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## 付属資料

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### 1. Terms of Reference (TOR)

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APPLICATION FORM FOR JAPAN'S TECHNICAL COOPERATION

1. Date of Entry: Day 25 Month July Year 2005
2. Applicant: The Government of the Kingdom of Cambodia
3. Project Title: Traffic Improvement in Phnom Penh City
4. Implementing Agency: Department of Public Works and Transport (DPWT)  
 Address: Road No. 211, Sangkat Veal Yong, Khan 7 Makara, Phnom Penh  
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5. Background of the Project

*(Current conditions of the sector, Government's development policy for the sector, issues and problems to be solved, existing development activities in the sector, etc.)*

*Phnom Penh with the population about 1.2 million and area about 375 km<sup>2</sup> is the center of political, economic and cultural of the Kingdom of Cambodia. The traffic condition in Phnom Penh has been becoming worse in the recent years due to the rapid increase of vehicles, which has occurred, and is occurring, as the peace and economy of the nation has been recovering from the long civil war. If this situation is left untouched the traffic situation in Phnom Penh will soon reach to the level that hampers the desired economic growth and sound daily lives of the citizen.*

*Traffic problems in Phnom Penh city are diversified and cause many problems to the economy, environmental and living condition of the people in the city. The JICA Study on "the Urban Transport Master Plan in the Phnom Penh Metropolitan Area completed in November 2001 pointed out the following problems:*

- (i) *Deteriorated road condition and inappropriate road facilities, which lead to the traffic to concentrate in the major road and finally cause traffic congestion, especially at the major intersections.*
- (ii) *Inefficient traffic control typically exemplified by*
  - (a) *insufficient number of traffic signals and inefficient out-dated existing traffic signals*
  - (b) *insufficient and inappropriate traffic signs and pavement markings*
  - (c) *inadequate configurations of intersections and roundabouts*
  - (d) *inadequate traffic enforcement*
- (iii) *Illegal usage of sidewalks by vendors and owners of the roadside shops, which*

force the pedestrians to walk in the carriageway and put them in a dangerous situation.

- (iv) Lack of discipline of drivers and pedestrians, which also cause traffic congestion and increase the traffic accident cases.
- (v) Lack of public transport services, which results in domination of inefficient private transportation means and paratransit, especially motorcycles and motorcycle taxi called Motodop which cause traffic congestion, high traffic accident and air pollution.

Improvement of the major intersections was proposed in the above-mentioned JICA Study as one of the measures to alleviate the traffic congestion. The advantages of improvement of intersections are as the followings:

- (i) It requires relatively small cost compared to other measures such as improvement of streets.
- (ii) It can be implemented in relatively short period.
- (iii) It requires no or very little land acquisition and relocation.

However, the Government of Cambodia, including the Municipality of Phnom Penh (MPP) does not possess sufficient fund and technology to plan and implement improvement of intersections.

Smooth traffic flow attained through improvement of intersections will contribute to the improvement of living environment of Phnom Penh citizens and also to the national economic growth and poverty reduction according to the Second Five Year Socioeconomic Development Plan SEDPII 2001-2005 announced in July 2002 and the Rectangular Strategy of the Royal Government.

## 6. Outline of the Project

### (1) Overall Goal

(Development effect expected as a result of achievement of the "Project Purpose" in several years after the end of the project period)

The proposed project (the Project) is to improve the traffic control and configuration of intersections. The overall goal of the Project can be summarized as follows:



- (i) *Smooth traffic flow and decrease in traffic congestion.*
- (ii) *Decrease in traffic accident.*
- (iii) *Decrease in transportation cost due to (i) above.*
- (iv) *Improvement of living environment due to decrease in vehicle emission and noise resulting from (i) above.*
- (v) *Advice on policy framework, financial and institutional arrangement and administrative system for intra-city bus services as the main public transport, which is safer and more efficient particularly to handicapped, aged, school children and low- to medium- income level people.*
- (vi) *Development of appropriate bus services for its sustainability.*

**(2) Project Purpose**

*(Objective expected to be achieved by the end of the project period. Elaborate with quantitative indicators if possible)*

*The purposes of the Project can be summarized as follows:*

- (i) *Attain smooth and safe traffic through:*
  - (a) *Improvement of traffic signals, pavement markings, traffic signs and minor of improvement of street and intersections.*
  - (b) *Improvement of traffic control by better trained traffic police officers and staffs of the DPWT and*
  - (c) *Better behavior of drivers and pedestrians by traffic campaign.*
  - (d) *Review and improvement in drivers' license system.*
- (ii) *Efficient usage of the existing road facilities as the result of (a) to (d) above.*
- (iii) *Study and assist in developing law and regulations concerning to the traffic management and public transport management in the MPP.*
- (iv) *Promoting and developing bus services management system and institutional framework for the sustainable bus operation.*
- (v) *Reduction of traffic volume, traffic congestion and traffic accident as the result of provision of more efficient and safer transport mode than motorcycle taxi.*

**(3) Outputs**

*(Objectives to be realized by the "Project Activities" in order to achieve the "Project Purpose")*

- (i) *Improvement plan for traffic control devices including traffic signals, traffic signs,*

*pavement markings.*

- (ii) Improvement plan for intersections and streets.*
- (iii) Implementation of pilot projects of intersection improvement at the following four intersections (see the attached map):*
  - (a) The roundabout intersection on the west side of the Kbal Thnal (Monivong) Bridge,*
  - (b) The intersection on the East side of Chruoy Changwar Bridge (Cambodian-Japanese Friendship Bridge).*
  - (c) The intersection of Preah Monireth Blvd. and Inner Ring Road (St. No. 271), and*
  - (d) The intersection of Russian Blvd., Kampuchea Krom Blvd. and Inner Ring Road (St. No. 271)*
- (iv) Manual for traffic control design for traffic officers and DPWT.*
- (v) Plan for traffic campaign.*
- (vi) Review of existing drivers' license system and recommendation for it.*
- (vii) Training and technology transfer in the area for (i) to (vi).*
- (viii) Institutional plan and business plan for public bus operation.*
- (ix) Review of existing legislations on traffic management and public transport, and recommendation of the necessary improvement.*

#### **(4) Project Activities**

*(Specific actions intended to produce each "Output" of the project by effective use of the "Input")*

- (i) Advice on possible improvement in the practice of traffic control/management and enforcement.*
- (ii) Formulate training/education program to the DPWT, the Municipal Transport Authority, the traffic police officers and responsible government officers for knowledge of both engineering and legislation.*
- (iii) Review and advice on the drivers "education" licensing, license renewal and drivers re-education systems.*
- (iv) Advice on the public campaign of traffic safety to the Phnom Penh citizen.*
- (v) Implement improvement of four major intersections.*
- (vi) Advice on possible improvement and the sustainability of the city bus operation and good services*
- (vii) Workshop and/or seminar.*



(5) Input from the Recipient Government

*(Counterpart personnel (identify the name and position of the Project manager), support staff, office space, running expenses, vehicles, equipment, etc.)*

*The Department of Public Works and Transport shall provide the following:*

- (i) Office for JICA Experts with air conditioning and telephone line*
- (ii) Following DPWT staff as the counterpart personnel*

*Project Manager: Mr. Moeung Sophan Head of Public Works Office*

*Supporting staffs: Mr. Top Sovannarith Staff of Public Works Office*

*Mr. Ou Thunsal Staff of Public Works Office*

(6) Input from the Japanese Government

*(Number and qualification of Japanese experts, training (in Japan and in-country) courses, seminars and workshops, equipment, etc.)*

- (i) Dispatch of JICA Experts:*

- (a) Traffic Management Expert I:*

- a-1) Hopefully 50 years or more in age.*

- a-2) Master Degree or higher in traffic engineering or relevant discipline.*

- a-3) Practical experience of 15 years or more in traffic management with emphasis in traffic engineering measures.*

- (b) Traffic Management Expert II:*

- b-1) Hopefully 50 years or more in age.*

- b-2) Master Degree or higher in traffic engineering or relevant discipline.*

- b-3) Practical experience of 15 years or more in traffic management with emphasis in traffic control/enforcement.*

- (c) Public Transport Expert:*

- c-1) Hopefully 50 years or more in age.*

- c-2) Experience in public transport operation and public transport management for 15 years or more.*

- (ii) Improvement of four pilot intersections including improvement/installation of traffic signals, traffic sign, pavement marking and island etc.*

- (iii) Group training course in Japan for 2 persons.*

*Special budget is requested to be allocated for the Experts to conduct such related activities as; prospective training/education campaign to the public, knowledge transfer seminar on traffic control/management and survey (if needed), purchasing of office furniture and equipments for the intersections improvement work and car (rental car is available).*

7. Implementation Schedule

*Month May Year 2006 to Month March Year 2008 for the traffic management experts*

*Month May Year 2006 to Month October Year 2006 for the expert on public transport.*

8. Implementing Agency  
(Budget, staffing, etc.)

*The Implementation Agency is the Department of Public and Transport of Phnom Penh Municipality (DPWT of MPP).*

*The budgets of DPWT for the past five years were as follows:*

*Budget of DPWT*

(Unit: Million Riels)

Item	2000	2001	2002	2003	2004
Salaries & Indemnities	770.13	752.56	1,897.36	2,227.40	2,219.12
Operational Expenditure and Small Repairs	337.23	376.25	305.56	489.29	228.13
Social & Cultural Expenditure	32.60	105.56	84.68	84.65	84.05
Capital Expenditure	1,139.96	848.16	1,128.62	288.53	66.87
Total	2,279.92	2,082.53	3,416.22	3,089.87	2,598.17
Exchange (Riel to US\$)	3.920	3.920	3,930	4.000	4,100



The DPWT has 1,397 staffs as of 31 May 2005

(As of 31 of May 2005)

N <sup>o</sup>	Description	Total Gov. Staff	Female	Engineer & Architect	Contractual Workers
1	Director Board	6		1	-
2	Office of Administration and Personal	12	4	1	-
3	Office of Public Works	43	2	25	
4	Office of Finance and Planning	25	7	1	
5	Office of Traffic Management	40	9	0	38
6	Districts Public Works Offices	22	4	1	142
7	Pound Division	15		0	20
8	Public Lighting Division	26	4	1	20
9	Road and Bridge Division	70	18	4	86
10	Public Garden Division	61	34	3	550
11	Drainage and Sewerage Division	65	20	7	144
12	Flood Control Division	8	1	3	
13	Solid Waste Management Division	2			
14	Motorbike Registration Authority	1			-
15	Municipal Transport Authority	1			-
	Total	397	103	47	1000

9. Related Activities

*(Activities in the sector by the recipient government, other donors and NGOs)*

*These assignments are related to the study on the "Urban Transport Master Plan of the Phnom Penh Metropolitan Area" granted by Japan, which has been completed in 2001.*

10. Gender Consideration

*(Any relevant information of the project from gender perspective.)*

*People aged between 15 and 24 years old account for 48% of casualties, although they represent only 24% of the Population. However, males account for 71% of casualties, although they account for only 48% of the Population. The implementation of this project will not only make the traffic flow smooth, but also reduce traffic accident and will consequently reduce also disable people and widows who will bear hard burden to feed children after the death of their husbands by traffic accident.*

11. Environmental and Social Considerations

*(Please fill in the attached screening format.)*

12. Beneficiaries

*(Population for which positive changes are intended directly and indirectly by implementing the project and gender disaggregated data, if available)*

*Directly:*

*A population of 571,092 in the public sector service area in the city of Phnom Penh (forecasted population based on the census in 1998)*

*Indirectly:*

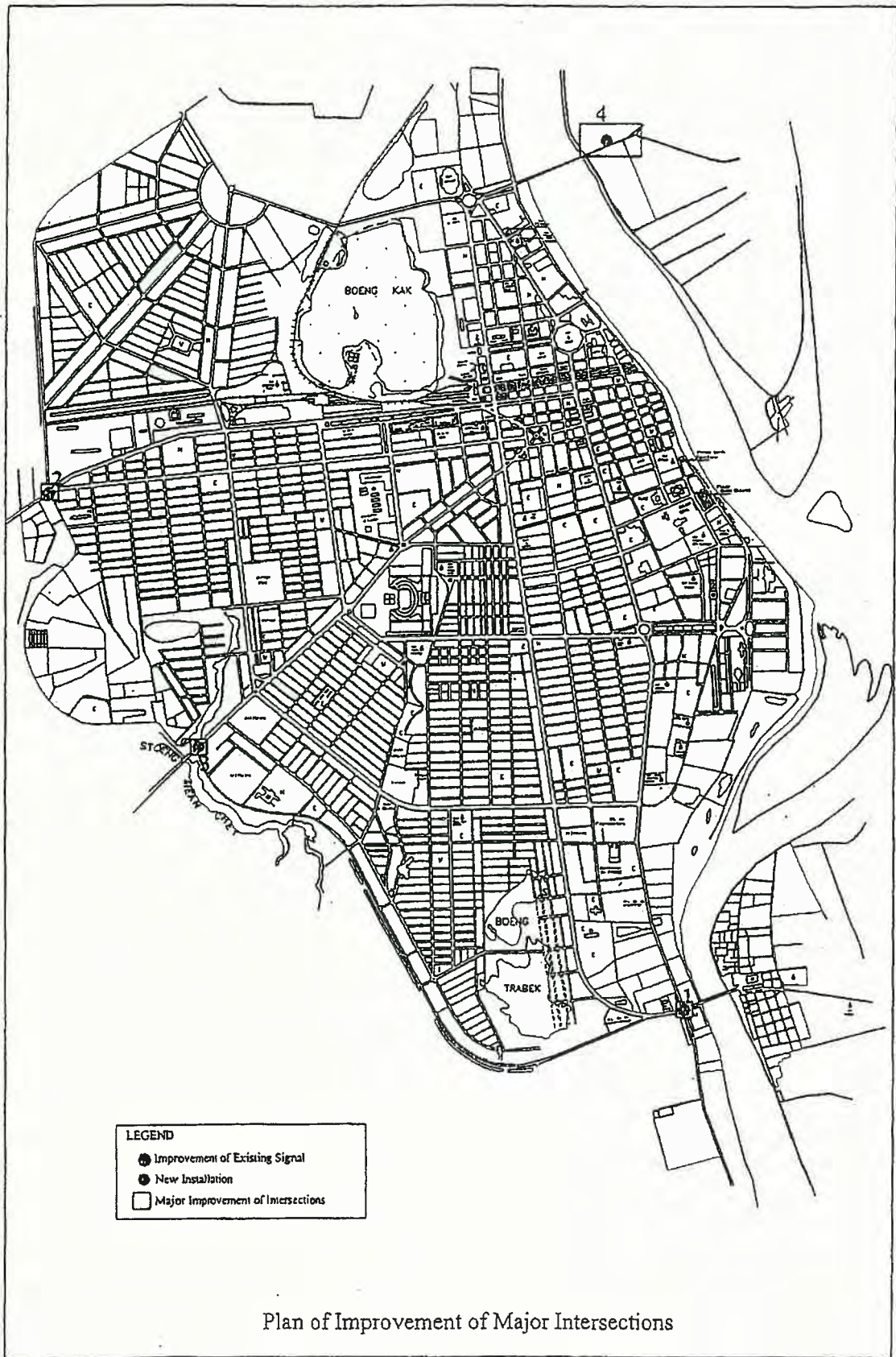
*A population of 628,322 in the private sector service area in the city of Phnom Penh (forecasted population based on the 1998 census).*

13. Security Conditions

*Very good*

14. Others





Plan of Improvement of Major Intersections



## Screening Format

Question 1 Address of a project site

*Central area of the Municipality of Phnom Penh, the Kingdom of Cambodia.*

Question 2 Outline of the project

2-1 Does the project come under following sectors?

Yes  No

If yes, please mark corresponding items.

- Mining development
- Industrial development
- Thermal power (including geothermal power)
- Hydropower, dams and reservoirs
- River/erosion control
- Power transmission and distribution lines
- Roads, railways and bridges
- Airports
- Ports and harbors
- Water supply, sewage and waste treatment
- Waste management and disposal
- Agriculture involving large-scale land-clearing or irrigation
- Forestry
- Fishery
- Tourism

2-2 Does the project include the following items?

Yes  No

If yes, please mark following items.

- Involuntary resettlement (scale: households. persons)
- Groundwater pumping (scale: m<sup>3</sup>/year)
- Land reclamation, land development and land-clearing (scale: hectares)
- Logging (scale: hectares)

2-3 Did the proponent consider alternatives before request?

Yes: Please describe outline of the alternatives

( )

No

2-4 Did the proponent have meetings with related stakeholders before request?

Yes       No

If yes, please mark the corresponding stakeholders.

Administrative body

Local residents

NGO

Others ( )

Question 3

Is the project a new one or an on-going one? In case of an on-going one, have you received strong complaints etc. from local residents?

New     On-going (there are complaints)     On-going (there are no complaints)

Others { }

Question 4 Name of laws or guidelines:

Is Environmental Impact Assessment (EIA) including Initial Environmental Examination (IEE) required for the project according to laws or guidelines in the host country?

Yes     No

If yes, please mark corresponding items.

Required only IEE      ( Implemented,  on going,  planning)

Required both IEE and EIA    ( Implemented,  on going,  planning)

Required only EIA      ( Implemented,  on going,  planning)

Others: { }

Question 5

In case of that EIA was taken steps. was EIA approved by relevant laws in the host country?

If yes, please mark date of approval and the competent authority.

<input type="checkbox"/> Approved: without a supplementary condition	<input type="checkbox"/> Approved: with a supplementary condition	<input type="checkbox"/> Under appraisal
--	---	--

(Date of approval:

Competent authority:

Not yet started an appraisal process

Others: ( )

Question 6

If a certificate regarding the environment and society other than EIA. is required, please indicate the title of certificate.

Already certified

Required a certificate but not yet done

Title of the certificate :( )

Not required

Others ( )

Question 7

Are following areas located inside or around the project site?

Yes  No  Not identified

If yes, please mark the corresponding items.

National parks, protected areas designated by the government (coast line, wetlands, reserved area for ethnic or indigenous people, cultural heritage) and areas being considered for national parks or protected areas

Virgin forests, tropical forests

Ecological important habitat areas (coral reef, mangrove wetland, tidal flats)

Habitat of valuable species protected by domestic laws or international treaties

Likely salts cumulus or soil erosion areas on a massive scale

Remarkable desertification trend areas

Archaeological, historical or cultural valuable areas

Living areas of ethnic, indigenous people or nomads who have a traditional lifestyle, or special socially valuable area

Question 8

Does the project have adverse impacts on the environment and local communities?

Yes

No

Not identified

Reason: ( The proposed project aims to improve the living condition of the people in the city of Phnom Penh. It has a positive impact. rather than negative one. on the environment and local community. )

Question 9



Please mark related environmental and social impacts, and describe their outlines.

- |  |   |
|--|---|
| <input type="checkbox"/> Air pollution   | <input type="checkbox"/> Social institutions such as social infrastructure and local decision-making institutions |
| <input type="checkbox"/> Water pollution   | <input checked="" type="checkbox"/> Existing social infrastructures and services                                  |
| <input type="checkbox"/> Soil pollution  | <input type="checkbox"/> The poor, indigenous or ethnic people  |
| <input type="checkbox"/> Waste   | <input type="checkbox"/> Maldistribution of benefit and damage  |
| <input type="checkbox"/> Noise and vibration   | <input type="checkbox"/> Local conflict of interests  |
| <input type="checkbox"/> Ground subsidence   | <input type="checkbox"/> Gender   |
| <input type="checkbox"/> Offensive odors   | <input type="checkbox"/> Children's rights  |
| <input type="checkbox"/> Geographical features   | <input type="checkbox"/> Cultural heritage  |
| <input type="checkbox"/> Bottom sediment   | <input type="checkbox"/> Infectious diseases such as HIV/AIDS etc.  |
| <input type="checkbox"/> Biota and ecosystem   | <input type="checkbox"/> Others ( )   |
| <input type="checkbox"/> Water usage   |   |
| <input type="checkbox"/> Accidents   |   |
| <input type="checkbox"/> Global warming  |   |
| <input type="checkbox"/> Involuntary resettlement  |   |
| <input checked="" type="checkbox"/> Local economy such as employment and livelihood etc. |   |
| <input type="checkbox"/> Land use and utilization of local resources                     |   |

Outline of related impacts:

*There will be a positive impact on local economy, such as improvement of urban transportation and living environment of the residents as well as traffic accident reduced, and eventually increasing the employment rate after the implementation of the project.*

*Existing infrastructures such as road facilities and equipments will be improved according to the city development and demand*

Question 10

Information disclosure and meetings with stakeholders

10-1 If the environmental and social considerations are required, does the proponent agree on information disclosure and meetings with stakeholders in accordance with JICA Guidelines for Environmental and Social Considerations?

Yes       No

10-2 If no, please describe reasons below.

[ ]

PROGRAM FOR IMPROVING  
OF  
TRANSPORTATION SYSTEM





## SUMMARY SHEET FOR COOPERATION PROGRAM

## I . BASIC INFORMATION

## 1. Classification

a. new assignment

~~b. extension~~~~c. substitution~~

## 2. Priority area

*Economic and Industrial Growth*

## 3. Development issues

*Enhancing Socio-economic Infrastructure*

## 4. Cooperation program

*Program for improving Transportation System*

## II . SUMMARY

1. Present conditions of the concerned sector and existing problems to be tackled (background & justification of the cooperation program)

*The traffic conditions in Phnom Penh are becoming worse in recent years due to the rapid increase in vehicles, which are occurring as peace and economy of the nation recovers. Although the present situation of the traffic in Phnom Penh is not so bad as those of some of other capital cities of Asian countries, it is foreseen that the situation will worsen to the level that will hamper the desired economic growth and sound daily lives of the citizens. On the other hand, if appropriate measures are taken immediately, occurrence of such undesirable situation in the near future can be surely blocked.*

*To help the Municipality of Phnom Penh in formulating the policy on transport, JICA graciously conducted "the Study on Transport Master Plan of the Phnom Penh Metropolitan Area" which was completed in November 2001. The Report pointed out the following major problems of urban transport in Phnom Penh.*

(i) *Poor pavement condition of urban road system:*

*Road facilities in Phnom Penh are severely deteriorated due to very poor maintenance during the Civil War period and its aftermath. The road network in the urban area of Phnom Penh is well developed. But majority of the local (minor) streets are not paved and not used to their capacity. Vehicles tend to avoid the local streets and concentrate on the paved major streets. This causes traffic congestion and accidents. As a part of the Master Plan Study, one of the unpaved local streets was paved. After pavement, the traffic volume on that street increased to 6 times, from 2,500 to 15,000 vehicles / day. At the same*

time the traffic volume on the main road parallel to the improve street decreased by about 20 % (from 125,000 to 100,000 vehicles/day). (The remaining of the traffic detoured from the main streets considered to have diverted to other local streets.) This shows the improvement of pavement is very effective to disperse traffic and reduce traffic congestion on the main streets and the Municipality of Phnom Penh has therefore paved some important major and local roads according to the finding of the above Master Plan to improve the traffic condition. In a parallel direction, the Municipality of Phnom Penh has, after getting approval of the Royal Government, launched a local street improvement program by sharing 50%-50%. This means that 50% of the contract cost of local street rehabilitation will be financed out of national budget and the resident will contribute to the remaining 50%, and as a result a dozen of local streets especially in urban area were improved and some are under reconstruction.

(ii) *Lack of mass transit:*

Currently, there are no bus services in Phnom Penh. Motorcycle taxi (motodop) is the dominant mode of public transport. Motorcycle taxis are especially hazardous for those passengers as handicapped, aged and children. Bus services are needed as one of the minimum civil services, as well as to prevent unnecessary increase of traffic. Again, as a part of the JICA Master Plan Study, 23 units of buses were experimentally operated for 1 month. The total number of the passengers amounted to 100,000, accounting for 10 % of the total population of Phnom Penh, indicating that the citizens await bus services.

(iii) *Inappropriate traffic control facilities:*

Because of the lack of the fund, the number of the traffic signals in Phnom Penh is absolutely insufficient. In addition, all the existing traffic signals are out-dated and inefficient. These facts reduce the capacity of intersections and cause traffic congestions and accidents. Other traffic control facilities such as traffic signs pavement markings are deteriorated, unclear and insufficient in number and hampering smooth and safe traffic flow. Furthermore, the problematic roundabout caused often traffic congestions during peak hours. Presently, the Municipality of Phnom Penh has made much effort though its limited budget to improve the traffic condition in the city by installing median division on some major streets and traffic signals at some important intersections, but the situation still cannot be solved.

(iv) *Undisciplined driving behavior and inadequate enforcement of traffic rules:*

Undisciplined driving behavior, illegal parking and illegal usage of sidewalks by roadside shops and on-street vendors amplify chaotic and hazardous traffic situation. Enforcement of traffic rules is not being properly done due to lack of knowledge of traffic police officers and shortage in fund and equipment. Programs for education of drivers, general public as well as police officers need to be established and implemented.

Sound urban transportation system is indispensable for sound and sustainable development of any city. The above-stated problems need to be solved both for improvement of present unfavorable situation and for the future development of Phnom Penh and Cambodia.

2. Objectives of the cooperation program
  - a. Objectives of the cooperation program

The main objectives of the Program for Improvement of Urban Transportation System are



as follows:

(i) *To establish efficient road transport system to attain sound development of the city: Efficient urban transportation system and, as its result, efficient usage of road facility is indispensable for sound development of the city, preserving its favorable urban environment.*

(ii) *To provide the general public with safe and comfortable transportation: Provide the citizens the knowledge of the bus services, which is the one of the basic civil services with sound, safe and comfortable. Especially those brackets of people such as low-income people handicapped and aged (who cannot take motorcycle taxis, or motodops) and students need such public transport services as bus.*

(iii) *To reduce traffic accidents: According to the annual report on 2004 of Cambodia Road Traffic Accident and Victim Information System (RTAVIS prepared by Handicap International, Cambodia has the second highest road traffic fatality rate in the region and twice as higher than the Asian average and it increased as double over the last 3 years. 18% of road traffic casualties reported in Phnom Penh city with an average of 15 casualties a day in 2004. Traffic accidents in Phnom Penh are now increasing at a cautioning rate as the number of motored vehicle increases. The situation calls for urgent actions*

(iv) *To maintain the desirable level of living environment Traffic congestion and poor pavement condition increase emission of exhaust gas form the vehicles as well as noise and vibration. Traffic improvement will hence improve the living environment of the citizens of Phnom Penh and contribute to the development of the city as well as whole country.*

b. Component projects to be proposed for the Japanese fiscal year 2006 and reasons why it is proposed to achieve the objectives of the cooperation program.

(1) *Two Experts on Traffic Management in Phnom Penh City*

*Reason: The experts would assist the Municipality of Phnom Penh in developing and promoting traffic management system and institutional framework for the traffic safety and smooth traffic flow through implementation of intersections improvement works.*

(2) *One Expert on Public Transport in Phnom Penh City*

*Reason: This expert would assist the Municipality of Phnom Penh in developing and promoting bus services management system and institutional framework for the sustainable bus operation*

(3) *Improvement work of 4 major intersections*

*Reason: The traffic was frequently congested at major intersections during peak hours. This improvement work will effectively alleviate this problem and can be therefore replicatde to others major intersections.*

### 3. Expected outputs

(i) *Alleviation of traffic congestion and reduction in transport cost.*

- (ii) *Reduction of traffic accidents.*
- (iii) *Technology transfer to the concerned municipal departments and agencies.*
- (iv) *Improvement of quality of life of the citizens*

4. Desired project period (month, year)

- (1) *For the Experts on traffic control: Month: May 2006 ~ March 2008*
- (2) *For the Expert on public transport: Month: May 2006 ~ October 2006*

5. Target area

*The central area Municipality of Phnom Penh*

6. Related cooperation program/project with other donors' assistance (if any)

- |   |   |
|---|---|
| <p>(1) <i>Road Rehabilitation Project funded by WB Loan (completed in 2002) (Completed in March 2005)</i></p>                       | <p><i>-Improvement of Charles de Gaule and Preah Monireth Bld. around 3.2Km and including street lights, traffic signs and lane marking.<br/>-Improvement of roads No. 205, 310, 348. 430 and 328 with the total length of 3.4km and both of Neang Kung Hing and Olympic roundabouts by using loan savings.<br/>-In processing of tendering for the improvement of roads No. 102, 80, 96, 193 and 1986 with the total length of 4.2km by using also loan savings.</i></p> |
| <p>(2) <i>Chinese Loan without interest (completed in 2002)</i></p>   | <p><i>Improvement of Mao Tse Tung Bld. around 5.09Km and including street lights, traffic signals, traffic signs and lane marking.</i></p>  |
| <p>(3) <i>GMS Mekong Tourism Development Project funded by ADB Loan. Currently under detailed design and tender preparation</i></p> | <p><i>Improvement of Choeung Ek Road to the Genocide Memorial around 6.4km including traffic signs, lane marking and reconstruction of 2 bridges</i></p>  |



## III. Plan of operation (including on-going projects)

Japanese ODA Scheme	Project Title	Operational Year (Japanese Fiscal Year)				
		2004	2005	2006	2007	2008
Technical Cooperation Project	Long-Term Experts on Traffic Control and Regulation in Phnom Penh					
	Short-Term Expert on Public Transport in Phnom Penh					
Training course	Group training course on the management of urban transport					
	Group training course on the design and maintenance of road and bridge					
Related Cooperation Program (with other donors including JBIC)	Study on the Transport Master Plan of the Phnom Penh Metropolitan Area	Completed in 2001				
	WB Loan on Road Rehabilitation Project	Some were Completed in 2002				
	Chinese Loan without Interest on Mao Tse Tung Bld. Improvement	Completed in 2002				
	ADB Loan on GMS Mekong Tourism Development Project					
	Handicap International technical assistance on Road Traffic Accident and Victim Information System (RTAVIS)					



