]	77	1																																	78	8.8%
8	E. Kompong Cham	17	1							56												29														103	11.6%
9	W. Kompong Cham								79																											79	8.9%
10	Kompong Chhnang																																			0	
11	Kompong Spoe																																			0	
12	Takeo																																			0	
13	Kampot [2]																																			0	
14	Sihanoukville							11																												11	1.2%
15	Koh Kong																																			0	
16	Pursat																																			0	
17	Battambang																																			0	
18	B. Meanchey [3]																																			0	
19	S-O Meanchey																																			0	
20	Preah Vihear																																			0	
21	Kompong Thom																																			0	
22	Stung Treng																																			0	
23	Ratanakiri																																			0	
24	Mondulkiri																																			0	
25	Kratie																																			0	
26	Bavet/Moc Bai	143	1								1	3																								148	16.6%
27	Poipet																																			0	
28	Thailand [4]																																			0	
29	Bangkok																																			0	
30	Lao PDR																																			0	
31	N. & C. Vietnam																																			0	
32	S. Vietnam [5]									2																										2	0.2%
33	Ho Chi Minh City																																			0	
34	S.S. Vietnam																																			0	
	Total To:	285	20	27	5	85	36	107	121	59	1	3	0	0	0	0	0	0	0	0	0	29	0	0	0	0	50	0	0	0	0	0	38	23	0	889	
		32.1%	2.2%	3.0%	0.6%	9.6%	4.0%	12.0%	13.6%	6.6%	0.1%	0.3%										3.3%					5.6%						4.3%	2.6%			

Notes:
[1] Excluding Bavet/Moc Bai
[2] Excluding Sihanoukville
[3] Excluding Poipet
[4] Excluding Bangkok
[5] Excluding Ho Chi Minh City