



Cambodia: Improving Road Safety

Project Name	Improving Road Safety	
Project Number	56247-001	
Country / Economy	Cambodia	
Project Status	Approved	
Project Type / Modality of Assistance	Technical Assistance	
Source of Funding / Amount	TA 10054-CAM: Improving Road Safety	
	Technical Assistance Special Fund	US\$ 1.20 million
Strategic Agendas	Environmentally sustainable growth Inclusive economic growth	
Drivers of Change	Gender Equity and Mainstreaming Governance and capacity development Knowledge solutions	
Sector / Subsector	Transport / Transport policies and institutional development	
Gender Equity and Mainstreaming	Effective gender mainstreaming	
Description	<p>The knowledge and support technical assistance (KSTA) will support for sustainable, effective, and cost-efficient reduction of road fatalities in Cambodia by developing most urgent and cost-effective road safety programs ready for design and implementation along with the increased capacity of the Ministry of Public Works and Transport (MPWT) to implement them.</p> <p>The proposed KSTA is included in the current COBP, management-approved annual work program of the department or a sector or thematic group or endorsed corporate priority.</p>	
Project Rationale and Linkage to Country/Regional Strategy	<p>Road Infrastructure. In Cambodia the transport sector plays an important role in promoting growth, employment, equity, and efficiency, as recognized in the government's Rectangular Strategy IV. Roads are the dominant mode of transport accounting for 65% of freight movement and 87% of passenger traffic. The national and provincial road network of 15,405 kilometers (km) of roads complements a network of about 39,720 km of rural roads. A total of 1,954 km of Cambodia's roads form part of the Asian Highway Network while the GMS Southern Economic Corridor comprising of four subcorridors, connect major cities in Cambodia. However, most of the road corridors in Cambodia are classified as Class III (2 lanes) with limited level of service having unsafe road transport system which frequently causes trade and traffic disruption from road crashes.</p> <p>Road Crashes. In 2019, Cambodia recorded 13,654 injuries and 2,152 deaths due to traffic crashes with an average of 5.4 people dying daily. Road traffic crashes are the sixth leading cause of mortality in the Kingdom. The number of fatalities caused by road traffic crashes has increased by 13% over the 6 years 2014-2019, higher than the population growth for the same period of 7.8%. The annual national loss due to road crashes is estimated to have been approximately \$466.8 million in 2019 equivalent to 1.7% of Gross Domestic Product (GDP). The World Health Organization (WHO) estimates that the traffic death rate per 100,000 in Cambodia was 17.8 in 2016. The consequential economic cost to the nation at this level of trauma has been estimated at 5.9% of GDP. Nearly 65% of total crashes occur on national roads which account for less than 4% of the total road network of Cambodia.</p> <p>Motorcycle users were 75% of road traffic fatalities in 2019 and speeding was the leading identified cause of fatalities at 46%. Noting that over 50% of Cambodia's population is under 30 years old, in 2019, 47% of traffic fatalities were aged 5-29 years. Among student fatalities, primary school students were the largest group making up 33% of total student fatalities. Lack of effective enforcement, unsafe vehicles and road transport system, and inadequate funding and capacity to manage road safety, are the leading causes for road crashes in Cambodia.</p> <p>The Government of Cambodia has made significant effort to address road safety over the last decade. This has included programs in school education, helmet wearing, traffic enforcement and limited collection of data on the safety rating of roads. Despite this effort, road traffic fatalities have continued to rise. Over 85% of motorized vehicles in Cambodia are powered two wheelers. A number of the most protective UN Vehicle Safety Regulations have not been adopted in Cambodia including Anti-lock Braking Systems (ABS) for motorcycles.</p> <p>In 2016 Cambodia completed a road safety assessment of 558km of National Highways NR1, 3 and 4 using the iRAP methodology. The study found that 70% and 98% of surveyed roads were 1- or 2-Star Safety Rated for motorcyclists and pedestrians respectively. A recommended investment of \$150 million was proposed to save an estimated 1,330 deaths and serious injuries every year. The most beneficial treatments identified were duplication, improving roadside safety, improve delineation, motorcycle lane, rumble strips, footpaths, additional lane (2+1 road with barrier), pavement sealing and school and village roads treatment. However, no dedicated funding was approved for such investment for road safety improvement while the National Road Safety Action Plan of 2011 declared a vision of 50% reduction in road fatalities within the next 10 years (2011-2020). Based on Road Crash and Victim Information System (RCVIS) records, a reduction of 9% was achieved.</p> <p>Institutional framework. The management of national and provincial roads is the responsibility of the Ministry of Public Works and Transport (MPWT). The rural road network is the responsibility of the Ministry for Rural Development (MRD). Local streets are managed by provincial or city level government. Cambodia's National Road Safety Committee (NRSC) is the peak body overseeing national road safety policy and plans. The NRSC was established in 2005 and reports to the Ministry of Interior (MoI). The Chair of the NRSC is the MoI. The NRSC prepares five-year National Road Safety Action Plans, however, implementation is hampered by underfunding and inadequate implementation capacity.</p> <p>District Road Safety Committees (DRSCs) have also been formed to undertake local road safety programs according to local needs, however their effectiveness in the present form and funding arrangements remains inadequate. The General Secretariat of National Road Safety Committee (GSRSC) coordinates all road safety activities at national and provincial level including road crash data across government and non-government sectors. The GSRSC works through two core groups for road safety implementation: i) MoI: responsible for law enforcement and ii) MPWT responsible for developing traffic law, policy, action plans, engineering, transport management, driver training and licensing, vehicle registration and inspections, and all information, education and communication materials.</p> <p>Cambodia is a member of the Asia Pacific Road Safety Observatory and of IRTAD, the International Road Traffic and Accident Database.</p>	
Impact	Sustainable and cost-effective improvement of road safety in Cambodia	
Project Outcome		
Description of Outcome	Capacity for road safety improvement enhanced	
Progress Toward Outcome		

Implementation Progress	
Description of Project Outputs	Road safety diagnosis completed Road safety programs on selected high-risk corridors prepared Road safety management capacity strengthened Road safety policies and business procedures developed and incorporated into the life cycle of roads Pre-feasibility study for an ensuing stand-alone road project prepared
Status of Implementation Progress (Outputs, Activities, and Issues)	
Geographical Location	Nation-wide
Summary of Environmental and Social Aspects	
Environmental Aspects	
Involuntary Resettlement	
Indigenous Peoples	
Stakeholder Communication, Participation, and Consultation	
During Project Design	
During Project Implementation	
Business Opportunities	
Consulting Services	ADB will engage consultants following the ADB Procurement Policy and its associated project administration instructions and/or staff instructions.
Procurement	ADB will delegate TA supervision to the MPWT, which will be the executing agency. ADB will engage two consulting firms under the TA: (i) the first consulting firm, which will be engaged using quality- and cost-based selection with a 90:10 quality cost ratio as default, will conduct all TA tasks except for the iRAP assessment; and (ii) the second consulting firm (a not-for-profit organization), which will be engaged using single-source selection, will conduct the iRAP assessment of about 300 km of roads. This component requires expertise and understanding of the technology used by iRAP, which is unique in the market. ADB will carry out procurement following the ADB Procurement Policy (2017, as amended from time to time) and its associated staff instructions.
Responsible ADB Officer	Islam, Mohammad Nazrul
Responsible ADB Department	Southeast Asia Department
Responsible ADB Division	Transport and Communications Division, SERD
Executing Agencies	Kingdom of Cambodia Ministry of Public Works and Transport
Timetable	
Concept Clearance	21 Nov 2022
Fact Finding	-
MRM	-
Approval	15 Dec 2022
Last Review Mission	-
Last PDS Update	15 Dec 2022

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Financing Plan/TA Utilization						Cumulative Disbursements		
ADB	Cofinancing	Counterpart				Total	Date	Amount
		Gov	Beneficiaries	Project Sponsor	Others			
1,200,000.00	0.00	0.00	0.00	0.00	0.00	1,200,000.00	-	0.00

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