

付 属 資 料

1. 協議議事録(M/M)
2. 現地議事録
3. 質問票回答
4. 新道路交通法私家訳版
5. Number of Registered Cars/Motorcycles (DPWT) and Accidents (PPMP)
6. Cambodia Road Traffic Accident and Victim Information System
7. Overview on Transport Infrastructure Sectors in the Kingdom of Cambodia
8. Road Safety Action Plan in Cambodia
9. 課題-125cc 以下のオートバイ免許証発行のためのプログラム

**MINUTES OF MEETINGS
BETWEEN
JAPANESE PROJECT CONSULTATION TEAM
AND
AUTHORITIES CONCERNED OF
THE ROYAL GOVERNMENT OF CAMBODIA
ON
THE PROJECT FOR TRAFFIC IMPROVEMENT
IN PHNOM PENH CITY
IN THE KINGDOM OF CAMBODIA**

The Japanese Project Consultation Team (hereinafter referred to as “the Team”) organized by the Japan International Cooperation Agency (hereinafter referred to as “JICA”) and headed by Mr. Hozumi KATSUTA, had a series of meetings with Municipality of Phnom Penh (hereinafter referred to as “MPP”) and Ministry of Public Works and Transport (hereinafter referred to as “MPWT”) for the purpose of mid-term evaluation considering future direction of the technical cooperation project concerning the Project for Traffic Improvement in Phnom Penh City in the Kingdom of Cambodia (hereinafter referred to as “the Project”) based on the R/D signed on December 12, 2006.

The Team exchanged views and had a series of discussions with MPP and MPWT over the matters for the successful implementation of the Project.


As a result of the discussions, both side came to reach common understanding concerning the matters referred to in the document attached hereto.



Mr. Hozumi Katsuta
Leader
Project Consultation Team
Japan International Cooperation Agency



Phnom Penh, March 27, 2008



H.E. Chum Iek
Secretary of State
Ministry of Public Works and Transport



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Secretary of State
Ministry of Public Works and Transport



ATTACHED DOCUMENT

I. General Items

1. Purposes

Both the Japanese team and Cambodian side expected that the main purposes of this mission were as follows:

- (1) to conduct mid-term evaluation of the Project so that both sides could monitor the progress of technical cooperation,
- (2) to review the project design and strategy through the study,
- (3) to make plan for further effective implementation in the remaining period.

II. Mid-Term Evaluation of the Project

1. Review of the Inputs to the Project from March 2007 to Present by Japanese Side

(1) Dispatch of the Japanese experts and Mission Teams

Both sides confirmed the dispatching record of Japanese experts and mission teams to date as shown in ANNEX 3.

(2) Training of the Cambodian Counterpart (C/P) in Japan

Both sides confirmed the record of training of C/P in Japan to date as shown in ANNEX 4.

(3) Expenses for the Project

Both sides confirmed the expenses of the Project by the Japanese side as shown in ANNEX 5.

2. Review of the Inputs to the Project from March 2007 to Present by Cambodian Side

(1) Allocation of the C/Ps

Both sides confirmed the allocation of the C/Ps and staffs for the Project as shown in ANNEX 6.

(2) Buildings and Facilities

Both sides confirmed the buildings, office spaces for Japanese experts, and other necessary facilities prepared by the Cambodian side as shown in ANNEX 7.

3. Review of the Progress of Technology Transfer from March 2007 to Present

The Project started in March 2007 when the Japanese chief advisor was dispatched to

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the Project. Both sides confirmed that the Project was implemented almost as planned.

(1) Technology Transfer from Japanese Experts

Both sides confirmed that the activities of the Project were implemented as described in the annexes listed below;

- a) Plan of Operation and its Achievement (ANNEX 1)
- b) Project Design Matrix and its Achievement (ANNEX 2)

(2) Output of the Project

Both sides confirmed that the activities of the Project were implemented as described in the annexes listed below;

- a) List of Textbooks or Materials produced by the Project (ANNEX 8)
- b) Two improved intersections (ANNEX 9)

4. Methodology of Evaluation

The Project Cycle Management (hereinafter referred to as “PCM”) method was applied to the evaluation. The Team prepared a Project Design Matrix (hereinafter referred to as “PDM”) for evaluation in order to articulate the Project’s essential goals and purposes, and associate project outputs and activities in a more appropriate way. Then, the evaluation was conducted by comparing design and outcomes of the Project using the five evaluation criteria: Relevance, Effectiveness, Efficiency, Impact and Sustainability. Information was basically taken from interviews with the Japanese experts and Cambodian C/Ps. The five viewpoints of PCM evaluation criteria are:

- (1) Relevance: The Project’s relevance is assessed in terms of validity of the Project Purpose and the Overall Goal in relation to the development policy of the Government of Cambodia and the needs of the Project beneficiaries.
- (2) Effectiveness: Effectiveness is determined based on whether the Project has actually benefited the target group. It also assesses whether the Project Purpose is being achieved as expected and whether this is due to the Project’s Outputs.
- (3) Efficiency: An assessment of the Project’s efficiency verifies whether the project used its resources effectively. The relationship between Inputs and Outputs is reviewed. In essence, this criterion examines whether the Input is commensurate with the degree to which the Outputs and the Project Purpose have been achieved.
- (4) Impact: An assessment of the Project’s impact examines the indirect effects and extended effects of the Project in the long run. The analysis also extends to the positive and negative impacts that were not expected when the Project was planned.
- (5) Sustainability: The project’s sustainability is assessed by focusing on the Project’s

institutional, financial and technical aspects in an examination of the extent to which the Project's achievements have been sustained or extended at this point.

5. PDM for Evaluation.

PDM in the Minute of Meeting signed on July 28, 2006 is used for evaluation.

6. Result of Mid-Term Evaluation based on five Criteria

(1) Relevance

Result of evaluation for Relevance is "High".

- Phnom Penh's number of fatalities declined from 230 in 2005 to 200 in 2006 but then went up again to 261 in 2007. That is the drastic increase from that of 2006. Traffic accidents are the most serious urban issues not only in Cambodia but also in Phnom Penh. Therefore, Phnom Penh is most suitable area to conduct this Project as the Project Area.
- National Road Safety Action Plan was developed by ADB assistance in 2005 as the policy of traffic safety in Cambodia. This plan is composed of 15 action plans, and part of this proposed the installation of road signage and traffic signals in Phnom Penh and other cities: Action Plan 5, Road environment and road design, and Action Plan 10, Drivers education is consistent with this project.
- Phnom Penh City conducted "The Urban Transport Master Plan in the Phnom Penh Metropolitan Area", (2000 – 2001), supported by JICA. This master plan included the recommendations of traffic engineering countermeasures, traffic safety education and traffic enforcement. This project is consistent with this master plan study.
- This project is consistent with the Japanese development strategies in Cambodia drawn up by Ministry of Foreign Affairs, which mentioned "development of social and economic infrastructure for the sustainable economic growth and stable society". And, this project also is positioned as the most important project in the JICA's Assistance Strategy for Cambodia, which mentioned that the purpose of this project is to stabilize the traffic not only commuter traffic but also commodity traffic in Phnom Penh City where lies the core of the transport network in the country.

(2) Effectiveness

Result of evaluation for Effectiveness is "High".

- 3 components conducted by 3 relevant agencies and defined by 3 steps from outputs to performance of project purpose.

- The project purpose is “to strengthen the implementation capabilities of relevant organization officials for intersection improvement, driver education and traffic enforcement”. The strengthening of skills for intersection improvement is achieved by the result of “Output 1: to increase the DPWT engineers’ and staff’s capability of traffic management such as implementation of intersection improvement”. Actions in 2007 saw the conduct of public experiment at 2 intersections (Monireth Blvd./Road 271 intersection in December 2007 and Russia Blvd./Road 271 intersection in January 2008) in collaboration with experts/counterparts and 3Es. At Monireth Blvd./Road 271, traffic volume and travel speed increased, on the other hand, traffic congestion queue decreased according to the pre- and post-traffic survey. For the 2008 public experiment, the planning and topographic surveys at Russia Blvd./Mao Tse Toung Blvd. intersection were conducted by counterparts themselves.
- Strengthening of implementation capability of driver education is performed by the result of “Output 2: to improve knowledge and techniques of the counterpart and officers of DLT, MPWT in drivers education to enhance traffic safety awareness of license holders in Phnom Penh City and to contribute to improvement of safety through traffic safety campaign”. In 2007, 4 times of traffic safety campaign was conducted in collaboration with relevant agencies including National Road Safety Committee (NRSC) and NGOs. The discussion concerning “Countermeasures for non-licensed motorcycle users”, which was proposed by the Project after the implementation of new land traffic law, was started among relevant agencies. This proposal was already submitted to MPWT Minister (Chairman of NRSC) for comments.
- Strengthening of implementation capability of traffic enforcement is performed by the result of “Output 3: to improve the knowledge and techniques of the counterpart and other police officers in traffic enforcement by internal education to Municipal Traffic Police Officers”. In 2007, strengthening of the implementation capability of traffic police officers was done through classroom training and OJT, conducted 4 times and 2 times respectively, at improved intersections for public experiment by Japanese experts. In this manner, scheduled activities in 2007 were implemented effectively.
- Important assumptions which should be satisfied for the achievement of the project purposes are as follows: that traffic volume in Phnom Penh City does not drastically increase, that the budget for activities is allocated and that the relationship with local NGOs is maintained. Second year budget allocation for the Project activities

prepared by Cambodian side is the basic request from Japanese side and this is understood by Cambodian side themselves. This request should be given proper attention and follow-up. Especially, current budgets of driver education and traffic enforcement are limited to face the huge number of road users to educate after implantation of new land traffic law. Therefore, in case of non-allocation of the budget by Cambodian side, it is necessary to consider the other alternatives such as share of funding by the Project. Maintaining of the relationship with local NGOs in 2007 was secured through the implementation of traffic safety campaign.

(3) Efficiency

Result of evaluation for Efficiency is "Fair".

- Degree of achievement of Output 1 in 2007 is relatively good, as mentioned in "Effectiveness".
- Achievements of Output 2: 4 times of traffic safety campaign were conducted in collaboration with NRSC and NGOs. This conduct is evaluated adequate. For drivers' education, new activities for non-licensed motorcycle users were added due to the enforcement of the new land traffic law. This is additional input for the realization of output, however, another input could be needed for the establishment and implementation of full-fledged system.
- Performance of cooperation for Output 3 in 2007 is fair. This is probably due to PPMP's insufficient experience of assistance given by JICA and communication difficulties between Japanese experts and Cambodian Police officers caused by handling training items as law enforcement. Classroom training and OJT at 2 selected intersections have been carried out as main activities.
- Taking into account above conditions, the Inputs of number of experts and timing of dispatching short term experts were appropriate as a whole.

(4) Impact

Result of evaluation for Impact is "positive impacts" are observed

- The concept of this project is to reduce the traffic congestions and accidents through the collaboration between 3Es. All stakeholders of this project can share same views on overall goal written above through their active participation in the executive meetings, classroom training and seminar.
- Technology transfer from NGOs to relevant governments and mutual cooperation were performed through the collaboration among the NGOs, NRSC, and this project.

Other impacts of this project are estimated as follows:

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- Countermeasures for non-licensed motorcycle users and support for the daily traffic guidance and enforcement are directly helpful for effective implementation of the new land traffic law which is essential for the improvement of traffic safety education and traffic enforcement.
- It is possible to minimize the traffic congestion during the intersection improvement work by the conduct of appropriate traffic management measures in the site.

(5) Sustainability

Result of evaluation for Sustainability is “Medium”.

The sustainability of this project by Cambodian government after the project is anticipated as follows.

(Political and institutional aspects)

- The new land traffic law approved by the National Assembly in December 2006 and implemented in September 2007 is the basis for the sustainability.
- Newly established NRSC responsible for all road safety activities is destined to play a leading role in the promotion of road safety and enforcement of traffic.
- And, the countermeasures for the non-licensed motorcycle users proposed by the Project are positively studied in DLT, MPWT.

(Institutional and financial aspects)

- It is considered that the DPWT has the institutional capability of sustainable implementation of intersection improvement using the transferred technology from the Project even after the project, because DPWT has experience of the implementation of traffic management works. On the financing aspect, it is expected that the budget for the sustainability of the traffic management works can be allocated because of the good circumstances to access various financial resources such as central government budget, municipal budget and support from donors.

III. Plan of the Project

After the commencement of the project, several changes of circumstances surrounding urban traffic in Phnom Penh such as rapid traffic increase and in-force of new land traffic law have been observed. Enforcement of land traffic law, in particular has a big impact on road users such as license holding obligation for motorcycle drivers (less than 125cc).

In order to cope with this change and to enhance the traffic management system in Phnom Penh, Cambodian side has a strong intension to challenge traffic problems with collaboration of NGOs and some donors including JICA. In this regard, both sides

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agreed as follows:

(1) Revised PDM

The current effective PDM(PDM ver.1) of the Project dated on July 28, 2006, needs to be revised for the changed condition. After the discussions, both sides agreed the revised PDM (PDM ver.2) as attached in ANNEX 10. Both sides will make endeavor to fulfill the revised PDM.

(2) Revised PO/TSI

To attain the Project purpose, the revised Plan of Operation (PO) and Tentative Schedule of Implementation (TSI) is attached in ANNEX 11. Other than strengthening existing activity, following activities are newly added.

- 1) Creation of the program of drivers education (countermeasures for the non-licensed motorcycle users).
- 2) Creation of textbook of drivers education (countermeasures for the non-licensed motorcycle users).
- 3) Applying new program to obtain drivers license for type A1 (49-125cc motorbike).

(3) Term of Cooperation

The project period will be extended by one-year and end February 2010.

(4) Financial Sustainability

Both sides reconfirmed the importance of financial sustainability after the completion of the Project. The Cambodian side has agreed to allocate the budget necessary for implementation for intersection improvement and campaigns for further traffic enforcement / safety that are planned in the Third year of the Project.

IV. Attendees of the Meeting

The list of the attendees of the meeting is as shown in ANNEX 12.

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List of Annexes

- ANNEX 1 Plan of Operation and its Achievement
- ANNEX 2 PDM and its Achievement
- ANNEX 3 The Record of Dispatch of Japanese experts and Mission Teams
- ANNEX 4 The Record of Training of C/P in Japan
- ANNEX 5 Expenses for the Project by Japanese Side
- ANNEX 6 List of Counterparts
- ANNEX 7 Buildings and Facilities for Japanese Experts prepared by Cambodian side
- ANNEX 8 List of Textbooks or Materials produced by the Project
- ANNEX 9 Two improved intersections
- ANNEX 10 Revised PDM (Ver.2)
- ANNEX 11 Revised PO/TSI (Ver.2)
- ANNEX 12 List of Participants

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WBS (Activity Items and Structure)	Expected outcome	Schedule												Person in charge	Implementors	Degree of the progress	Remarks		
		CY 2007						CY 2008											
		Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb					Mar	Apr
Output 1: To improve technology of traffic management (improvement of intersections, etc.) by DPWT counterparts and officers in Phnom Penh City [Engineering]																Peng Sakun (Deputy Director of Public Works and Transport in DPWT), Chief advisor/Experts of Intersection-Road			
1.1 Preparatory study (2 and 4 wheels vehicles)-Analysis of existing conditions	Identified problems and issues for intersection improvement	Planned														From Kampeul (Officer of Transport Office in DPWT, MPP), Phuong Channoeun (Deputy Chief of Public Lighting Division in DPWT, MPP)	Completed	This activity mainly done by experts (Refer to Progress Report)	
1.2 Selection of planned intersection and roads for public experiment	Planned intersections for public experiment (Montivard, 271 & Russelard, 271)	Planned														ditto	ditto	Shared between experts and counterparts through 1st JOC and E/C.	
1.3 Traffic Survey	Basic data for the intersection improvement															ditto	ditto	Shared between experts and counterparts.	
1.3.1 Preparation of specification for traffic survey		Planned														ditto	ditto		
1.3.2 Preparation of manuals for traffic survey		Planned														ditto	ditto		
1.3.3 Conduct of traffic survey		Planned														ditto	ditto		
1.4 Consideration of the detail measures (Preparation of intersection improvement plan)	Preparation of classroom training, manual and establish E1 weekly meeting															ditto	ditto	On schedule	
1.4.1 Conduct of land survey		Planned														ditto	ditto	Completed	
1.4.2 Preparation of manuals for facilities		Planned														ditto	ditto		
1.4.3 Training of intersection improvement by manual		Planned														ditto	ditto		
1.4.4 Detailed design		Planned														ditto	ditto		
1.4.5 Design and cost estimate		Planned														ditto	ditto		
1.4.6 Plan of construction works/traffic management plan		Planned														ditto	ditto		
1.4.7 Approval of relevant agencies		Planned														ditto	ditto		
1.4.8 Preparation of specification: civil works and signal installation		Planned														ditto	ditto		
1.4.9 Selection of contractor/negotiation with contractor: civil works and signal installation		Planned														ditto	ditto		
1.5 Arrangement of facilities to public experiment	Preparation of classroom training, manual and establish E1 weekly meeting															ditto	ditto	Shared between experts and counterparts through E1 scheduled meeting	

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WBS (Activity Items and Structure)	Expected outcome	Schedule												Person in charge	Implementers	Degree of the progress	Remarks			
		CY2007						CY2008												
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec							
1.5.1 Intersection/road improvement works (Monireth Blvd./Road No. 271)	Preparation of construction management plan																	From Kampong (Officer of Transport Office in DPWT, MPP)	Completed	
1.5.1.1 Construction Management	Planned Actual																	From Kampong (Officer of Transport Office in DPWT, MPP)	ditto	
1.5.1.2 Mobilization	Planned Actual																	Private Contractor	ditto	
1.5.1.3 Improvement works	Planned Actual																	ditto	ditto	
1.5.1.4 Supply of traffic signal	Planned Actual																	Phuon Chhannou (Dputy Chief of Public Lighting Division in DPWT, MPP)	ditto	
1.5.1.5 Signal works	Planned Actual																	ditto	ditto	
1.5.1.6 Completion of works	Planned Actual																	From Kampong (Officer of Transport Office in DPWT, MPP), Phuon Chhannou (Dputy Chief of Public Lighting Division in DPWT, MPP)	ditto	
1.5.2 Intersection/road improvement works (Russian Blvd./Road No. 271)	Preparation of construction management plan																	ditto	Completed	
1.5.2.1 Construction Management	Planned Actual																	ditto	ditto	
1.5.2.2 Mobilization	Planned Actual																	From Kampong (Officer of Transport Office in DPWT, MPP)	ditto	
1.5.2.3 Improvement works	Planned Actual																	ditto	ditto	
1.5.2.4 Supply of traffic signal	Planned Actual																	Phuon Chhannou (Dputy Chief of Public Lighting Division in DPWT, MPP)	ditto	
1.5.2.5 Signal works	Planned Actual																	ditto	ditto	
1.5.2.6 Completion of works	Planned Actual																	From Kampong (Officer of Transport Office in DPWT, MPP), Phuon Chhannou (Dputy Chief of Public Lighting Division in DPWT, MPP)	ditto	
1.6 Conduct of public experiment	Preparation of classroom training, manual and establish E1 weekly meeting																	From Kampong (Officer of Transport Office in DPWT, MPP), Phuon Chhannou (Dputy Chief of Public Lighting Division in DPWT, MPP)	Completed	Conducted by stakeholders including student volunteers
1.6.1 Conduct of public experiment at Monireth Blvd./Road No.271 Intersection	Preparation of classroom training, manual and establish E1 weekly meeting																	ditto	Completed	
1.6.1.1 Preparation of draft of public experiment plan	Planned Actual																	ditto	ditto	Mainly done by experts through the discussion with counterparts
1.6.1.2 Discussion between relevant agencies	Planned Actual																	ditto	ditto	

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WBS (Activity Items and Structure)	Expected outcome	Schedule																								Person in charge	Implementers	Degree of the progress	Remarks
		CY 2007												CY 2008															
		Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec						
1.8.2 Conduct of traffic survey	Planned Actual																									JPT	Private Contractor	On schedule	
1.8.3 Preparation of alternative concepts	Planned Actual																									JPT/DPWT counterpart	JPT/DPWT counterpart	On going	
1.8.4 Selection of alternative concepts	Planned Actual																									ditto		Ongoing	
1.8.5 Approval of alternative concepts	Planned Actual																									Cambodian Counterpart	Cambodian Counterpart	Not yet	
1.8.6 Design and cost estimates	Planned Actual																									JPT/DPWT counterpart	JPT/DPWT counterpart	Not yet	
1.8.7 Approval of designs, Bill of quantity and documents	Planned Actual																									Cambodian Counterpart	Cambodian Counterpart	Not yet	
1.8.8 Preparation of tender documents	Planned Actual																									JPT/DPWT counterpart	JPT/DPWT counterpart	Not yet	
1.8.9 Preparation of budget for implementation	Planned Actual																									JPT/DPWT counterpart	JPT/DPWT counterpart	Not yet	
1.9																										Cambodian Counterpart	Cambodian Counterpart	Not yet	
1.10 Classroom training of intersection improvement to DPWT engineers (15 engineers)	Preparation of classroom training and manual																									JPT Counterpart	JPT Counterpart		Materials were prepared by experts.
1.10.1 Preparation of manuals for classroom training	Planned Actual																									ditto		Completed	
1.10.2 Discussion with relevant division in DPWT	Planned Actual																									ditto		Completed	
1.10.3 Conduct of classroom training to DPWT engineers	Planned Actual																									ditto		On schedule	
1.10.3 Evaluation of classroom training	Planned Actual																									ditto		On schedule	

Note: JCC: Joint Coordinating Committee
 EXC: Executive Committee
 JPT: JICA Project Team
 DLT: Department of Land Transport, MPWT
 DPWT: Department of Public Works and Transport, MPP
 PPMP: Phnom Penh Municipal Police
 NGO: Non-Governmental Organization
 JICA: Japan International Cooperation Agency
 PS: Private Sector

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WBS (Activity Items and Structure)	Expected outcome	Schedule																								Person in charge	Implementers	Degree of the progress	Remarks
		CY 2007												CY 2008															
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec				
Output 2: To improve knowledge and techniques of the counterparts and officers of DLT, MPWT in drivers education to enhance traffic safety awareness of license holders in Phnom Penh City and to contribute to improvement of safety through traffic safety campaign [Education]	Identified problems and issues Preparation of manuals of drivers education Preparation of manuals of drivers education Conduct the trainer's training Program for the effective driving license issuing system for motorcycles Holding the coordination meeting among relevant agencies and NGOs Conduct 5 times traffic safety campaigns	Planned																								JPT/Counterpart	Completed	This activity mainly was done by experts. Refer to progress report.	
		Actual																									ditto		Not yet
		Planned																									ditto		Not yet
		Actual																									ditto		Not yet
		Planned																									ditto		Not yet
		Actual																									ditto		Not yet
		Planned																									ditto		On going
		Actual																									ditto		Completed
		Planned																									Men Chansackol (DLT)		Completed
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WBS (Activity Items and Structure)	Expected outcome	Schedule																								Person in charge	Implementers	Degree of the progress	Remarks
		CY 2007												CY 2008															
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec				
3.8.4 Data processing of traffic accident		Planned																							Yantai & Hase	Project Team & PPMP ditto		Original format of traffic accident data	
3.9 Improvement of traffic accident data system	Development of improved HIB traffic accident data sheets	Planned																							Yantai & Hase	Project Team & PPMP	Completed	Mainly done by experts in cooperation with traffic police officers and NGO.	
3.9.1 Analysis and identified problems of current traffic accident data system		Planned																							Yantai & Hase	Project Team & PPMP	Completed	HIB's traffic accident report	
3.9.2 Revision of current traffic accident data system		Planned																							Yantai & Hase	NSO & PPMP	ditto	HIB's traffic accident report and GPS	
3.10 Trainer's training and training curriculum for traffic police officers	Preparation of trainer's and training manuals and analysis of the questionnaire survey results	Planned																							Yantai, Hase & Yumita	Project Team	Completed	Training was conducted but the skill of traffic police officers were low. Need more training especially daily OJT.	
3.10.1 Development of training items and curriculum for traffic police officers		Planned																							Yantai, Hase & Yumita	Project Team	Completed		
3.10.2 Conduct the training to traffic police officers through public experiment		Planned																							Hak, Deputy Chief, Yantai & Hase	Project Team & PPMP ditto	ditto		
3.10.3 Conduct of priority measures of traffic enforcement at sites		Planned																							Hak, Deputy Chief, Yantai & Hase	Project Team & PPMP ditto	ditto		
3.10.4 Development of trainer's manuals of traffic control and enforcement		Planned																							Hak, Deputy Chief, Yantai, Hase & Yumita	Project Team & PPMP	On going		
3.10.5 Development of evaluation indicators		Planned																							Hak, Deputy Chief & Yumita	Project Team & PPMP ditto	ditto		
3.10.6 Evaluation by the comparison between before and after questionnaire survey		Planned																							Hak, Deputy Chief & Yumita	Project Team & PPMP ditto	ditto		

Note:
 JCC: Joint Coordinating Committee
 EXC: Executive Committee
 JPT: JICA Project Team
 DLT: Department of Land Transport, MPWT
 Mol: Ministry of Interior
 DPWT: Department of Public Works and Transport: MPP
 PPMP: Phnom Penh Municipal Police
 NGO: Non-Governmental Organization
 JICA: Japan International Cooperation Agency
 PS: Private Sector

Note:
 Planned
 Planned
 Actual work
 Actual work

ANNEX 2 PDM and its Achievement

Project Design Matrix (PDM) Ver1.0

Project Name: The Traffic Improvement in Phnom Penh City (PTIPP)

Duration: February 2007 – January 2009 (2 years)

Target Area: Phnom Penh City

Target Group: Officers of DPWT / PPMP (and DLT), Road Users in Phnom Penh City

Project Implementation Agency:

Department of Public Works and Transport in the Municipality of Phnom Penh (DPWT in MPP)

Department of Land Transport in the Ministry of Public Works and Transport (DLT in MPWT)

Phnom Penh Municipal Police (PPMP)

Date: 28 November 2006

Narrative Summary	Objectively Verifiable Indicators	Means of Verification	Important Assumptions	Progress/Achievement (As of 27 March, 2008)
<p><u>Overall Goal</u></p> <p>To improve urban traffic condition by reducing traffic congestion and accidents through the implementation of appropriate traffic management in Phnom Penh City.</p>	<ol style="list-style-type: none"> 1. To improve the level of obedience to traffic rule by road users. 2. To improve the traffic condition in Phnom Penh City. 3. To increase the traffic volume in intersections and roads. 4. To decrease 1) number of traffic accidents per vehicles and 2) road. 	<ol style="list-style-type: none"> 1. Monitoring of the improvement of traffic enforcement by traffic police 2. Monitoring of the traffic in intersections / roads by fixed-point survey 3. Traffic survey by counterparts and NGOs. 	<ol style="list-style-type: none"> 1. Population of Phnom Penh City does not drastically increase. 2. Traffic volume in Phnom Penh City does not drastically increase. 	<ol style="list-style-type: none"> 1-1 Comparison of traffic flow by video shooting before and after public experiment at intersections 2-1 Average congestion queue length reduce from 90m to 86m at Monireth Blvd./Road 271 Intersection. 2-2 Average travel speed increase from 15.5km/hour to 17.7km/hour at Monireth Blvd./Road 271 Intersection. 3-1 Inflow traffic volume at Monireth Blvd./Road 271 Intersection increase from 27,972 poulhour to 29,149 poulhour. 4-1 Number of fatalities in Phnom Penh (Not yet completed)
<p><u>Project Purpose</u></p> <ol style="list-style-type: none"> 1. To improve the capacity of DPWT, PPM to improve intersections 2. To improve the capacity of DLT, MPWT to educate drivers 3. To improve the capacity of PPMP, PPM to enforce traffic law 	<ol style="list-style-type: none"> 1. The public experiments planned for the second year is implemented by the counterpart personnel. 2. The campaign for traffic law enforcement is periodically implemented. 3. Drivers education is implemented when the new road traffic law becomes effective. 		<ol style="list-style-type: none"> 1. The budget for the activities is allocated. 	<ol style="list-style-type: none"> 1-1 Public experiments at 2 intersections were implemented by the collaboration between 3Es. 2-14 times traffic safety campaigns together with relevant agencies were implemented. 3-1 Countermeasures for non-licensed motorcycle users starts to discuss with relevant agencies, such as DLT, DPWT and NGOs.

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<p>Output</p> <p>1. To improve technology of traffic management (improvement of intersections, etc.) by DPWT counterpart and officers in Phnom Penh City [Engineering]</p>	<p>(Counterpart)</p> <p>1-1 Increase of traffic volume in intersections and roads.</p> <p>1-2 The counterpart satisfies technical criteria preliminary set for planning and implementation of intersection improvement.</p> <p>(Other officers)</p> <p>1-3 Number of participants in technical training session for Phnom Penh City.</p> <p>1-4 Over 80% of the training participants pass the post training test.</p>	<p>(Counterpart)</p> <p>1. Monitoring of the traffic in intersections / roads by fixed-point survey</p> <p>2. Traffic survey by counterparts and NGOs.</p> <p>3. Monitoring record of project planning and implementation</p> <p>(Other officers)</p> <p>4. Record of training session</p> <p>5. Pre test, Post Test</p>	<p>1. Trained officials of road planning and traffic management continue working in counterpart agencies.</p>	<p>(Counterpart)</p> <p>1-1 Traffic volume at Monireth Blvd./Road 271 Intersection increase from 20,000 pcu/hour to 21,000 pcu/hour.</p> <p>1-1 Before and after traffic survey at Monireth Blvd./Road 271 Intersection by experts and counterparts</p> <p>1-2 The manual of intersection improvement for counterparts was prepared.</p> <p>(Other officers)</p> <p>1-3 Accumulated number of participants of 2 times E1 classroom training was 50.</p> <p>1-4 Average score of pre- and post-questionnaire survey is 38 and 47, respectively.</p>
<p>2. To improve knowledge and techniques of the counterpart and officers of DLT, MPWT in drivers education to enhance traffic safety awareness of license holders in Phnom Penh City and to contribute to improvement of safety through traffic safety campaign [Education]</p>	<p>(Counterpart)</p> <p>2-1 The counterpart is capable of producing drivers education programs and textbooks.</p> <p>2-2 The counterpart satisfies technical criteria preliminary set for planning, implementation and evaluation of drivers education programs.</p> <p>2-3 The counterpart satisfies technical criteria preliminary set for planning, implementation and evaluation of traffic safety campaign.</p> <p>(Other officers)</p> <p>2-4 Number of participants of trainer's training in drivers education.</p> <p>2-5 Trainers' capacity to conduct drivers education.</p>	<p>(Counterpart)</p> <p>1. Drivers education programs and textbooks</p> <p>2. Monitoring records of planning, implementation and evaluation of drivers education programs</p> <p>3. Monitoring records of planning, implementation and evaluation of traffic safety campaign</p> <p>(Other officers)</p> <p>4. The record of training</p> <p>5. Questionnaire data answered by training participants</p>	<p>1. To maintain the relationship with local NGOs.</p> <p>2-2 Start the discussion of the countermeasures for the non-licensed motorcycle users</p> <p>2-3 Conduct 4 times traffic safety campaign with relevant agencies</p> <p>(Other officers)</p> <p>2-4 Third year activity</p> <p>2-5 Third year activity</p>	<p>(Counterpart)</p> <p>2-1 Third year activity</p>
<p>3. To improve the knowledge and techniques of the counterpart and other police officers in traffic enforcement by internal education to Municipal Traffic Police Officers [Enforcement]</p>	<p>(Counterpart)</p> <p>3-1 The counterpart is capable of preparing training curricula.</p> <p>3-2 The counterpart satisfies technical criteria preliminary set for planning, implementation and evaluation of traffic enforcement activities.</p> <p>3-3 The counterpart satisfies technical criteria preliminary set for planning, implementation and evaluation of traffic enforcement campaign.</p> <p>(Other officers)</p> <p>3-4 Number of participants in technical training session for municipal traffic police officers in Phnom Penh City.</p> <p>3-5 Over 80% of training participants pass the post training test.</p> <p>3-6 On average, training participants achieve the satisfactory level for 80% of traffic enforcement items.</p>	<p>(Counterpart)</p> <p>1. Training curricula</p> <p>2. Monitoring records of needs assessment, planning, implementation and evaluation of traffic enforcement.</p> <p>3. Monitoring records of planning, management and evaluation of traffic enforcement campaign.</p> <p>(Other officers)</p> <p>4. Training records</p> <p>5. Pre test and post test</p> <p>6. Questionnaire data answered by the citizens, records of traffic enforcement activities</p>	<p>1. Traffic volume in Phnom Penh City does not drastically increase.</p> <p>3-2 The trainer's manual and textbook of traffic enforcement for counterparts was prepared.</p> <p>3-3 Counterpart joined the traffic safety campaign meetings managed by PTIPP team</p> <p>(Other officers)</p> <p>3-4 Accumulated number of participants of 3 times E3 classroom training was 122</p> <p>3-5 Average score of pre-questionnaire survey is & 55.</p> <p>3-6</p>	<p>(Counterpart)</p> <p>3-1 Not yet performed</p>

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Activities	Inputs	(Cambodia)	Refer to ANNEX1
<p>1. Intersections - Road Improvement:</p> <p>Engineering</p> <p>1-1 Preparatory study (2 and 4 wheels vehicles)</p> <p>1-2 Selection of planned intersections and roads for public experiments</p> <p>1-3 Traffic survey</p> <p>1-4 Consideration of the detail measures (Intersections, signal and sign, road facilities, contents of traffic enforcement)</p> <p>1-5 Arrangement of facilities to public experiments</p> <p>1-6 Public experiments</p> <p>1-7 Evaluation of the experiments</p> <p>1-8 Support the similar projects by counterparts</p> <p>1-9 Implementation of public campaign for traffic safety campaign (public experiment)</p>	<p>(Japan)</p> <p>1. Dispatch of Experts (31,5/16.5M.M.)</p> <p>Expert's field</p> <p>- Chief Advisor/Traffic Safety (9.0/16.5M.M.)</p> <p>- Intersection/Road Improvement (8.5/14.0M.M.)</p> <p>- Drivers Education (2,5/6.5 M.M.)</p> <p>- Enhancement of Traffic Enforcement (10.0/11.5M.M.)</p> <p>- Seminar Instructor (1,5/2.5 M.M.)</p> <p>- Seminar Speaker (0,5 M.M.)</p> <p>2. C/P training in Japan (1.5 Months)</p> <p>Name :Prom Kampour</p> <p>Course:Colloquium on Urban Public Transport</p> <p>Duration : 15 January 2008 - 29 February 2008</p> <p>3. Materials for Improvement of Intersection (35,038,000 JPN Yen including signal installation)</p> <p>4. Materials for Signal Installation</p> <p>5. Cost of Public Campaign for Traffic Safety (9,174,000 JPN Yen)</p> <p>6. Cost Related Equipment of Traffic Enforcement (1,190,000 JPN Yen)</p>	<p>1. Arrangement of counterpart personnel (C/P) Counterparts' field</p> <p>- Project Manager (MPP)</p> <p>- 2 Deputy Project Managers (DPWT, DLT)</p> <p>- Officer(s) for Drivers Education (MPWT)</p> <p>- Officer(s) for Improvement of intersections roads (DPWT)</p> <p>- Officer(s) for Enhancement of Traffic Enforcement (PPMP)</p> <p>2. Provision of facilities for the Project Implementation - Project office</p> <p>MPP Main Office</p> <p>MPP Annex</p> <p>DPWT Branch Office</p> <p>DLT Branch Office</p> <p>PPMP Branch Office</p> <p>3. Materials for Improvement of Intersection</p> <p>4. Materials for Signal Installation and etc</p> <p>5. Other necessary budget such as for implementation of the traffic campaigns</p>	<p>1. Project counterparts continue working in the counterpart agencies.</p> <p>2. Trained officials of road planning and traffic management continue working in counterpart agencies.</p> <p>1. To maintain the relationship with local NGOs to implement traffic safety campaign.</p> <p>1. Trained traffic police officers continue working in Municipal Traffic Police.</p>
<p>2. Drivers Education : Education</p> <p>2-1 Analysis of traffic safety and drivers education</p> <p>2-2 Creation of the program of drivers education</p> <p>2-3 Creation of textbook of drivers education</p> <p>2-4 Training for trainers of drivers education</p> <p>2-5 Cooperation with local NGOs for implementation of public campaign for traffic safety (esp. 2 wheels vehicles)</p> <p>2-6 Implementation of traffic safety campaign</p>			
<p>3. Enhancement of Traffic Enforcement:</p> <p>Enforcement</p> <p>3-1 Analysis of Traffic enforcement activities (esp. 2 wheels vehicles)</p> <p>3-2 Consideration of traffic enforcement system</p> <p>3-3 Creation of manuals for traffic enforcement and traffic safety guidance</p> <p>3-4 Enhancement of statistical system of traffic accident</p> <p>3-5 Technical training for traffic police officers</p> <p>3-6 Implementation of public campaign for traffic enforcement</p>			
<p>4. Common Activities</p> <p>4-1 Counterpart training in Japan</p> <p>4-2 Implementation of seminar and workshop</p>			<p>Preconditions</p> <p>1. Road users do not oppose to the Project.</p>

The Record of Dispatch of Japanese Experts and Mission

Teams

Dispatch of Japanese Experts (Total M.M / Planned M.M for 2 years)

1. Chief Advisor/Traffic Safety (9.0/16.5M.M.)
2. Intersection/Road Improvement (8.5/14.0M.M.)
3. Drivers Education (2.5/6.5 M.M.)
4. Enhancement of Traffic Enforcement (10.0/11.5M.M.)
5. Seminar Instructor (1.5/2.5 M.M.)
6. Seminar Speaker (0.5/1.0 M.M)

Mission Team

1. Preparatory Study Team (July, 2006)
2. Project Consultation Team (March, 2008)

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The Record of Training of C/P in Japan

1.

Name :Prom Kampour

Course: Colloquium on Urban Public Transport

Duration : 15 January 2008 – 01 March 2008

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Expenses for the Project by Japanese Side

1. Intersection Improvement

(1) Monireth Blvd / Road 271

Civil Works	USD10,257
<u>Signal Works</u>	<u>USD80,889</u>
Total	USD91,146

(2) Russian Blvd / Road 271

Civil Works	USD 65,568
<u>Signal Works</u>	<u>USD107,431</u>
Total	USD172,999

2. List of Equipment and Machinery

No	Name	Number	Amount in USD (JPY)
1	Whistle	350	894.78 (102,900JPY)
2	Safety Vest	50	1,826.08 (210,000JPY)
3	Guide Light	50	1,141.30 (131,250JPY)
4	Loudspeaker	8	120
5	Flag	50	100
6	Safety Cone	50	950
7	Safety Cone Bar	30	400
8	Walkie-talkie	8	920
		Total	6,352.16 USD

1USD=115JPY

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List of Counterparts

E1

1. Mr. Peng Sokun	Deputy Director of DPWT
2. Mr. Moeung Sophan	Chief of Public Works
3. Mr. Chea Bunthoeurn	Chief of Transport
4. Mr. Prum Kampoul	Technical staff of Public works Office of DPWT
5. Mr. Top Sovannarith	Technical staff of Transport Office of DPWT
6-Mr. Phourng Cahmroeurn	Vice Chief of Public Lighting Section of DPWT

E2

1. Un Chung Hour	Director General of Transport
2. Keo Savin	Director of DLT
3. Pheap Chan Vibol	Deputy Director of DLT
4. Ms. Men Chansokol	Staff of DLT
5. Mr. Mao Vichikka	Staff of DLT

E3

1. Tin Prasoeu	Chief of PPMP
2. Chev Hak	Deputy Chief of PPMP
3. EL Narin	Deputy Chief of PPMP
4. Em Sambath	Deputy Chief of PPMP
5. Son Kha	Chief of Administration Section of PPMP

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Buildings and Facilities for Japanese Experts

prepared by Cambodian side

1. MPP Main Office
2. MPP Annex
3. DPWT Branch Office
4. DLT Branch Office
5. PPMP Branch Office

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List of Textbooks or Materials produced by the Project

E1

1. Textbook of the Classroom Training on E1
2. Construction Management Plan for E1

E2

1. PowerPoint Slides of the Classroom Training for E2

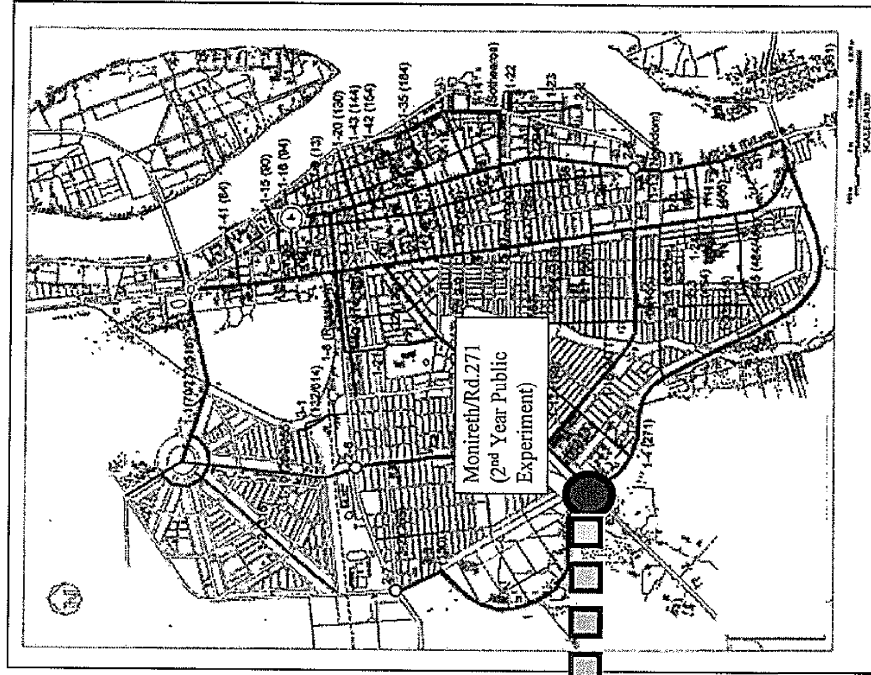
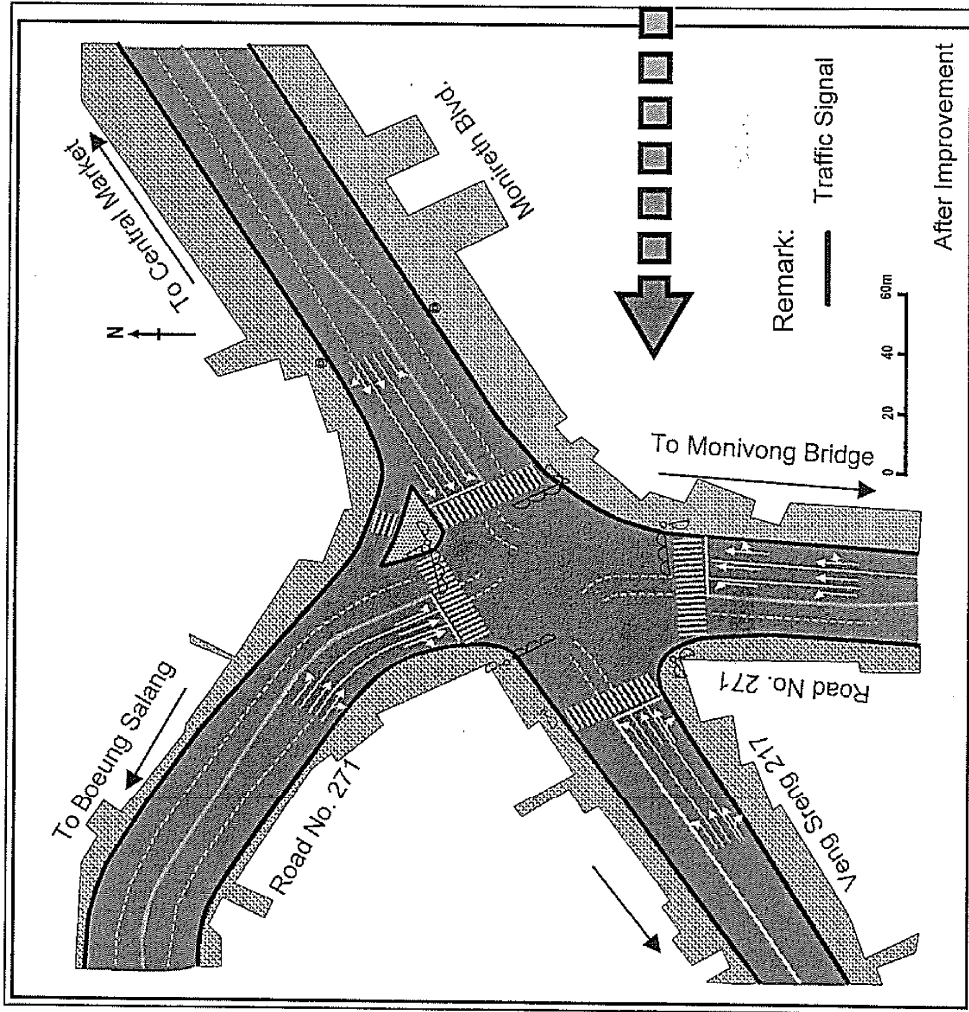
E3

1. Textbook of the Classroom Training for E3

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1. Intersection Improvement at Monireth Blvd./Road No.271

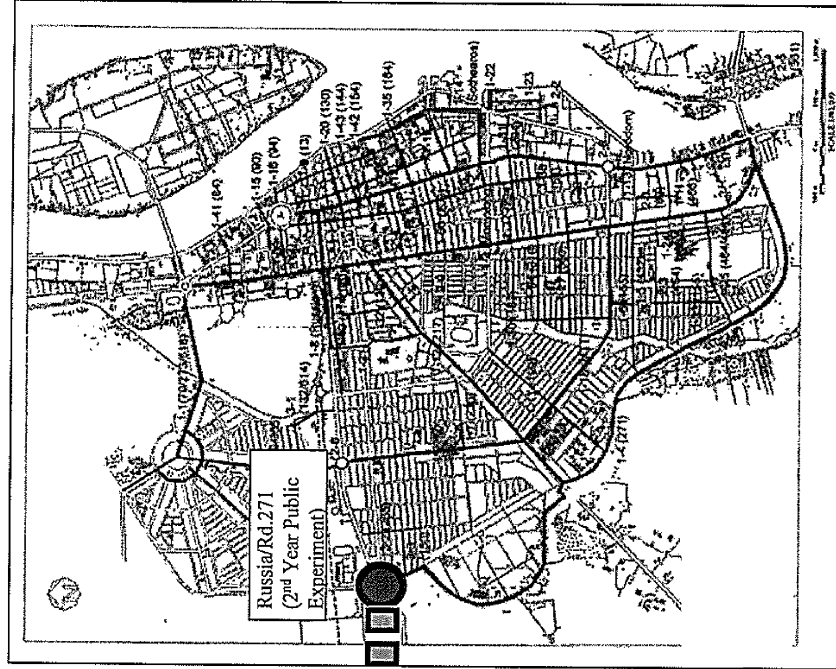
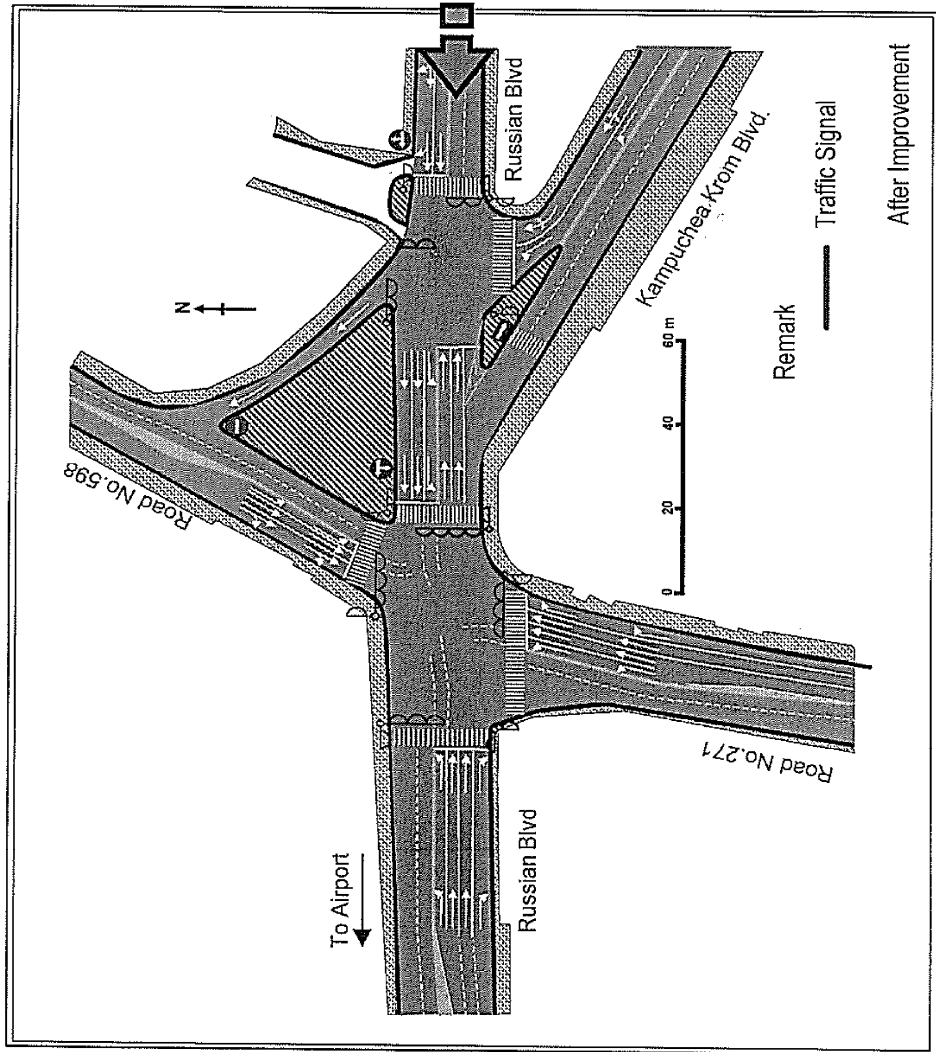
- Installation of Traffic Signal
- Construction of Traffic Island
- Construction and Improvement of Medians
- Improvement of Road Marking and Signages



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2. Intersection Improvement at Russian Blvd./Road No.271

- Widening of Approach Road 598
- Construction and Improvement of Medians
- Installation of New Traffic Signal
- Improvement of Road Marking and Signages



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Project Design Matrix (PDM) Ver.2.0
Project Name: The Traffic Improvement in Phnom Penh City

ANNEX 10

Duration: March 2007 - February 2010 (3 years)
 Target Area: Phnom Penh City
 Target Group: Officers of DPWT / PPMP (and DLT), Road Users in Phnom Penh City
 Project Implementation Agency: Department of Public Works and Transport in the Municipality of Phnom Penh (DPWT in MPP), Phnom Penh Municipal Police (PPMP), Department of Land Transport in the Ministry of Public Works and Transport (DLT in MPWT)

27 March 2008

Narrative Summary	Objectively Verifiable Indicators	Means of Verification	Important Assumption
<p>Overall Goal To improve urban traffic condition by reducing traffic congestion and accidents through the implementation of appropriate traffic management in Phnom Penh City.</p>	<ol style="list-style-type: none"> To improve the level of obedience to traffic rule by road users. To improve the traffic condition in Phnom Penh City. To increase the traffic volume in intersections and roads. To decrease 1) number of traffic accidents per vehicles and 2) road. 	<ol style="list-style-type: none"> Monitoring of the improvement of traffic enforcement by traffic police. Monitoring of the traffic in intersections / roads by fixed-point survey. Traffic survey by experts and counterparts. 	<ol style="list-style-type: none"> Population of Phnom Penh City does not drastically increase. Traffic volume in Phnom Penh City does not drastically increase.
<p>Project Purpose 1. To improve the capacity of DPWT, PPM to improve intersections 2. To improve the capacity of DLT, MPWT to educate drivers 3. To improve the capacity of PPMP, PPM to enforce traffic law</p>	<ol style="list-style-type: none"> The public experiments planned for the third year is implemented by the counterpart personnel. The campaign for traffic law enforcement is periodically implemented. Future education is implemented according to the road traffic law. 	<ol style="list-style-type: none"> The budget for the activities is allocated. 	<ol style="list-style-type: none"> The budget for the activities is allocated.
<p>Outputs 1. To improve technology of traffic management (improvement of intersections etc.) by DPWT counterpart and officers in Phnom Penh City [Engineering]</p>	<p>(CP) 1-1 Increase of traffic volume in intersections and roads. 1-2 The counterpart satisfies technical criteria preliminary set for planning and implementation of intersection improvement. (Other officers) 1-3 Number of participants in technical training session for Phnom Penh City. 1-4 Over 80% of the training participants understand the traffic management.</p>	<p>(CP) 1. Monitoring of the traffic in intersections / roads by fixed-point survey. 2. Traffic survey by experts and counterparts. 3. Monitoring record of project planning and implementation. (Other officers) 4. Record of training session. 5. Questionnaire data answered by training participants.</p>	<ol style="list-style-type: none"> Traffic volume in Phnom Penh City does not drastically increase. The budget for the activities is allocated.
<p>2. To improve knowledge and techniques of the counterpart and officers of DLT, MPWT in drivers education to enhance traffic safety awareness of license holders in Phnom Penh City and to contribute to improvement of safety through traffic safety campaign [Education]</p>	<p>(CP) 2-1 The counterpart is capable of producing drivers education programs and textbooks. 2-2 The counterpart satisfies technical criteria preliminary set for planning, implementation and evaluation of drivers education programs. 2-3 The counterpart satisfies technical criteria preliminary set for planning, implementation and evaluation of traffic safety campaign. (Other officers) 2-4 Number of participants of trainer's training in drivers education. 2-5 Trainers capacity to conduct drivers education.</p>	<p>(CP) 1. Drivers education programs and textbooks. 2. Monitoring records of planning, implementation and evaluation of drivers education programs. 3. Monitoring records of planning, implementation and evaluation of traffic safety campaign. (Other officers) 4. The record of training 5. Questionnaire data answered by training participants. 6. Pre- and Post-interview survey answered by citizens.</p>	<ol style="list-style-type: none"> To maintain the relationship with local NGOs to implement traffic safety campaign.
<p>3. To improve the knowledge and techniques of the counterpart and other police officers in traffic enforcement by internal education to Municipal Traffic Police Officers [Enforcement]</p>	<p>(CP) 3-1 The counterpart is capable of preparing training curricula. 3-2 The counterpart satisfies technical criteria preliminary set for planning, implementation and evaluation of traffic enforcement activities. The counterpart satisfies technical criteria preliminary set for planning, implementation and evaluation of traffic enforcement campaign. (Other officers) Number of participants in technical training session for municipal traffic police officers in Phnom Penh City. 3-4 Over 80% of training participants pass the post training test. 3-5 On average, training participants achieve the satisfactory level for 80% of traffic enforcement items. 3-6</p>	<p>(CP) 1. Training curricula. 2. Monitoring records of needs assessment, planning, implementation and evaluation of traffic enforcement. 3. Monitoring records of planning, management and evaluation of traffic enforcement campaign. (Other officers) 4. Training records. 5. Questionnaire data answered by the citizens. 6. Records of traffic enforcement activities.</p>	<ol style="list-style-type: none"> Traffic volume in Phnom Penh City does not drastically increase. The budget for the activities is allocated.

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Activities	Input (Cambodia)	Preconditions	ANNEX 10
<p>1. Intersections - Road improvement; Engineering</p> <p>1-1 Preparatory study (2 and 4 wheels vehicles) by Project Team (PT, Japanese Experts and Cambodian Counterpart personnel)</p> <p>1-2 Selection of planned intersections and roads for public experiments by PT and Joint Coordinating Committee (JCC).</p> <p>1-3 Traffic survey by PT.</p> <p>1-4 Consideration of the detail measures by PT and Executive Committee (EC). (Intersections, signal and sign, road facilities, contents of traffic arrangement)</p> <p>1-5 Arrangement of facilities to public experiments by PT and Counterpart organization (CO).</p> <p>1-6 Public experiments by PT and CO.</p> <p>1-7 Evaluation of the experiments by PT and CO, and sharing of the result with JCC and EC.</p> <p>1-8 Implementation of the similar projects of Intersections - Road improvement by CO (support and guidance by PT).</p>	<p>(Japan)</p> <p>1. Dispatch of Experts</p> <p>Expert's field</p> <p>-Chief Advisor / Traffic Safety</p> <p>-Intersection/Road Improvement</p> <p>-Drivers Education</p> <p>-Enhancement of Traffic Enforcement</p> <p>-Seminar instructor</p> <p>2. C/P training in Japan</p> <p>3. Materials for Improvement of Intersection</p> <p>4. Materials for Signal Installation for Intersection</p> <p>5. Cost of Public Campaign for Traffic Safety</p> <p>6. Cost Related Equipment of Traffic Enforcement</p> <p>7. Cost of countermeasures for the non-licensed motorcycle drivers</p>	<p>1-1. Project counterparts continue working in the counterpart agencies.</p> <p>1-2. Trained officials of road planning and traffic management continue working in counterpart agencies.</p>	<p>1-1. Project counterparts continue working in the counterpart agencies.</p> <p>1-2. Trained officials of road planning and traffic management continue working in counterpart agencies.</p>
<p>2. Drivers Education</p> <p>2-1 Analysis of traffic safety and drivers education, by PT.</p> <p>2-2 Creation of the program of drivers education by PT and CO. (Re-education: 2 and 4 wheels vehicles)</p> <p>2-3 Creation of the program of drivers education by PT and CO. (Re-education: 2 and 4 wheels vehicles)</p> <p>2-4 Creation of the program of motorcycle drivers education by PT and CO. (countermeasures for the non-licensed motorcycle drivers)</p> <p>2-5 Creation of textbook of motorcycle drivers education by PT and CO. (countermeasures for the non-licensed motorcycle drivers)</p> <p>2-6 Applying L&E program to obtain drivers license for type A1 (48-125cc motorcycle and motor-bicycle).</p> <p>2-7 Training for trainers (DLT/DPWT) of drivers education by PT.</p> <p>2-8 Cooperation with local NGOs for implementation of public campaign for traffic safety.</p> <p>2-9 Implementation of traffic safety campaign (including 3E) by PT, CO and local NGO.</p>	<p>1. Arrangement of counterpart personnel (C/P):</p> <p>Counterparts' field</p> <p>-Project Managers (MPP)</p> <p>-2 Deputy Project Managers (DPWT, DLT)</p> <p>-Officer(s) for Drivers Education (MPWT)</p> <p>-Officer(s) for Improvement of Intersections/roads (DPWT)</p> <p>-Officer(s) for Enhancement of Traffic Enforcement (PPMP)</p> <p>2. Provision of facilities for the Project implementation</p> <p>-Project office</p> <p>3. Materials for Improvement of Intersection</p> <p>4. Materials for Signal installation and etc.</p> <p>5. Other necessary budget such as for implementation of the traffic campaigns.</p>	<p>2. To maintain the relationship with local NGOs to implement traffic safety campaign.</p>	<p>2. To maintain the relationship with local NGOs to implement traffic safety campaign.</p>
<p>3. Enhancement of Traffic Enforcement</p> <p>3-1 Analysis of Traffic enforcement activities (esp. 2 wheels vehicles) by PT.</p> <p>3-2 Consideration of traffic enforcement system by PT and CO.</p> <p>3-3 Creation of manuals for traffic enforcement and traffic safety guidance by PT and CO.</p> <p>3-4 Enhancement of statistical system of traffic accident by PT, CO and local NGOs.</p> <p>3-5 Technical training for traffic police officers by PT and CO.</p>	<p>3. Trained traffic police officers continue working in Municipal Traffic Police.</p>	<p>3. Trained traffic police officers continue working in Municipal Traffic Police.</p>	<p>3. Trained traffic police officers continue working in Municipal Traffic Police.</p>
<p>4. Common Activities</p> <p>4-1 Counterpart training in Japan for CO staffs.</p> <p>4-2 Implementation of seminar and workshop for CO staffs.</p>			

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LIST OF PARTICIPANTS

Cambodian Side:

Municipality of Phnom Penh

H.E. Kep Chuk Tema	Governor
H.E. Trac Thai Sieng	Vice Governor
H.E. Chreang Sophan	Vice Governor
Mr. Nuon Someth	Chief of Cabinet
Ms. Kim Vatanak Thida	Deputy Chief of Cabinet
Mr. Peng Sokun	Deputy Director, Department of Public Works and Transport
Mr. Ean Narin	Deputy Director, Department of Public Works and Transport
Mr. Meoung Sophan	Chief of Public Works Office of DPWT
Mr. Chea Bunthoeurn	Chief of Transport Office of DPWT
Major. Tin Prasoeur	Chief of Municipal Traffic Police Office
Capt. Chev Hak	Deputy Chief of Municipal Traffic Police Office

Ministry of Public Works and Transport:

H.E. Sun Chan Thol	Minister
H.E. Chum Iek	Secretary of State
Mr. Keo Savin	Director, Department of Land Transport
Mr. Preap Chan Vibol	Deputy Director, Department of Land Transport
Mr. Tatsuo Harada	JICA Expert (Transport Policy Advisor, MPWT)
Mr. Tsuyoshi Kubota	JICA Expert (Road Management Advisor, MPWT)

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Japanese Side:

Project Consultation Team

Mr. Hozumi Katsuta	Leader
Mr. Yoshiro Masuda	Member (Cooperation Planning)

JICA Cambodia Office

Mr. Shingo Morihata	Assistant Resident Representative
Mr. Seak Pengkeang	Program Officer, Infrastructure Division

PTIPP Team

Mr. Masato Koto	Chief Advisor/ Traffic Safety
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2. 現地議事録

訪問相手先	JICA カンボジア事務所（表敬）
出席者	事務所：米田所長、鶴飼次長、森畑所員 団員：勝田、増田 プロジェクト：古藤総括
日時	2008年3月24日（月）8:15-9:30
場所	JICA 事務所会議室
<p>勝田団長より今回の調査団の主な目的と、プロジェクトのこれまでの経緯を説明し、以下質疑応答を行った。主な内容は以下のとおり。</p> <p>勝田：対処方針会議後にC/Pやプロジェクトチームに送った質問表の解答から、E1については一定の進展は見られると感じている。ただし、本プロジェクトでは交差点という極所的な対応でしかなく、短路部や駐車場対策、公共交通など都市交通改善のために取り組むべき問題数多く残されていることは確かである。ただし、本プロジェクトの当初からの計画通り、交差点を含む道路への対応を通じて人材育成を行うという主旨のもと、その対象を大きく広げることは考えていない。</p> <p>E2については、新道路交通法の施行という大きな変化があった。その中で特に無免許二輪車対策が早急な課題としてあがっており、2007年度から一部追加で専門家を派遣しているように、2008年度の活動の中心といっても過言ではない。また、免許取得促進については制度にかかわる調整も必要となる場所、プロジェクトの中でその内容について関係機関と十分協議し、実施体制の構築、実施に至るまで時間がかかるのではないかと考えており、延長の判断材料となりえる。</p> <p>E3についてはE2の教育と表裏一体であり、免許取得促進に合わせて取締りの強化ができるようになっていなければならない。しかし、事前の資料によると初年度に専門家の人月を多く投入しが、思ったような成果は出せていない。</p> <p>所長：現在2年のプロジェクト3年に延長する場合、3年目はC/Pが主体的にできるような計画が必要であり、その点を留意して協議してもらいたい。</p> <p>免許取得促進について実現の可能性はあるのか？</p> <p>勝田：日本でも原付バイクの免許は筆記試験だけであることから、カンボジアでは現在すでに運転している人も多いため、交通ルールの徹底をはかる意味で免許取得を促進する意味はある。また、現在プロジェクトからの提案をMPWTの大臣に上げており、コメントを待っているところと聞いているので、今回の協議の中で進捗について確認したい。ただし、最初にも述べたが、政令、制度、または場合によっては法律などにもかかわる話なので、プロジェクトの中でどこまで対応できるかは要協議である。</p> <p>次長：フェーズ2の要請を上げた際に本部からは延長で対応するとの回答であったことから要請を取り下げた経緯がある。そのような状況にもかかわらず、対処方針の中で延長が前提でないということは遺憾である。また、仮に今回の調査で延長が決まった場合は終了時評価も実施すべきである。</p> <p>勝田：今回はプロジェクト開始当初から予定していたとおり、中間評価的な視点で1年間の進捗を確認し、その上で延長が必要であれば延長の判断をするというのが対処方針である。したがって、延長ありきではなく、延長も視野に入れて調査を行い、決断したい。そして、延長した場合はもちろん終了時評価は行うべきものと認識している。交通も含めた都市問題は2、3年で解決するようなものではなく、その時々々の状況に応じた継続的な対応が必要であり、プロジェクトとして全てを対応するのは無理である。そのためにC/Pへの技術移転を通して自立発展を促していくためのプロジェクト計画になっている。</p>	

訪問相手先	DLT：公共事業運輸省運輸総局陸上交通部、NRSC 表敬・協議
出席者	Sun Chan Thol (MPWT Minister), Chum Iek (Secretary of State), Keo Savin (Director of DLT), Preap Chan Vibol (Deputy Director of DLT), Mao Vichikka (DLT), Ryan Duly (NRSC Advisor)、久保田専門家、原田専門家 団員：勝田、増田 JICA：森畑、SEAK、プロジェクト：古藤
日時	2008年3月24日(月) 11:30-12:00
場所	MPWT 会議室
<p>大臣：まず、フランス企業の支援で2つの交差点に関してフライオーバーにするためのデザインは完成している。後は資金調達のみである。日本として支援の可能性はあるのか。</p> <p>勝田：今回のプロジェクトでは昨年実施した2つの交差点改良やその他の E の活動を通して人材を育成することが目的であり、大規模な工事等は計画にないので、対応はできない。</p> <p>勝田団長より今回の調査団の目的等を説明の後、質疑応答を行った。主な内容は以下のとおり。</p> <p>勝田：3月27日に M/M の署名を予定しているが、2006年12月に行った前回の署名者 (Secretary of State) の Chum Iek 氏で問題ないか。</p> <p>大臣：問題ない。</p> <p>大臣：今、毎日何台のバイクや車が増え続けているか知っているか。</p> <p>Ryan：毎日ではわからないが、2007年は年間プノンペンだけで8万台増加しており、毎年10%以上の伸びである。</p> <p>大臣：これだけの急速な伸びに対して早急な対応が必要である。</p> <p>勝田：現在プロジェクトから新道路交通法の施行に伴い発生した大量の無免許バイク運転者への対策として簡易な免許取得制度の提案をしており、省へ提出している。ぜひご確認いただき、検討してほしい。</p> <p>大臣：まだ私は見ていないが、提案は大いに歓迎する。早急に検討したい。</p> <p>勝田：NRSC の組織体制について現状を聞きたい。</p> <p>大臣：組織としては機能し始めている。しかし、資金面や人材が不足していることは確かである。両方の面で JICA への協力を仰ぎたい。</p> <p>勝田：上記暫定的な免許取得制度の確立のための支援としてプロジェクト期間を1年間延長することを検討しており、プロジェクト期間中は継続してサポートは行うつもりはあるが、昨年以上の支援は難しく、プロジェクト期間内に自立できるような方法をプロジェクト内で協議していただきたい。</p> <p>大臣：信号の設置方法について、私も1人の利用者として非常にわかりにくい。もっと改善すべきである。町中に違ったタイプの信号があり、混乱のもとである。</p> <p>古藤：プロジェクト開始当初の調査でそのような問題点が指摘されており、その改善のために2箇所の交差点の改良を通して、人材育成をしてきている。プロジェクト内ではこれ以上の交差点の改良は予定していないが、改善に向けた対応についてプロジェクト内で話し合いたい。</p> <p>Ryan：3E の共同という考えは非常に重要であり、JICA のプロジェクトをきっかけに関係者を巻き込み、昨年のキャンペーン等が実施できたことは大きな成果である。</p>	

訪問相手先	プノンペン市 表敬・協議
出席者	Trac Thai Sieng (Vice Governor, MPP), Chreang Sophan (Vice Governor, MPP) 団員：勝田、増田 JICA：森畑、SEAK、プロジェクト：古藤
日時	2008年3月24日(月) 14:30-15:30
場所	プノンペン市役所 会議室
<p>勝田団長より今回の調査団の目的等を説明の後、質疑応答を行った。主な内容は以下のとおり。</p> <p>勝田：M/Mの署名者はプロジェクト実施時のM/MやR/Dでは市長に署名いただいたが、今回も市長で問題ないか。</p> <p>副市長T：今のところ問題はない。</p> <p>勝田：本プロジェクトに対する評価を伺いたい。</p> <p>副市長T：パーセントの正確な数字はきちんと計る必要があるが、個人的には95パーセント成功していると思っている。ただ、実際には簡単に見えることが難しく、難しく見えることが簡単だったりする。例えば、当初簡単だと思っていたことは警察と市民への教育である。思った以上に知識水準が低く、それは実際にやってみてはじめてわかったことである。一方、難しいと思っていたことは関係機関の連携だったが、思った以上にうまくいったと思っている。交差点の改良も細かな問題は残っているが対象交差点についてはうまくいったと思っている。マスコミ等を使ったキャンペーン等を通した市民への広報は効果的であった。また交通警察官の基礎はできたと思っている。今後は指導者の育成をすることで継続性が保たれるだろう。</p> <p>勝田：新道路交通法の施行によって何か変わったか。</p> <p>副市長T：市民の交通ルールに関する知識を増やすいい機会となっている。</p> <p>副市長S：交通法が改正されたことは知っているが、内容についてはよくわかっていないのが現状である。ヘルメットの着用など義務も増えておりルールの普及・徹底のためにも指導が必要である。</p>	

訪問相手先	DLT
出席者	Keo Savin (Director of DLT), Prom Chanvibol (Deputy Director of DLT), Mao Vichikka (DLT), Ryan Duly (NRSC Advisor) 団員：勝田、増田
日時	2008年3月24日(月) 16:00-18:00
場所	DLT
<p>勝田団長より今回の調査団の目的等を説明の後、質疑応答を行った。主な内容は以下のとおり。</p> <p>勝田：無免許運転者対策についてどのように考えているか。</p> <p>DLT：これまでは車は40時間、バイクは30時間の講習を行っており、筆記試験と実技試験を行っている。取得には試験代、免許発行手数料等を含めて68ドルが必要である。</p> <p>新道路交通法施行に伴い講義を16時間(座学8時間、実技8時間 *実技は実質免除)にし、14ドル(講義5ドル、試験他免許所得9ドル)とした。そして、時限措置として2007年3月から全国で無料受講できるようにし、1年間で135回、3万人が受講し、1万人が免許を所得した。各回の受講者数はまちまちだ、プノンペンで2箇所のDPWTで実施しており、第19回</p>	

で142名が受講している。その他の州では学校などで行い500名規模でも実施したことがある。

勝田：プロジェクトから出ている免許取得促進に関する提案についての意見は？

DLT：詳細は詰める必要があるが方向性には同意する。ただし、試験については全国共通で行い、実技も必ず入れる必要がある。また、一度に大量の受験者を受け入れるためには現在コンピューターベースになっている試験を紙ベースに戻す必要がある。時限措置としての試験方法の変更はPrakasではなく、大臣通達で可能である。

参考情報として4月3日からHONDAが無料で講習を実施する予定であり、プロジェクトからも是非視察に同行してほしい。

古藤：是非同行したい。

訪問相手先	PPMP：プノンペン市警察本部交通警察署 表敬・協議
出席者	Tin Prasoe (Chief of Municipal Traffic Police), Chev Hak (Deputy Chief of Municipal Traffic Police) 団員：勝田、増田 JICA：森畑、SEAK、プロジェクト：古藤
日時	2008年3月25日(火) 10:00-12:00
場所	プノンペン市交通警察

勝田団長より今回の調査団の目的等を説明の後、質疑応答を行った。主な内容は以下のとおり。

勝田：プロジェクトの現状をどのように分析しているか。

Huk：左折指示のついた信号などはこれまでカンボジアになかったものであり、非常に有効だと感じている。取締りについてはこれまでも行ってきたが、新法88条に規定された軽微な罰則のうち、以下の4つを内務省(MOI)の指示により行っている。

①ナンバープレートの装着、②過積載、③バイクのバックミラーの装着、④適切な免許証の使用
まずはこれらの項目について取締りを実施し、内務省に報告することになっている。ちなみに3月中旬から罰金も取っており、400万リエル(約1,000ドル)の罰金を徴収した。なお、徴収された罰金のうち、50パーセントは政府に、20パーセントは徴収した警察官個人に、15パーセントは内務省に、10パーセントはプノンペン市に、5パーセントは区警察に配布される。

勝田：警察内の研修についてどのようになっているのか。

Huk：ポリスアカデミーは内務省(MOI)の管轄になっている。新人警察官はまずは6ヶ月の合同研修を受け、その後分野ごとに3ヶ月、6ヶ月、1年、3年の研修がある。交通分野に関しては毎年あるとは限らず、前回の実績として全国から7名が3ヶ月間研修を行った実績はある。ちなみに2007年はなかった。交通警察官に関しては既に他の部署を経験しているベテランが多く配置されており、交通に関する業務経験はあるが現在の状況を改善できる能力までではない。新法に関しては全員に対して研修を行っており知識としてはある。また、72条で警察官等の不正に関する罰則が規程されており、遵守している。

研修とは別に、その他、学校への出前講座やごみ収集者ドライバーへの教育、TORAN(NGO)への協力なども行っている。

勝田：現在のプノンペンの交通事情をどのようにみているか。

Huk：年々悪くなっている。事故原因についてはスピードと飲酒が多い。2008年1月は15人、2月は20人が交通事故で死亡している。ただ、事故統計に関してはHIB(NGO)に依存している状態である。

訪問相手先	DPWT：プノンペン市公共事業運輸局 表敬・協議
出席者	Peng Sokun (Deputy Director, DPWT), Moeung Sophan (Deputy Manager, DPWT), Chea Bunthoeurn (Chief of Transport Office, DPWT), Top Savannarith (DPWT), Phoung Chamroeun (DPWT), Prum Kampol (DPWT) 団員：勝田、増田 JICA：森畑、SEAK、プロジェクト：古藤
日時	2008年3月25日(火) 14:00-16:00
場所	DPWT
<p>勝田団長より今回の調査団の目的等を説明の後、質疑応答を行った。主な内容は以下のとおり。</p> <p>勝田：プロジェクトの現状をどのように分析しているか。</p> <p>DPWT：交差点改善は高く評価したい。社会実験についても関係機関で連携でき、効果的であった。一方、改良した2箇所の交差点では電気と大型車対策という課題も残っている。また中央分離帯をもう少し延ばし逆走を防ぐなど、まだまだ改善の余地はあると認識している。それでも大きな成果があったことは誰もが認めるところである。ただし、まだまだ市民の意識が低いのが問題である。今年には毛沢東通りとロシア通りの交差点およびや日本橋の東の交差点を対象にしている。そして調査、測量、計画まではできているがこれでいいのか自信がない。</p> <p>勝田：交差点改良は、試行錯誤面も多いと聞いており、問題点に気づくことも大事である。</p> <p>古藤：今回の計画は専門家が見ても基本的方向性はあっていると評価している。</p> <p>勝田：交差点改良と並行して駐車対策や一方通行などについて今年プロジェクト内で十分に検討してほしい。様々な問題を解決するためにさらに支援が必要ということは理解する。本プロジェクトはE2、E3の活動を追加・強化することで1年間の延長を検討している。もしそうなった場合でも改良などに伴う建設費の追加支出をプロジェクトでカバーする予定はない(例えば、立体交差などの建設費はプロジェクトの対象外と考えている)が、技術的な支援は可能である。</p> <p>勝田：E2について、昨日 DLT と 125cc 以下のバイク免許の取得促進について意見交換を行ったが、プロジェクトから出ている提案について意見を聞きたい。</p> <p>DPWT：E1の成果を十分に発揮するためにもE2が必要である。しかし、運転者の教育には時間がかかる。また、E3について停電時に交通警察官が交差点をうまく管理できておらず(捌くことができていない)あわせて強化が必要である。</p> <p>無料講習(計16時間：講義8時間+実技8時間 *実技については実質免除)は、2008年は2ヶ月で4回行っており、クメール正月(4月中旬)までに後3回予定している。2007年は18回実施した。会場規模としては定員300名であるが実際は50人程の回もあった。主にTV、ラジオ、区役所等で通知しているが、取締が行われていない状況ではたとえ無料でも取得のインセンティブが働いていないのではないかと分析している。</p> <p>増田：1人当たりの経費はいくらぐらいかかっているのか。</p> <p>DPWT：テキスト代や講師の手当てなどで3ドル程度と見積もっており、無料講習期間中はすべて無料で行っている。なお、ドライビングスクールでは5ドルであり、スクールの中には無料講習があるためバイク向けを止めているところもある。</p> <p>勝田：プロジェクトの提案についての意見は？</p> <p>DPWT：プロジェクトからの提案は確認している。日本製のバイクも増加しており、また近郊の住宅建設ラッシュもあるため迅速な対応が必要と感じている。内容については基本的に賛成であり、DLTの許可下りればすぐにでも実施したい。</p>	

訪問相手先	HIB : Handicap International Belgium 表敬・協議
出席者	Ryan Duly (Road Safety Advisor @ NRSC)、Socheata Sann (Road Safety Program Manager)、Meas Chandy (Road Safety Project Manager) 団員：勝田、増田 JICA：森畑、SEAK、プロジェクト：古藤
日時	2008年3月26日(水) 8:00- 9:00
場所	HIB
<p>勝田団長より今回の調査団の目的等を説明の後、質疑応答を行った。主な内容は以下のとおり。</p> <p>勝田：プノンペンの交通状況についてお聞かせ願いたい。</p> <p>Meas：E3については限定的である。警察が何をしたいと思っているのかよく見えない。また、一般の道路使用者への教育はまだ不十分である。警察の実際の交差点における取締り、指導は十分とはいえない。事故原因としては飲酒、スピード違反、ヘルメットの未着用がもっと多いと分析している。</p> <p>Ryan：計画的にやっていくため、4月末に(海外の警察を招聘して)国レベルの指導取締に関するアクションプランの作成発表とそのセミナーを予定しており、是非プロジェクトからも参加してほしい。</p> <p>森畑：プロジェクトチームメンバーが帰国中であり事務所から参加したいので是非招待状を送ってほしい。</p> <p>勝田：本プロジェクトをどのように評価しているか。</p> <p>Meas：プロジェクトとは関係なくプノンペン市における交通量、事故数ともに増えているので成果を評価するのは難しい。</p> <p>勝田：NRSCの活動状況は？</p> <p>Ryan：実質2006年から活動を開始したに過ぎず、人のアサイン等はあるが、他の仕事との掛け持ちであるため100パーセントNRSCの仕事だけに注力しているとは言いがたく、NRSCが現在行っている事業も内部人材だけではまだまだである。ちなみに、資金的には国内で約30パーセント、自己資金(政府資金)では10パーセント以下しか調達できていないであろう。</p> <p>勝田：HIBで発表している事故統計についてカンボジア側への技術移転の状況はどのようになっているか？</p> <p>Ryan：NRSCを中心にMOI(内務省)とMOH(保健省)に対して移転しつつある。2009年末までに移管予定で、移管後も省内部に人を派遣し、引き続き支援を検討している。MOI、MOHがそれぞれが警察データ、病院データの集積を行いNRSCが全体の取りまとめを行う。</p>	

訪問相手先	JICA カンボジア事務所(報告)
出席者	事務所：鶴飼次長、森畑所員 団員：勝田、増田、プロジェクト：古藤
日時	2008年3月27日(木) 16:00 - 16:45
場所	JICA 事務所会議室
<p>勝田団長より現地調査の報告として、プロジェクト内で行う活動の整理した結果1年間の延長が必要であり、各EについてPDM・POの見直しを行ったことを報告し、次長もその内容について了解した。また次長より延長の日本側の最終的な決定についてどのように通報されるのか確認してほしい旨要請があった。</p>	

【質問票】

プノンペン市都市交通改善プロジェクト

プロジェクトチーフアドバイザー 古藤様

3月23日から28日までの期間で実施されるプノンペン市都市交通改善プロジェクトモニタリング調査に先立ちまして、プロジェクトに関連して以下情報を教えていただきたく、質問票を送らせていただきます。各質問についてその理由も含めてご回答くださいますようお願い申し上げます。

JICA 社会開発部モニタリング調査団

プロジェクト実施の背景

- (1) 《他ドナーの支援動向》カンボジアにおいて本プロジェクトと関連するその他ドナーによる運輸交通セクターに関する支援についてご存知のことかがございましたら教えていただけますでしょうか。
 - ・他ドナーの支援動向
 - 1) ADB：カンボジア交通安全アクションプラン（久保田さんの回答に詳細があります）
 - 2) パリ市：プノンペン市 DPWT の技術者の能力向上プロジェクト（公共交通：整備のための環境調査、緑化計画等）（E1 のソパンの回答にあります）
- (2) 《交通セクターの現状》プロジェクトが2007年3月に開始されてから約1年が経過し、9月には新道路交通法が施行されました。プノンペン市の交通セクターの状況等で、プロジェクトのデザインに影響を与えるような変化がありましたら教えていただけますでしょうか。
 - 1) 交通事故が予想以上に深刻
 - 2) E1 の活動に関して、交差点（点）のみの改良には限界。点と線（単路部）もあわせた対策が必要
 - 3) 予算措置について交差点改良工事分は確保されるが、他の活動は難しい
 - 4) 新道路交通法は施行されたが、実施に移されていない
 - 5) E3 に関して、交通警察官の交通整理・取り締まり能力が当初想定されていたよりも低い

プロジェクト実施体制

- (3) 《実施体制》プロジェクトの実施体制はどのようになっていますでしょうか。
 - ・基本的に以下の6つの会議（5つはPTIPP主導、1つはPTIPPから参加）を軸にプロジェクトを進めている。
 - 1) 合同調整委員会：プロジェクトの方向性を決める。各年度初めに行っている。

- 2) 運営委員会：専門家とカウンターパートとのプロジェクトの課題や対策を検討する。第二年次はすでに5回実施。
 - 3) E1 定例会議：週一回のペースで行われており、主に社会実験の課題や進捗を調整。
 - 4) E2 定例会議：交通安全キャンペーンの前に3から4回実施。キャンペーンの内容を検討。
 - 5) NRSC 会議や NGO 会議への出席：国レベルや NGO 主体の交通安全キャンペーンの内容等検討
 - 6) E3 定例会議：社会実験対象交差点の取締方法検討や座学の準備
- (4) 《実施体制》本プロジェクトに関わっている主なメンバーのリストと所属及びその他関わっている人数を C/P 機関毎に挙げていただけますでしょうか。

E1

1-Mr. Peng Sokun	Deputy Director of DPWT
2-Mr. Moeung Sophan	Chief of Public Works
3-Mr. Chea Bunthoeurn	Chief of Transport
4-Mr. Prum Kampoul	Technical staff of Public works Office of DPWT
5-Mr. Top Sovannarith	Technical staff of Transport Office of DPWT
6-Mr. Phourng Cahmroern	Vice Chief of Public Lighting Section of DPWT

E2

- 1-Director of GOT: Un Chung Hour
- 2-Director of DLT: Keo Savin
- 3-Deputy Director of DLT: Pheap Chan Vibol
- 4-Staff of DLT: Ms. Men Chansokol
- 5-Staff of DLT: Mr. Mao Vichikka

E3

- 1-Chief: Tin Prasoeu
- 2-Deputy Chief: Em Sambath
- 3-Deputy Chief: Chev Hak
- 4-Administration Chief: Son Kha
- 5-Deputy Chief: Ein Narin

- (5) 《実施プロセスにおける留意点・阻害要因》現在のプロジェクト実施体制の中で留意すべき事項や活動を阻害する可能性のある要素がありましたら、教えていただけますでしょうか。

- ・交通安全キャンペーン活動のプノンペン市側（DPWT も含めて）のカウンターパート及び予算措置対応が脆弱。

妥当性

- (6) 《プロジェクトの必要性》本プロジェクトの協力内容は、①プノンペン市公共事業局、②プノン

ペン市警察交通警察室、③公共事業運輸省運輸総局陸上交通部のニーズにどのような点で合致していると思われますか。

1) プノンペン市公共事業局

- ・ 工事の実施に関する経験はある程度経験を有するが、交差点改良の計画立案（調査から問題課題抽出、計画方針、計画案作成まで）の能力向上
- ・ 交通安全キャンペーンの実施能力（実施能力以前に、部門作りも必要）

2) プノンペン市警察交通警察室

- ・ 信号交差点での取締能力向上
- ・ 座学を通じた新道路交通法の理解

3) 公共事業運輸省運輸総局陸上交通部

- ・ 交通安全キャンペーンの実施能力
- ・ ホンダなどの教習カリキュラムを取り入れた運転者教育
- ・ 効果的なバイク運転免許の発給システム

(7) 《プロジェクトのアプローチ》交差点・道路改良、運転者教育、交通規制を組み合わせた本プロジェクトのアプローチは、プノンペン市の交通改善に向けた手段として、どのような点で適切だとお考えでしょうか。

- ・ 運営委員会や各 E 定例会議を通して、交通施設配置（例えば標識の設置など）の意味を社会実験参加者が共通できた

(8) 《日本の技術の優位性》他ドナーと比べて、本プロジェクトでは日本の技術の比較優位性はどのような点にあると思われますか。

- ・ カウンターパートとともに考え行動する点に加え、プロジェクトを第三者に説明するためのツールづくりのきめ細やかさ

有効性（予測）

(9) 《プロジェクト目標の達成予測》本プロジェクトの目標は「「プ」市及び公共事業運輸省による交差点改良・交通規制・運転者教育の実施能力が強化される」となっておりますが、協力内容はプロジェクト目標を達成するために十分でしょうか。

- ・ 2008 年度は交通指導取締分野の専門家派遣を当初の協力内容より強化する必要がある

(10) 《C/P の能力育成》各 E における C/P の能力育成について達成度合いはどの程度でしょうか。またプロジェクトの残りの期間で実施することになっている点と強化することでさらに達成度が増すと思われる活動はどのようなものがありますでしょうか。

1) プノンペン市公共事業局（E 1 及び E 2）

- ・ 座学をとおした交差点改良の計画立案（調査から問題課題抽出、計画方針、計画案作成まで）の能力向上

- ・ 交通安全キャンペーン実施は座学により 2007 年度は会議に参加した程度
- 2) プノンペン市警察交通警察室 (E 3)
 - ・ 信号交差点での取締能力向上 (一部の交通警察)
 - 3) 公共事業運輸省運輸総局陸上交通部
 - ・ 座学をととした交通安全キャンペーンの実施能力
 - ・ ホンダなどの教習カリキュラムを取り入れた運転者教育
 - ・ 効果的なバイク運転免許の発給システムへの参加により

(11) 《新道路交通法への対応》2007 年 9 月に新道路交通法は施行になりましたが、同法に対応するために本プロジェクトにおいて対応すべき活動がございましたら各 E についてそれぞれ教えていただけますでしょうか。

各 E とは対応していませんが、次のとおりです。

- 1) 交通安全キャンペーンと交通取締をととして、バイク利用者の生命を守るヘルメット着用義務を定着させる
- 2) 交通安全キャンペーンと交通取り締まり強化による交通三悪追放 (スピード違反、酒酔い運転及び無理な追い越しや逆送などの交通ルール違反)
- 3) バイク免許取得の早期実施

効率性

(12) 《実績》3 月末時点において、派遣された専門家の指導科目、人数、工数の実績を教えてください。

- 1) 総括/交通安全 (一人) : 9.0MM (2006 及び 2007 年度)
- 2) 交差点/道路改良 (二人) : 8.5MM
- 3) 運転者教育 (一人) : 2.5MM
- 4) 交通取締安全強化 (三人) : 10.0MM
- 5) 交通キャンペーン/セミナーコーディネーター (一人) : 1.5MM

(13) 《実績》1 年間のプロジェクト活動の結果、どのような成果がありましたでしょうか。またそれらの成果を達成するために派遣された専門家の数、専門性、時期、その活動などは適切だったでしょうか。

1) E1 について

社会実験対象交差点 (モニレス交差点) の実験前後の交通調査により、交通量と旅行速度が増加し渋滞長が減少した。

2008 年度の社会実験交差点の計画と測量を DPWT 技師が行った。

2) E2 について

バイク免許を持っていない交通警察官のうち 70 名がすでに試験を受け免許を取得した。

NRSC 主体で第二回カンボジア交通安全週間の活動実施計画が進んでいる。

3) E3 について

一部ではあるが、社会実験交差点で交通整理・取締の指導を受けた警察官が、他の交差点で実績を見せている。

(14) 《実績》各 E について、それぞれの C/P (または合同) で開催した会議の回数とその内容について教えていただけますでしょうか。

- 1) 合同調整委員会：プロジェクトの方向性を決める (1 回)。
- 2) 運営委員会：専門家とカウンターパートとのプロジェクトの課題や対策を検討する。(5 回)
- 3) E1 定例会議：週一回のペースで行われており、主に社会実験の課題や進捗を調整 (30 回以上)
- 4) E2 定例会議：交通安全キャンペーンの前に 3 から 4 回実施。キャンペーンの内容を検討 (15 回程度)
- 5) NRSC 会議や NGO 会議への出席：国レベルや NGO 主体の交通安全キャンペーンの内容等検討 (6 回)
- 6) E3 定例会議：社会実験対象交差点の取締方法検討や座学の準備 (15 回程度)

(15) 《実績》各 E について、現状分析の結果、課題として挙げられた項目にどのようなものがありますでしょうか。また、それら課題のうち、プロジェクト活動で対処できた項目、今後対処する予定の項目、プロジェクト期間中に対応が難しい項目を挙げていただけますでしょうか。

- 1) 3 E が調整を取らずに交通安全行政が行われている
3 E の協働による社会実験の実施 (2007 年は専門家主導で実施できた。来年は C/P 主体へと移行)
- 2) 多くの交差点が交通の隘路になっている
交通の隘路解消 (2 つの主要交差点の改良を行った。モニレス/271 道路は概ね成功。ロシア/271 道路は信号の調整等に課題を残したため 2008 年も若干の調整必要)
- 3) 交通安全キャンペーンは NGO が主導
ステークホルダー全体を巻き込んだ定期的な交通安全キャンペーンの実施 (2007 年は専門家主導で実施できた。2008 年度は費用も含めて C/P 主体へと移行)
- 4) 無免許バイク利用者は全体の 95% 以上
バイク免許の効率的な発給システムの検討と実施 (PTIPP 案を NRSC 委員長である公共事業運輸省大臣に提出。2008 年-2012 年で実施予定)
- 5) 交通警察官の職務環境が劣悪で交通指導・取締能力も低い
交通警察官の交通指導・取締能力の向上 (2007 年は一部の成果はあったが、2008 年はより強化する必要がある。ただし、給与改善等の職務環境の改善は本プロジェクトではできない)

インパクト

(16) 《波及効果》プロジェクト実施によるプラス・マイナスの波及効果 (制度・政策、環境、貧困、経済など) で現時点で予測されるものがございましたら教えていただけますでしょうか。

□ プラス

- 1) プノンペン市の最重要課題に JICA として協力した実績が残せたこと。(援助協力)

- 2) 交差点改良により当該交差点の交通混雑が減少し、交通安全性が向上したこと。(環境)
- 3) バイク免許発給システムの効率化が図れること。(制度・政策)

(17) 《外部条件》プロジェクトの前提条件、外部条件で満たされない可能性がある条件はありますでしょうか。

- ・ 「活動資金が用意される」に関して、例えば E2 の一部と E3 については満たされない可能性がある

自立発展性

(18) 《政策・制度・財政・組織》カンボジア側の政策・制度・財政・組織などのうち、協力終了後の自立発展性を担保するための環境が比較的に整っていると考えられる部分があるとすれば何でしょうか。また、自立発展性を阻害する危険性があると考えられる部分は何でしょうか。

□プラス

- 1) 新道路法が制定されたこと
- 2) N R S C が組織され専任のアドバイザーが配置されたこと
- 3) プノンペン市がインフラ整備に積極的なこと

■マイナス

- 1) 特に D L T や P P M P にみられるドナー依存体質

提言

(19) 《提言》本プロジェクトは 2009 年 3 月で終了の予定です。①プロジェクト目標達成のために残りの期間に実施する活動について改善すべき点、②外部環境の変化（新道路交通法の施行など）に対応するために追加することでよりよい効果を生むと考えられる追加の活動とその理由がございましたら教えていただけますでしょうか。

①プロジェクト目標達成のために残りの期間に実施する活動について改善すべき点

- 1) E 1 の活動に関して、点（交差点）のみならず線（単路部）の改良方法も技術移転する

②外部環境の変化（新道路交通法の施行など）に対応するために追加することでよりよい効果を生むと考えられる追加の活動とその理由

- 1) バイク運転者への効果的な免許発給システム検討の継続（新道路交通法の施行が早まったため）
- 2) スピード測定器やアルコール検知器を使った日常的交通指導・取締に関する技術移転（プノンペン市交通警察の交通指導・取締能力の向上はある程度図れたが、日常の交通指導取締をより的確に行うために）

ご協力に感謝いたします。ありがとうございました。

【質問票】

プノンペン市都市交通改善プロジェクト

JICA 道路管理アドバイザー 久保田様

3月23日から28日までの期間で実施されるプノンペン市都市交通改善プロジェクトモニタリング調査に先立ちまして、プロジェクトに関連する情報を教えていただきたく、質問票を送らせていただきます。ご多忙のところ恐縮ではございますが、ご存知の範囲内で結構ですのでご回答くださいますよう宜しくお願い申し上げます。なおプロジェクトの概要は別添PDMを参照ください。

JICA 社会開発部モニタリング調査団

プロジェクト実施の背景

- (1) 《他ドナーの支援動向》「カンボジア運輸交通セクターにおける援助協調」(FASID、2005年3月)によれば、IRITWG (Infrastructure and Regional Integration Technical Working Group)のリードドナーは日本とADBとのことですが、①WGの活動状況、②その活動と本プロジェクトの関係、③IRITWGが作成した資料等で、本プロジェクトと関連するものがございましたら、コピーをいただけますでしょうか。また、④その他ドナーによる運輸交通セクターに関する支援についてご存知のことかがございましたら教えていただけますでしょうか。

①WGの活動状況

- プロジェクト期間中のプロジェクト期間中のこれまでに、2007年4月3日、7月10日、10月2日、2008年1月22日の4回、会合が開催されている。

②本プロジェクトとの関係

- IRITWGは、直接、本プロジェクトを議論する関係にはないが、議長であるところの公共事業運輸大臣から、2007年4月3日、7月10日の会合において、国家交通安全委員会 (National Road Safety Committee) のキャンペーン活動に協力して欲しい旨、発言があった。しかしながら、その場でドナーから具体的な支援に関する発言は無かった。

③作成資料

- 公共事業運輸省として、インフラ全般の概況をあらわすデータの作成をJICAが提案し、その中に、交通事故に関する統計データが掲載されている(資料-1)。

④他ドナー運輸交通セクター支援

- 道路リハビリをADB、WB、中国、韓国、タイ、ベトナム及び日本が支援している(資料-2)。
- 道路メンテナンスについて、ADB、WB、AusAidの協調融資による支援が計画されている(資料-3)。
- 国家交通安全委員会 (National Road Safety Committee : 公共事業運輸大臣が委員長) のアクションプランが2005年にADBにより提案されており(資料-4)、事務局であるところの公共事業運輸省運輸総局は、これを基に活動を行っている。活動は、HI B (Handicap International Belgium)

が運輸総局を支援し、NRSCとしての活動として、さまざまな国際支援機関の支援活動を取りまとめている（資料－5）。

- (2) 《交通セクターの現状》プロジェクトが2007年3月に開始されてから約1年が経過し、9月には新道路交通法が施行されました。プノンペン市の交通セクターの状況等で、プロジェクトのデザインに影響を与えるような変化がありましたら教えていただけますでしょうか。
- NRSC全般の活動に寄与するよう求められている。

プロジェクト実施体制

- (3) 《実施プロセスにおける留意点・阻害要因》プロジェクトの実施過程で留意すべき事項や活動を阻害する可能性のある要素がありましたら、教えていただけますでしょうか。
- カンボジア高級官僚や財閥など特権階級関係者あるいは家族の交通ルール不履行、交通警察官への圧力（見逃しを促す）。
 - 交通警察官がバイク運転免許さえ取得していない。
 - 交通警察官が市民から信頼されていない（個人的に罰金を要求し、ポケットマネーに入れてしまう）。

妥当性

- (4) 《プロジェクトの必要性》本プロジェクトの協力内容は、①プノンペン市公共事業局、②プノンペン市警察交通警察室、③公共事業運輸省運輸総局陸上交通部のニーズにどのような点で合致していると思われますか。

①プノンペン市公共事業局

- 交差点改良に関する財務当局への予算要求資料作成要領
- 交差点改良における信号現示、区画線・標識設置方法など技術的要点の考え方
- キャンペーン実施要領（警察・NGO・メディアなどとの調整、パンフ、バナーなどの作成要領、ボランティアなどを利用した広報活動の調整方法）

②プノンペン市警察交通警察室

- 新交通法の内容理解
- 信号のある交差点におけるドライバー指導あるいは取締り方法

③公共事業運輸省運輸総局

- 交通警察官を含めたバイク運転免許者の実態把握（プノンペン市内でおおよそ5%のみ）
- バイク運転免許取得促進手法の検討

- (5) 《プロジェクトのアプローチ》交差点・道路改良、運転者教育、交通規制を組み合わせた本プロジェクトのアプローチは、プノンペン市の交通改善に向けた手段として、どのような点で適切だとお考えでしょうか。

- 信号のない交差点が多く、免許を取得していないバイク運転者が、交通ルール無視の運転行動によって、交通事故を引き起こしている。
- 取り締まり交通警察官の意識や技術が低い。

- (6) 《日本の技術の優位性》他ドナーと比べて、本プロジェクトでは日本の技術の比較優位性はどのような点にあると思われませんか。
- 他ドナーは、支援内容の枠組み、政策、行動指針などを作成するなどにとどまっている点や現場での実施についてもドナー側が実施してしまう点で、日本の支援はなるべくC/Pに考えさせ、実施させようとしている（現場主義）。

有効性（予測）

- (7) 《プロジェクト目標の達成予測》本プロジェクトの目標は「「プ」市及び公共事業運輸省による交差点改良・交通規制・運転者教育の実施能力が強化される」となっておりますが、協力内容はプロジェクト目標を達成するために十分でしょうか。
- 交通規制の実施能力強化の点は不十分である（(3)の状況への現状把握及び対策が足りない）。
- (8) 《新道路交通法への対応》2007年9月に新道路交通法は施行になりましたが、同法に対応するために本プロジェクトにおいて対応すべき活動がございましたら教えていただけますでしょうか。
- 交通警察官のバイク免許取得促進。

効率性

- (9) 《実績》1年間のプロジェクト活動の結果、どのような成果がありましたでしょうか。またそれらの成果を達成するために派遣された専門家の数、専門性、時期、その活動などは適切だったでしょうか。
- 交差点改良を実施した。
 - バイク免許取得者の実態を明らかにした（教育）。
 - プノンペン市に交通安全に取り組む視点（3E）と体制の一例を示した。
 - バイク運転免許取得促進に向けた専門家の数、専門性が不足しているように感ずる。また、新道路交通法の施行と同時に取締りが実施されるのが常識だが、施行されても取り締まりの実行をしないのは、取り組み時期が遅く、支援活動先の見極めがはっきりしておらず、適切でない気がする（責任組織は公共事業運輸省だが、活動意識・レベルが低く、NGOに頼りっぱなし）。

インパクト

- (10) 《波及効果》プロジェクト実施によるプラス・マイナスの波及効果（制度・政策、環境、貧困、経済など）で現時点で予測されるものがございましたら教えていただけますでしょうか。

プラス

- 国あるいはプノンペン市の最重要課題にJICAとして協力した実績が残せたこと。
- 日本の交通戦争の歴史紹介で、長期的に取り組んでいかなければならないことを教えた。
- 交差点改良で交通安全が向上した点。

マイナス

- バイク免許取得に費用と時間が多くかかり（9ドル、2－3週間）、貧困層には、免許取得が広まりそうもない制度が固定化されそうな点。

自立発展性

(11) 《政策・制度・財政・組織》カンボジア側の政策・制度・財政・組織などのうち、協力終了後の自立発展性を担保するための環境が比較的に整っていると考えられる部分があるとするれば何でしょうか。また、自立発展性を阻害する危険性があると考えられる部分は何でしょうか。

整っている点

- 新道路交通法
- 国家交通安全委員会（NRSC）

阻害部分

- ドナー依存体質で、ドナーがいなくなった（資金がなくなった）とたんに活動が途絶える危険性がある。

提言

(12) 《提言》本プロジェクトは2009年3月で終了の予定です。①プロジェクト目標達成のために残りの期間に実施する活動について改善すべき点、②外部環境の変化（新道路交通法の施行など）に対応するために追加することでよりよい効果を生むと考えられる追加の活動とその理由がございましたら教えていただけますでしょうか。

交通警察官の質が低い為、

- 交通警察官の意識向上（例えば日本での研修）
 - 交通警察官へのインセンティブ付与などの提案（昇進、ボーナス制度など）
 - 交通警察官のバイク運転免許取得促進方法の提案（費用の一時的財政支援）
- などの視点での活動が必要と思われる。

ご協力に感謝いたします。ありがとうございました。

3. 質問票回答

Questions for the Department of Public Works and Transport, the Municipality of Phnom Penh

*Please refer to Project Design Matrix (PDM) for the summary of the Project

Name	Moeung Sophan
Position	Chief Public Works Office
Institution	Department of Public Works and Transport (DPWT)

No	ITEMS OF NECESSARY INFORMATION
1.	Project Implementation
(1)	How is this Project managed? Are there any problems or concerns in the Project management system? (e.g., monitoring system, decision-making system, communication among stakeholders, etc.) -Objective of the Project is to improve traffic condition in Phnom Penh city for which many aspects and issues need to be improved and strengthened in order to get good result. Therefore, it is necessary to get well cooperation among involved agencies that it is not so easy way to manage -Basically, this project is managed by Executive Committee Meeting which was held 5 times in 2 nd phase and weekly scheduled meeting especially for E1 activities.
(2)	List of DPWT staffs who have been assigned to the Project as the counterpart personnel (Name and Dept). 1-Mr. Peng Sokun Deputy Director of DPWT 2-Mr. Prum Kampoul Technical staff of Public works Office of DPWT 3-Mr. Top Sovannarith Technical staff of Transport Office of DPWT 4-Mr. Phourng Cahmroemum Vice Chief of Public Lighting Section of DPWT
(3)	List and the amount of inputs that DPWT has contributed to the Project apart from the counterpart personnel. (e.g., running expenses, vehicles, equipment, etc.) -Operating cost of office equipment and furniture
(4)	List of Facilities Provided by DPWT -Office with furniture
(5)	What concrete objectives are set for implementation for this Project?

No	ITEMS OF NECESSARY INFORMATION
	<p>-To improve the level of obedience to traffic rule by road users</p> <p>-To improve the traffic condition in Phnom Penh City</p> <p>-To increase the traffic volumes in intersections and roads</p> <p>-To decrease the number of traffic accidents per vehicle and per road</p>
	<p>(6) Are there any other comments for the Project implementation?</p> <p>-Some traffic improvement project like additional Preah Monivong bridge is under construction, it is necessary to extend the Project Implementation to assist MPP to improve both intersections of the approach roads as well as to cope with the drastic increase of traffic due the rapid development of the city of Phnom Penh.</p>
	<p>2. Relevance / Consistency of the Project's Strategies with the Policies and Needs of DPWT</p>
	<p>(1) Are there any policies/strategies/action plans of DPWT, MPP or Cambodian Government that are consistent with the Project?</p> <p>-MPP has a policy so called 50%-50% for the road rehabilitation in the city. This principle means that the residents contribute 50% of the cost of the road rehabilitation and MPP adds the remaining 50% of the cost. MPP has also a plan to replace all old traffic signal equipments and install new equipments at important intersections, road marking repainting as well as street lights installation</p>
	<p>(2) The Project focuses on three areas: traffic management at intersections, drivers' education, and traffic enforcement. How do you think of these approaches in terms of reducing traffic congestion and accidents other than infrastructure development in the Phnom Penh City?</p> <p>-In terms of traffic congestion and accident reduction, some more activities would be considered, such as management of parking and sidewalk for pedestrian and the development of one way roads and public transport.</p>
	<p>(3) What are the major activities currently implemented by DPWT to improve traffic at intersections and roads except the Project?</p> <p>-Infrastructure development, such as city road and road drainage rehabilitation ,construction of new bridges, installation of traffic signals at some intersections and also replacement of the old ones by the new timing ones with approach roads widening as well as street lights etc..</p>
	<p>(4) Are there any activities to follow the new Land Traffic Law?</p>

No	ITEMS OF NECESSARY INFORMATION
	<p>-Road safety training to motorists and driving license tasting</p>
(5)	<p>What are the priority areas of knowledge/skills that DPWT staff need to study/acquire to improve the traffic condition in Phnom Penh City? <i>There will be some priority areas of knowledge and skill needed, such as:</i></p> <ul style="list-style-type: none"> -Improvement of complicated intersection composing more than four roads or different points of convergence -Systemized traffic signal along main arterial roads and also warning or information system during long lasting traffic congestion -Conceptual design for low and high velocity vehicles separation
(6)	<p>What kinds of training opportunities are available for DPWT staff within/outside the department to improve the traffic condition in Phnom Penh City? <i>-E1, E2 and E3 classroom training courses have been done within and outside DPWT focusing on roads intersection improvement.</i></p>
(7)	<p>Are there any related cooperation projects for the traffic improvement in Phnom Penh City or in any other cities in Cambodia assisted by other donors (e.g. World Bank, ADB, China, etc.)? If any, please briefly explain the projects. <i>-There is cooperation project between the cities of Paris and Phnom Penh on the field of transport, public space management and displacement in Khan Daun Penh.</i></p>
3.	Effectiveness / Achievement of the Project purpose
(1)	<p>What are the achievements of the intersection improvement activities and public experiments? <i>-Congestion queue was decreased, traffic volume and flow as well as travel speed were increased</i></p>
(2)	<p>What kinds of role did DPWT play for the intersection improvement activities and public experiment? <i>-To work with the consultant for the design and construction supervision as on the job training</i></p>
(3)	<p>What issues or problems are picked up for intersection improvement and public experiment as a result of preliminary survey/analysis on current condition?</p>

No	ITEMS OF NECESSARY INFORMATION
	<p>1. Monireth / Road271</p> <ul style="list-style-type: none"> -No traffic signal, stop lines and pedestrian way mark -Intersection geometric form is not appropriate -Insufficiency of traffic signs, median and lanes etc. -Disordered traffic with predominance of motorcycles -Quite different traffic volumes from each approach roads with different directions -Congestion of traffic due to bottle neck at the bridge <p>2. Russia / Road271</p> <ul style="list-style-type: none"> -The second un-signalized intersection (Russia/Kampuchea Krom) is too close to the main first one -Traffic signal is not appropriate -The second intersection is too wide -Disordered traffic with predominance of motorcycles and many heavy trucks going along ring road and passing through the first intersection -Quite different traffic volumes from each approach roads with different directions -Traffic conflict at the second intersection -Stop lines, pedestrian way and lane marks are unclear -Approach road widths is not enough to the current traffic flow as well as for the future traffic flow
	<p>(4) Which issues or problems are covered in the public experiment?</p> <ul style="list-style-type: none"> -Limited obedience to the traffic rule and weak traffic law enforcement -High risk of traffic accident due to disordered and mix traffic flow with heavy trucks that among of them pulled also trailers along ring road -Quite different traffic volumes from each approach roads with different directions -Traffic congestion and conflict are still happened during peak hours
	<p>(5) How did you evaluate the public experiment?</p>

No	ITEMS OF NECESSARY INFORMATION
	- <i>Very good and fruitfully</i>
(6)	<p>Are the materials which provided in the classroom training sufficient? - <i>Yes, but some more important text books or manuals will be very appreciated</i></p>
(7)	<p>How do you evaluate OJT extended by Japanese Experts - <i>Good enough</i></p>
(8)	<p>For the next improvement of intersection and public experiment, which steps will DPWT be ready to implement by yourself?</p> <ol style="list-style-type: none"> 1. Budget preparation: 2. Survey (traffic counting, etc.): <i>Traffic count and topographic work have been already done</i> 3. Planning: 4. Implement of Public Works: 5. Evaluation: 6. Others:
4.	Efficiency / Inputs and Output of the Project
(1)	<p>Were the number, specialty, dispatching timing of Japanese experts appropriate? - <i>Good enough</i></p>
(2)	<p>Were the number, specialty, and timing of assignment of C/Ps or DPTW staffs appropriate? - <i>Yes</i></p>
(3)	How was the seminar in December fruitful to the Project?

No	ITEMS OF NECESSARY INFORMATION
	<p>-Traffic safety seminar prepared by PTIPP gave useful hints on how to properly inform citizens about traffic safety.</p> <p>-Traffic safety seminar transferred the new knowledge and technology from developed country.</p> <p>-Traffic safety seminar gave us the understanding that there was same traffic safety problems in Japan during the growth period of the country.</p>
	<p>5. Positive and Negative Impacts of the Project</p> <p>(1) Will the overall goal be achieved in 3-7 years after completion of the Project? -Not totally achieved due to continuously city development</p> <p>(2) Are there any potential positive impacts of the project? (e.g., influence on the establishment of policies/laws, environmental protection, poverty reduction, economic development, gender issues, etc.) -New land traffic law</p>
	<p>(3) Are there any potential negative impacts of the project? If any, are there measures to prevent or ease those negative impacts?</p>
	<p>(4) Is prerequisite of this Project “Road users do not oppose to the Project” still upheld? -Yes, it is upheld</p>
	<p>6. Sustainability after the Project Completion</p> <p>(1) Are there policies/plans to continue traffic management after the project completion? -Yes, following the urbanization master planning of Phnom Penh city to 2020</p>
	<p>(2) Will financial resources be secured to continue traffic management after the project completion? -yes</p>
	<p>(3) Does DPWT have enough organizational capacity (e.g., human resources, management system, etc.) to continue traffic management after the project completion?</p>

No	ITEMS OF NECESSARY INFORMATION
	<p>-DPWT still needs some more engineers on this field to cope with the continuously city development</p>
	<p>(4) Are there any additional activities that may help sustainability of DPWT's activities on traffic management after the project completion? If any, please specify the activities and the necessary period to cover these activities.</p> <p>-Centralization of traffic signal along arterial roads.</p> <p>-Flyover construction at some critical intersections</p> <p>-Implementation of some pilot projects during the proposed extension of this Project</p>
	<p>(5) Are there any other factors that may hinder sustainability of DPWT's activities on traffic management after the project completion?</p> <p>-Human resources and degree of their knowledge are still concerned</p>

Questions for the Department of Land Transport, the Ministry of Public Works and Transport

*Please refer to Project Design Matrix (PDM) for the summary of the Project

Name	Mr. Pheap Chan Vibol
Position	Deputy Director
Institution	DLT, MPWT

No	ITEMS OF NECESSARY INFORMATION
1.	Project Implementation
(1)	<p>How is this Project managed? Are there any problems or concerns in the Project management system? (e.g., monitoring system, decision-making system, communication among stakeholders, etc.)</p> <p>Project Management: Management and coordination of E2 activities of PTIPP project in Cambodian side are mainly done by DLT and NRSC staff. For the preparation of traffic safety campaign, DLT, NRSC and PTIPP were organized and implemented, and the stakeholders meeting was held every week before the traffic safety campaign.</p> <p>Problems: Activity covered area of NRSC and DLT is whole country. Therefore, major input such as human and financial resources cannot concentrate to Phnom Penh City.</p> <p>(2) List of DLT staffs who have been assigned to the Project as the counterpart personnel (Name and Dept).</p> <p>1) Director of GOT: Un Chung Hour, 2) Director of DLT: Keo Savin, 3) Deputy Director of DLT: Pheap Chan Vibol, 4) Staff of DLT: Ms. Men Chansokol, 5) Staff of DLT: Mr. Mao Vichikka</p> <p>(3) List and the amount of inputs that DLT has contributed to the Project apart from the counterpart personnel. (e.g., running expenses, vehicles, equipment, etc.)</p> <p>Computer and Projector for E2 Classroom Training</p> <p>(4) List of Facilities Provided by DLT</p> <p>Office space in DLT</p> <p>(5) What concrete objectives are set for implementation for this Project?</p>

No	ITEMS OF NECESSARY INFORMATION
	1) All of citizens obey the traffic rules, 2) Raising the awareness of traffic rules and safety for all citizens and 3) Training of driver's education
	(6) Are there any other comments for the Project implementation?
	2. Relevance / Consistency of the Project's Strategies with the Policies and Needs of DLT
	<p>(1) Are there any policies/strategies/action plans of DLT, MPP or Cambodian Government that are consistent with the Project? To implement the National Road Safety Policy To implement the National Helmet Action Plan in cooperation with HIB To implement the Cambodia Road Safety Action Plan in cooperation with ADB To conduct Cambodia Traffic Safety Week periodically To collaborate the motorcycle driving license issuing system proposed by PTIPP Team</p>
	<p>(2) The Project focuses on three areas: traffic management at intersections, drivers' education, and traffic enforcement. How do you think of these approaches in terms of reducing traffic congestion and accidents other than infrastructure development in the Phnom Penh City? 3Es collaboration is a good lesson to Cambodia, but not only this but also traffic demand control and development of new transport facilities such as flyovers are needed.</p>
	<p>(3) What are the major activities currently implemented by DLT to improve traffic condition except the Project? Constant traffic safety campaign including Cambodia Traffic Safety Week (7 – 14 April 2008) in collaboration with relevant agencies and NGOs Education of new traffic law to citizens, local government officers and military soldiers</p>
	<p>(4) Are there any urgent issues to be in force the new Land Traffic Law? Helmet wearing, reducing speed, no drinking and driving, no overloading and following the traffic signals 4-1 What is your plan to promote motorcycle drivers to get drivers' license? To cooperate with the PTIPP activity and propose driver education program targeting 20,000 drivers to MPWWT 4-2 What is your plan to retrain drivers when they renew their drivers' license?</p>

No	ITEMS OF NECESSARY INFORMATION
	Not established yet.
(5)	<p>What are the priority areas of knowledge/skills that DLT staff need to study/acquire to improve the traffic condition in Phnom Penh City?</p> <p>To educate the people about the new traffic law</p> <p>To train the trainers of driver's education</p>
(6)	<p>What kinds of training opportunities are available for DLT staff within/outside the department to improve the traffic condition in Phnom Penh City?</p> <p>1) Road User's Training by HIB, 2) General overview of traffic safety by NRSC Advisor, 3) Road safety course by Belgium government (Training course in Belgium) and 4) PTIPP classroom training</p>
(7)	<p>Are there any related cooperation projects for the traffic improvement in Phnom Penh City or in any other cities in Cambodia assisted by other donors (e.g. World Bank, ADB, China, etc.)? If any, please briefly explain the projects.</p> <p>1) Road Safety Program by HIB, 2) Helmet Initiative by GRSP (Global Road Safety Partnership), 3) Road Safety Action Plan by ADB and 4) Cambodia Road Safety Week by stakeholders</p>
3.	Effectiveness / Achievement of the Project purpose
(1)	<p>What are the achievements of the public experiments?</p> <p>Examination of the procedure of the implementation of traffic safety campaign for the public experiment and awareness of traffic safety to the citizens</p>
(2)	<p>What kinds of role did DLT play for the public experiment?</p> <p>Conduct the traffic safety campaign</p>
(3)	<p>What issues or problems were picked up for driver's education as a result of preliminary survey/analysis on current condition?</p> <p>Not obeying the traffic signal</p> <p>Disregarding the road lane marking</p>
(4)	Which issues or problems are covered in the classroom training and public experiment?

No	ITEMS OF NECESSARY INFORMATION
	Development of the skills to conduct the traffic safety campaign
(5)	How did you evaluate the public experiment? This was the first case of 3Es collaboration.
(6)	Are the materials which were provided in the classroom training sufficient? Handout of PowerPoint slides was easy to understand, explaining the procedure of implementation of the traffic safety campaign.
(7)	How do you evaluate OJT extended by Japanese Experts Through the 4 times traffic safety campaign, DLT staff has many opportunity how to implement the traffic safety campaign through the Phnom Penh Traffic Safety Campaign Meeting which was held two to three time before the campaign.
(8)	For the driver's education, what will DLT be ready to implement by yourself? DLT already requested to undertake the training for 20,000 drivers to MPWT. But approval is not yet to be given.
4.	Efficiency / Inputs and Output of the Project
(1)	Were the number, specialty, dispatching timing of Japanese experts appropriate? Original plan of dispatching timing of E2 experts in 2 nd phase was not appropriate, because the implementation of new land traffic law was implemented in September in 2007.
(2)	Were the number, specialty, and timing of assignment of C/Ps or DLT staffs appropriate? DLT tried to assign the best members of staff considering the current situation.
(3)	How was the seminar in December fruitful to the Project?

No	ITEMS OF NECESSARY INFORMATION
	<p>To understand the severe measures to cope with traffic accidents in Japan, especially drunken driving.</p> <p>To understand that the reducing traffic accidents need great effort, not only time, technology and human resources</p>
	<p>5. Positive and Negative Impacts of the Project (March 2009)</p>
	<p>(1) Will the overall goal be achieved in 3-7 years after completion of the Project? Immediate merits can be observed at improved intersection such as smoother traffic flow, but the traffic education takes more time.</p>
	<p>(2) Are the any potential positive impacts of the project? (e.g., influence on the establishment of policies/laws, environmental protection, poverty reduction, economic development, gender issues, etc.) The PTIPP proposed motorcycle driver's license issuing system is better than Prakas (current system takes time to get the license).</p>
	<p>(3) Are there any potential negative impacts of the project? If any, are there measures to prevent or ease those negative impacts?</p>
	<p>(4) Is prerequisite of this Project "Road users do not oppose to the Project" still upheld? Yes</p>
	<p>6. Sustainability after the Project Completion</p>
	<p>(1) Are there policies/plans to continue traffic management after the project completion? To continue the 5-year PTIPP license issuing system after the project completion.</p>
	<p>(2) Will financial resources be secured to continue traffic management after the project completion? DLT expected the financial resources of motorcycle license issuing system in 2008 from this project but after year 2009, DLT plans to increase the license fees to cover the necessary cost of this activity.</p>
	<p>(3) Does DLT have enough organizational capacity (e.g., human resources, management system, etc.) to continue traffic management after the project completion?</p>

No	ITEMS OF NECESSARY INFORMATION
	Need to further strengthen the organization capacity not only human resources but also management system
	<p>(4) Are there any additional activities that may help sustainability of DLT's activities on traffic management after the project completion? If any, please specify the activities and the necessary period to cover these activities.</p> <p>Continuous staff training from various organizations such as JICA and NGOs</p>
	<p>(5) Are there any other factors that may hinder sustainability of DLT's activities on traffic management after the project completion?</p> <p>Financial resources</p>

Questions for the Phnom Penh Municipal Police

*Please refer to Project Design Matrix (PDM) for the summary of the Project

Name	Capt. Chev Hak
Position	The First Deputy Chief of Office
Institution	PPMP

No	ITEMS OF NECESSARY INFORMATION
1.	Project Implementation
(1)	How is this Project managed? Are there any problems or concerns in the Project management system? (e.g., monitoring system, decision-making system, communication among stakeholders, etc.) Captain Hak mainly managed this project to coordinate with Chief of PPMP, being up-to-date on progress of the project through attendance at Executive Meetings and other related discussions. Arrangement of classroom training participants and assignment for the public experiment decided by the coordination between other deputy chiefs.
(2)	List of PPMP staffs who have been assigned to the Project as the counterpart personnel (Name and Dept). Chief: Tin Prasoeur Deputy Chief: Chev Hak Deputy Chief: Ein Narin Deputy Chief: Em Sambath Administration Chief: Son Kha
(3)	List and the amount of inputs that PPMP has contributed to the Project apart from the counterpart personnel. (e.g., running expenses, vehicles, equipment, etc.) Safety jackets and police night batons, etc. for traffic control and guidance
(4)	List of Facilities Provided by PPMP Office space and room for classroom training
(5)	What concrete objectives are set for implementation for this Project? <ul style="list-style-type: none"> • To follow the new road traffic law by all citizens. • To reduce the traffic congestion at intersections and traffic accidents

No	ITEMS OF NECESSARY INFORMATION
	<p>(6) Are there any other comments for the Project implementation?</p> <ul style="list-style-type: none"> • Need more intersection improvement, especially Russia Blvd./Mao Tse Toung • Need more training to the traffic police officers
	<p>2. Relevance / Consistency of the Project's Strategies with the Policies and Needs of PPMP</p>
	<p>(1) Are there any policies/strategies/action plans of PPMP, MPP or Cambodian Government that are consistent with the Project?</p> <ul style="list-style-type: none"> • To continue the traffic guidance and enforcement at two improved intersections • To strengthen the traffic enforcement from MoI such as enforcement of number plate, overloading violation, motorcycle rearview mirror and driving license
	<p>(2) The Project focuses on three areas: traffic management at intersections, drivers' education, and traffic enforcement. How do you think of these approaches in terms of reducing traffic congestion and accidents other than infrastructure development in the Phnom Penh City?</p> <p>The importance of this project is not only intersection improvement but also the collaboration between traffic management, traffic education and traffic enforcement</p>
	<p>(3) What are the major activities currently implemented by PPMP to improve traffic condition except the Project?</p> <ul style="list-style-type: none"> • Driver's education • Traffic guidance and enforcement
	<p>(4) Are there any urgent issues to be in force the new Land Traffic Law?</p> <p>To strengthen the implementation of Article 88 in Traffic Law (penalty regulation)</p>
	<p>(5) What are the priority areas of knowledge/skills that PPMP staff need to study/acquire to improve the traffic condition in Phnom Penh City?</p> <ul style="list-style-type: none"> • Motorcycles for chasing the traffic violators and enforcement devices such as speed gun • Traffic enforcement measures at intersection by experts
	<p>(6) What kinds of training opportunities are available for PPMP staff within/outside the department to improve the traffic condition in Phnom Penh City?</p> <p>3- to 6-month training for freshmen at police academy</p>

No	ITEMS OF NECESSARY INFORMATION
	<p>(7) Are there any related cooperation projects for the traffic improvement in Phnom Penh City or in any other cities in Cambodia assisted by other donors (e.g. World Bank, ADB, China, etc.)? If any, please briefly explain the projects.</p> <p>Analysis of traffic accident data in collaboration with HIB</p>
	<p>3. Effectiveness / Achievement of the Project purpose</p> <p>(1) What are the achievements of the public experiments?</p> <ul style="list-style-type: none"> • Reduction of the number of assigned police officers at improved intersection and their re-assignment to assigned to other intersections • Better understanding of the proper driving at intersection gained by the people living in suburban area in Phnom Penh City
	<p>(2) What kinds of role did PPMP play for the public experiment?</p> <p>Traffic guidance and enforcement, proper driving following the traffic lane and working with student volunteers</p>
	<p>(3) What issues or problems were picked up for traffic enforcement system as a result of preliminary survey/analysis on current condition?</p> <ul style="list-style-type: none"> • To enforce only for the minor violations of drivers • To conduct the traffic enforcement at only designated intersection, therefore could not do the same for other intersections even with drivers violating the traffic law. This was unfair to citizens.
	<p>(4) Which issues or problems are covered in the classroom training and public experiment?</p> <p>To reduce the traffic congestion at improved intersection by the on-the-job training such as traffic guidance and enforcement</p>
	<p>(5) How did you evaluate the public experiment?</p> <ul style="list-style-type: none"> • Public experiment at Monireth Blvd./Rd. 271 intersection was almost a complete success. • Traffic congestion seemed increased even with the installation of new traffic signal at Russia Blvd./Rd.271 intersection

No	ITEMS OF NECESSARY INFORMATION
	<p>(6) Are the materials which were provided in the classroom training sufficient?</p> <ul style="list-style-type: none"> • The classroom training curriculum was too short. • There were some misinterpretations during the classroom training and errors in translations in textbook from Japanese/English to Khmer.
	<p>(7) How do you evaluate OJT extended by Japanese Experts</p> <p>Immediate responses were given to questions by Japanese experts</p>
	<p>(8) For the traffic enforcement system, which steps will PPMP be ready to implement by yourself?</p> <p>Step 1: Classroom training: Need more cooperation from donors</p> <p>Step 2: On-the-job training: Need collaboration with other organizations such as DPWT regarding traffic enforcement</p> <p>Step 3: Others</p>
	<p>4. Efficiency / Inputs and Output of the Project</p>
	<p>(1) Were the number, specialty, dispatching timing of Japanese experts appropriate?</p> <p>Japanese experts taught us the technology of traffic guidance and enforcement well.</p>
	<p>(2) Were the number, specialty, and timing of assignment of C/Ps or PPMP staffs appropriate?</p> <p>Traffic police officers could not concentrate on this project because they were busy with other duties.</p>
	<p>(3) How was the seminar in December fruitful to the Project?</p> <ul style="list-style-type: none"> • Traffic safety seminar prepared by PTIPP gave useful hints on how to properly inform citizens about traffic safety. • Traffic safety seminar transferred the new knowledge and technology from developed country. • Traffic safety seminar gave us the understanding that there was same traffic safety problems in Japan during the growth period of the country.

No	ITEMS OF NECESSARY INFORMATION
5.	Positive and Negative Impacts of the Project
	<p>(1) Will the overall goal be achieved in 3-7 years after completion of the Project? It is necessary to carry out as soon as possible countermeasures of development transport facilities and driver's education, because the increase of vehicular traffic will be seen, even with decrease of traffic congestion and traffic accidents.</p>
	<p>(2) Are there any potential positive impacts of the project? (e.g., influence on the establishment of policies/laws, environmental protection, poverty reduction, economic development, gender issues, etc.) One of the purposes is to alleviate the traffic congestion, and the project was supported by citizens.</p>
	<p>(3) Are there any potential negative impacts of the project? If any, are there measures to prevent or ease those negative impacts? One of the difficulties of this project was the coordination between relevant agencies, because many stakeholders were involved.</p>
	<p>(4) Is prerequisite of this Project "Road users do not oppose to the Project" still upheld? Yes, we believe that all citizens understand this project</p>
6.	Sustainability after the Project Completion (March 2009)
	<p>(1) Are there policies/plans to continue traffic management after the project completion? Collaboration between DPWT and DLT</p>
	<p>(2) Will financial resources be secured to continue traffic management after the project completion? Financial resource is only from the fine paid by traffic law violators. Financing support from the central government is not expected.</p>
	<p>(3) Does PPMP have enough organizational capacity (e.g., human resources, management system, etc.) to continue traffic management after the project completion? Well-trained traffic police officers are few because of the decrease of number of traffic police officers. It is necessary to educate the well-trained traffic police officers.</p>

No	ITEMS OF NECESSARY INFORMATION
	<p>(4) Are there any additional activities that may help sustainability of PPMIP's activities on traffic management after the project completion? If any, please specify the activities and the necessary period to cover these activities. How to establish the traffic enforcement planning</p>
	<p>(5) Are there any other factors that may hinder sustainability of PPMIP's activities on traffic management after the project completion?</p> <ul style="list-style-type: none"> • Motivation of the traffic police officers such as living standard and health conditions.