

Statement of H.E. Mdm Min Meanvy
Secretary of State
Ministry of Public Works and Transport of Cambodia

Six Session, Committee on Transport
12-13 November 2020

Excellency, Mr. Chair Person
Excellency, Executive Secretary of ESCAP
Ministers
Distinguished Delegates,
Ladies and Gentlemen,

Firstly, I wish to thank the ECONOMIC AND SOCIAL COMMISSION AND THE PACIFIC (ESCAP) for convene the Six Session, Committee on Transport today and inviting us to discuss transport development in Asia. I am truly honoured and delighted to be part of this very significant event, and I wish today's and tomorrow's meetings to be a great success.

ESCAP has an impressive record of supporting the transport sector in Asia and Pacific region. Some of the notable initiatives that ESCAP currently supports: the implementation the activities under the Regional Actions Program for Sustainable Transport Connectivity in Asia and the Pacific, Phase I (2017-2021), since adoption by the Ministerial Conference on Transport at its third session held in Moscow in December 2016.

Excellences Heads of Delegations,
Distinguished Delegates,
Ladies and Gentlemen,

Consistent with the policy objectives of ESCAP, the Royal Government of Cambodia has made significant progress in rehabilitating and constructing physical infrastructure of the national roads network, ports, and main airports in order to put in place a transport network connecting all parts of the country, as well as with neighboring countries.

In addition, the Government has conducted Master plan of

Cooperation on the development of road transport infrastructure has been the focus of Cambodia's strategy within the ESCAP regional transport framework, under Asian initiatives and in the ADB's GMS programs, respectively. ~~Based on the ASEAN Highway Work Plan, we have completed:~~

So far, the Government has almost completed two highways/corridors traverses through the country from East to West and from North to South linking Cambodia to the neighboring countries, included :

- a part of Asian Highway 1: connecting Capital Phnom Penh to Thailand and to Vietnam borders; The rehabilitation and expansion of part of AH 1 from Phnom Penh to Bavet/Moc Bei (Cambodia/Viet Nam border) has nearly completed remaining about 4 km with the assistance from Japan nearby Phnom Penh. In

addition, the construction of Neak Loeung cable staged bridge of 7,873,905,000 Yens, granted by the Royal Government of Japan, is under construction with progress about 12.6% and will be finished in 2015. Once the construction of this bridge is completed, it will connect to Vietnam for facilitation of the cross-border transport between the two countries, within the region and link Cambodia to the world markets.

- the part of Asian Highway 11: connecting Sihanoukville deep seaport of Cambodia to Lao PDR. Along these corridors, three main bridges crossing the rivers system of the Mekong, Tonle Sap, and Basac were constructed, both by public and private sectors and with the assistance from development partners.

However, we still have many provincial roads to be rehabilitated and constructed. Therefore, Royal Government of Cambodia still continues to give priority on this context. Once, this road network construction is completed, Cambodia will fully integrate itself and in the region. At present, only 3,881 Km of among 39,236.81 km of Cambodian Road Network (including national/international roads, provincial and rural roads), has been rehabilitated up to 2011. Moreover, about 1,000 Km of National Roads and Provincial Roads have been planned to be completed by the end of 2015.

The rehabilitation of feeder roads to Asian Highway network based on bilateral cooperation with neighbouring countries has been enormous progress.

Major projects with Chinese assistance:

- the expansion of 40.5 kilometer section of the national road No.6, which is a major road for tourism and trade activities, the road will be widened from the current 7m to 26m.
This road section connects Phnom Penh, the capital of Cambodia, to Siem Reap's Angkor, a world heritage site, and Banteay Meanchey province bordering Thailand. The project cost is 70.25 million USD, which is expected to complete in 38 months. More over The government of China considered providing soft loans to Cambodia for widening the remaining 270 kilometers national road 6 from Kampong Cham province to Siem Reap province.
- the reconstruction of NR76 from Senmonorom (Mondulkiri Province) to Ta Ang, junction of NR78, the construction cost is 91,680,000USD, construction period is 42 months, total length is about 172km.
- the reconstruction of NR.214(64) from Tben Meanchey to Stung Treng, Northern Provinces of Cambodia including the upper Mekong Bridge about 1731m (total length 143,32km), the estimated cost about 116 millions USD.

In land transport, the Government is not focus only for the development of road transport infrastructure but also on the rehabilitation, construction and development of the railway network. It is also a high priority of the Royal Government to connect Phnom Penh City to the railway networks of the neighboring countries, as part of the Singapore Kunming Railway Link(SKRL).

The entire railway system is being rehabilitated and the first of "missing link " of SKRL project from Sereysophon to Poipet is under construction and expected to end at 2013. An engineering feasibility study of the second missing link of SKRL project from Cambodia to Vietnam of 255km, was conducted and completed last year with technical assistance from China. We are now seeking the financial support from various development partners to construct the second missing link to complete SKRL 's part in Cambodia.

Road infrastructure and transport development is the dominant form of land transportation in Cambodia. About 95% of freight and 98% of passengers in the country move by road. Hopefully, some of this traffic will shift to rail with the restoration of the rail network. However, there is no doubt that enhancing the road transport network and reducing the isolation of communities is a critical factor in reducing the isolation of communities and that improved access will lead to economic and social development.

Waterways

The nation's extensive inland [waterways](#) were important historically in domestic trade. The [Mekong](#) and the [Tonle Sap Rivers](#), their numerous tributaries, and the [Tonle Sap](#) provided avenues of considerable length, including 3,700 kilometers navigable all year by craft drawing 0.6 meters and another 282 kilometers navigable to craft drawing 1.8 meters. In some areas, especially west of the Mekong River and north of the Tonle Sap River, the villages were completely dependent on waterways for communications. Launches, [junks](#), or [barges](#) transport passengers, [rice](#), and other food in the absence of roads and railways.

Seaports and harbors

Cambodia has two major ports, [Phnom Penh Port](#) and [Sihanoukville Port](#), also known as Kampong Som, and five minor ones.

[Phnom Penh Port](#), which is a deepest river port in Cambodia, is also rapidly evolving following the growth of containers traffic. In addition to the 300 m general cargo quay, currently being in operation, and with the financial support from China, we are presently building a new container terminal over 20 ha land and will be put in operation by 2012. This new terminal consists of 300 m berth, special economic zone, agricultural processing and industrial zones. The project was estimated at about \$25 million, the port located 30km south of the city in the lower Mekong River area and not far away from the current Phnom Penh port. The new facility will have a capacity of 300,000 containers a day, which is six times larger than the current Phnom Penh port.

[Sihanoukville Port](#), which is a deepest seaport of Cambodia, is developing rapidly. In addition to the facilities previously developed, in 2007 we have completed the construction of a new container terminal, which consists of 400-meters long container berth with -11.50 meters draft, 6.4 ha of container yard and the installation of modernized equipments. This terminal has a maximum container storage capacity of 7,900 TEUs per day or a handling capacity of 340,000 TEUs/year with an average lifting capacity of 25 Containers per hour per derrick and can accommodate 1,000 vessels/month.

Furthermore, we plan to build the Multi-Purpose Container and Oil Supply Base with -13.5m draft and -7.5 m draft respectively. Early this year, with soft loan from JBIC, we have started a new project of the construction of 70 ha Special Economic Zone in the port vicinity. This SEZ is segregated into export processing zone, SEZ Administration and operation management, utilities, green area, bond warehouse and other subsidiary facilities. This project is expected to be completed in 2012.

Apart from to the development of the above two ports, about 10 private seaports are being built along the coast lines and a number of ICD scattered along the Asian Highways are in operation. Moreover, a number of Special Economic Zone projects are approved by government, in which some are under construction and other are in operation. These facilities will enhance the logistic systems in Cambodia.

International Airport

Cambodia has two International Airports: [Phnom Penh and Siemreap and Sihanoukville Airport](#) for regional flights. Tourist Arrival into Siemreab International Airport saw passenger numbers overtake those of Phnom Penh in 2006, the airport now being the country's busiest. The new national airline [Cambodia Angkor Air](#) was launched in 2009, with a large financial investment from [Vietnam Airlines](#).

**Excellencies Ministers,
Distinguished Delegates,
Ladies and Gentlemen,**

Cambodia is very keen to participate in regional cooperation. The integration of Cambodia into the ASEAN family and the world is a priority policy of the Royal Government of Cambodia. Since its formation, our Government has confirmed its commitment to implementing ***Phase II of the Rectangular Strategy for Growth, Employment, Equity and Efficiency***, which defines the socioeconomic policy agenda of the Fourth Legislature of the National Assembly. I would like to take this opportunity to re-affirm the commitment of the Royal Government of Cambodia to continue all key principles of [ASEAN economic regional cooperation](#) and that these principles will be [instructed and](#) enhanced and [sustained](#).

The Royal Government continues to focus on the development of laws and institutions to address developments in all transport sectors to promote investor and donor coordination of investors and donor participation in the sector.

As part of a program to link the road transport sector to neighboring countries, the Royal Government signed the Cross Border Transport Agreement (CBTA) and now has agreements implementing the CBTA with Thailand, Vietnam and Lao PDR. The CBTA, along with the modernization of road infrastructure linking neighboring countries has facilitated the development of the transport sector in the region which in turn has contributed to regional socio-economic growth and integration. New avenues for business, trade, investments and tourism have emerged. In the near future, a key component of the rehabilitation of the railway system is to re-establish the connection with the railway of Thailand.

**Excellencies Ministers,
Distinguished Delegates,
Ladies and Gentlemen,**

The Cambodian transport sector is faced with several challenges:

We have recovering the hard infrastructure by Typhoon Ketsana in 2009 which was significantly damaged the road network in 18 provinces of Cambodia.

For the recent flood disaster in 2011, the Asian Development Bank (ADB) is providing emergency humanitarian assistance of \$3 million to the Cambodian Government for recovery efforts from recent floods. The grant from the Asia Pacific Disaster Response Fund will be used to supply rice seed to rural households, along with food and cash-for-work schemes for the repair of flood-damaged roads and support for temporary repairs to irrigation canals.

ADB has also been discussing possible activities to develop data systems and early warning and response mechanisms that would help Cambodia become more resilient to floods. According to ADB, floods are expected to worsen in future as a result of climate change.

The Transport Sector, especially road infrastructure, always plays crucial role in economic development. Keeping this sector in a good state of repair is not an easy task. It needs time and large resources. Even though strong effort and commitments by donors to support this sector, huge gaps still exist and the Ministry of Public Works and Transport and Ministry of Rural Development of the Kingdom of Cambodia face many key challenges. There are no easy solutions to these problems and it will take time to solve them.

In conclusion, permit me to extend our appreciation to the ESCAP for their continued support to Asia especially in the transport sector. Given the huge investment in the sector being made and needed in the future, it is our hope that ESCAP will continue to support our progress.

Finally, I wish to thank ESCAP and our development partners for their support in providing funding for this forum to be success. It is my hope that after this meeting we will all have awakened to the realities of the demands on us, the key decision makers.

I thank you for your attention.

With improved roads, the problem of road accident now is severed. According to the record early this year, the country's traffic accident fatality rate has become a highest among ASEAN member countries. The number of people killed by road accident will replace or take lead as the second rank after HIV-AIDS. Each day 3 Cambodian lose their lives and 20 are injured from road accidents.

For improving Global Road Safety called upon by the United Nation, the Royal Government of Cambodia has revised and submit to the parliament for adoption, a new draft traffic law and considered to conduct the Road Safety Week on the second week of April before the Khmer New Year holiday, which contribute to the huge number of road accidents in a year. A National Road Safety Committee also has been established to coordinating among concerned authorities to reduce road accidents.

The Government also recognizes that the country's geographic location offers strategic opportunities for establishing Cambodia as a regional transportation hub and places high priority on further expanding trade particularly within GMS, ASEAN, Asia-Pacific regions and on improving cross border linkage and transport and trade facilitation between the neighboring countries. Cambodia has signed the bilateral and multilateral agreements, annexes and protocols on the transport facilitation between neighboring countries and between and among ASEAN and GMS countries.

| ឆ្នាំ | ចំនួនប្រជាជន | ស្ថានភាពគ្រោះថ្នាក់ចរាចរណ៍ | | | | | អត្រាស្លាប់ | |
|-------|--------------|---------------------------------|-------------------------------|-----------------------------|---------------|------------------|------------------|---------------------------|
| | | ចំនួនយានយន្តបានចុះបញ្ជី (គ្រឿង) | ចំនួនគ្រោះថ្នាក់ចរាចរណ៍ (លើក) | ចំនួនជនរងគ្រោះថ្នាក់ចរាចរណ៍ | ស្លាប់ (នាក់) | រដូវស្រាល (នាក់) | រដូវវស្សា (នាក់) | ក្នុងមួយមនុស្ស ១០,០០០នាក់ |
| ២០០៧ | ១៣.១៨២.៧២១ | ៨៦៨.៨៥២ | ៩.៤៤៩ | ១.៥៤៥ | ៩.៧៩៤ | ៧.៨៦១ | ១៧.៧៨ | ១១.៧២ |
| ២០០៨ | ១៣.៣៨៨.៩១៩ | ១.០៨៤.៨២០ | ១០.០១៥ | ១.៦៣៨ | ១៦.៩៣២ | ៧.២២៦ | ១៥.១០ | ១២.២៣ |
| ២០០៩ | ១៣.៥៩៥.០៩៩ | ១.៣៩១.៥៦៥ | ១១.០៤០ | ១.៧១៧ | ១២.៣៥៧ | ៧.១៥៣ | ១២.៣៤ | ១២.៦៦ |
| ២០១០ | ១៣.៨០១.២៧៩ | ១.៦៥២.០៥១ | ៥.៥១៨ | ១.៦៤៩ | ៤.៩៩០ | ៤.៥៥០ | ១០.៩៩ | ១៣.១៦ |
| ២០១១ | ១៤.០០៧.៤៥៩ | ១.៩០៣.៧៨០ | ៥.០០៧ | ១.៨៩០ | ៤.៩១០ | ៣.៦៤៤ | ៩.៩២ | ១៣.៤៩ |

ថវិកាហិរញ្ញប្បទានពីបរទេសចំនួន២៥កំរោង រហូតដល់ខែធ្នូ ឆ្នាំ២០១១ ការងារសាងសង់ស្ថានជំរុញ
 ចំនួន ០២ (ស្ថាន ព្រែកក្តាម ៩៧៥ម និងស្ថានព្រែកតាមាក់ ១.០៦៦ម) ត្រូវបានបញ្ចប់ ផ្លូវជាតិ
 ដែលបានក្រាលកៅស៊ូរួចមាន ០៦ គម្រោង ប្រវែងសរុបប្រមាណជា ៣០,២២គ.ម
 ធ្វើអោយផ្លូវកាលកៅស៊ូសរុបទាំងប្រទេស មានប្រវែងកើនដល់ ៣.៨៨១ គ.ម ស្មើនឹងប្រមាណ ៦៩,២៥%
 នៃប្រវែងសរុប ៥.៦០៤,៥០គ.ម របស់ផ្លូវជាតិ(ផ្លូវជាតិមួយលេខ ២១១៤ ៩៤គ.ម និងផ្លូវជាតិពីរលេខ
 ៣,៤៨៩,៥៦គ.ម)។ ដោយឡែកនៅឆ្នាំ២០១៤ ខាងមុខ ផ្លូវក្រាលកៅស៊ូរួច អាចនឹងឡើងដល់ប្រមាណជិត
 ៤,២០០គ.ម។

ដោយឡែក ក្នុងរយៈពេលប៉ុន្មានខែដើមឆ្នាំ២០១២ នេះ
 មានកំរោងមួយចំនួនត្រូវបានសម្រេចលើកឱ្យប្រើប្រាស់
 និងមួយចំនួនទៀតបានរៀបចំពិធីបើកការដ្ឋាននិងចាប់ផ្តើមអនុវត្ត ដូចជា ៖

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2011

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| 1- ប្រវែងសរុបផ្លូវជាតិលេខ១ខ្ទង់ | : 2,117.711 | គម (9 ខ្សែ) |
| 2- ប្រវែងសរុបផ្លូវជាតិលេខ ២ខ្ទង់ | : 3,344.341 | គម (44 ខ្សែ) |
| 3- ប្រវែងសរុបផ្លូវខេត្តលេខ ៣ និង២ខ្ទង់ | : 6,471.670 | គម (282 ខ្សែ) |
| | សរុប : 11,933.722 | គម |
| ដែលក្នុងនោះរួមមាន : | | |
| - កំរាល AC | : 926.494 | គម (7.76%) |
| - កំរាល DBST | : 3,614.307 | គម (30.29%) |
| - កំរាលលេតុង | : 22.530 | គម (0.19%) |
| - កំរាលដីក្រហម | : 6,067.117 | គម (50.84%) |
| - កំរាលដី ធម្មតា | : 1,303.274 | គម (10.92%) |
| | សរុប : 11,933.72 | គម (100%) |

2010

បានបង្ហាញថា កម្ពុជាសម្រេចបានសមិទ្ធផលធំៗជាច្រើន ក្នុងនោះរួមមាន:
 ផ្លូវក្រាលកៅស៊ូសរុបទាំងប្រទេសកើនដល់ប្រវែង ២.៨៥២,១៨ គីឡូម៉ែត្រ ស្មើនឹងប្រមាណ ៥២%
 នៃប្រវែងផ្លូវជាតិសរុប ៥.៤៩២ គីឡូម៉ែត្រ និង ស្ថានធំៗជា ច្រើនទៀត ដូចជាស្ថានព្រែកក្តាម និង
 ស្ថានព្រែកតាមាក់ជាដើម ។ សមិទ្ធផលដ៏ថ្លៃថ្លាទាំងអស់នោះ បាន និង

សេងខ្យល់:

រំលែកផល រូ លិខិតសរុប 925.066 គ.ម ផ.ជ ១៨ ខែស (ផ.ជ ១ខែស ៥ខែស, ផ.ជ ២ខែស ១៣ខែស) ខេត្តតែងលិខិតមានរបាយការណ៍ហេដាវ

រចនាសម្ព័ន្ធ រំលែកផលចំពោះ:

ចំនួនគត 19 ខេត្ត ផ.ខ ៦៩ ខែស (៦៩ខែស) ខេត្តតតតតតតតត រឹមណខលតត រឹ

ផល រូ ជាតិរំលែក **92.604** គ.ម ផ.រកង ១២ ខេត្តត ខេត្តត ខតតមានជ័យ

ផល ូផុតតបែរវង **706.236** គ.ម ផល ូវតាម នេលខ ៧ ខែស េខតត េកាន់កុង ។

ផល ូរកុង **126.226** គ.ម សរុប (ផ.ជ និងផ.ខ) **៩៤** ខែស

សាព ន **25** កែនលង