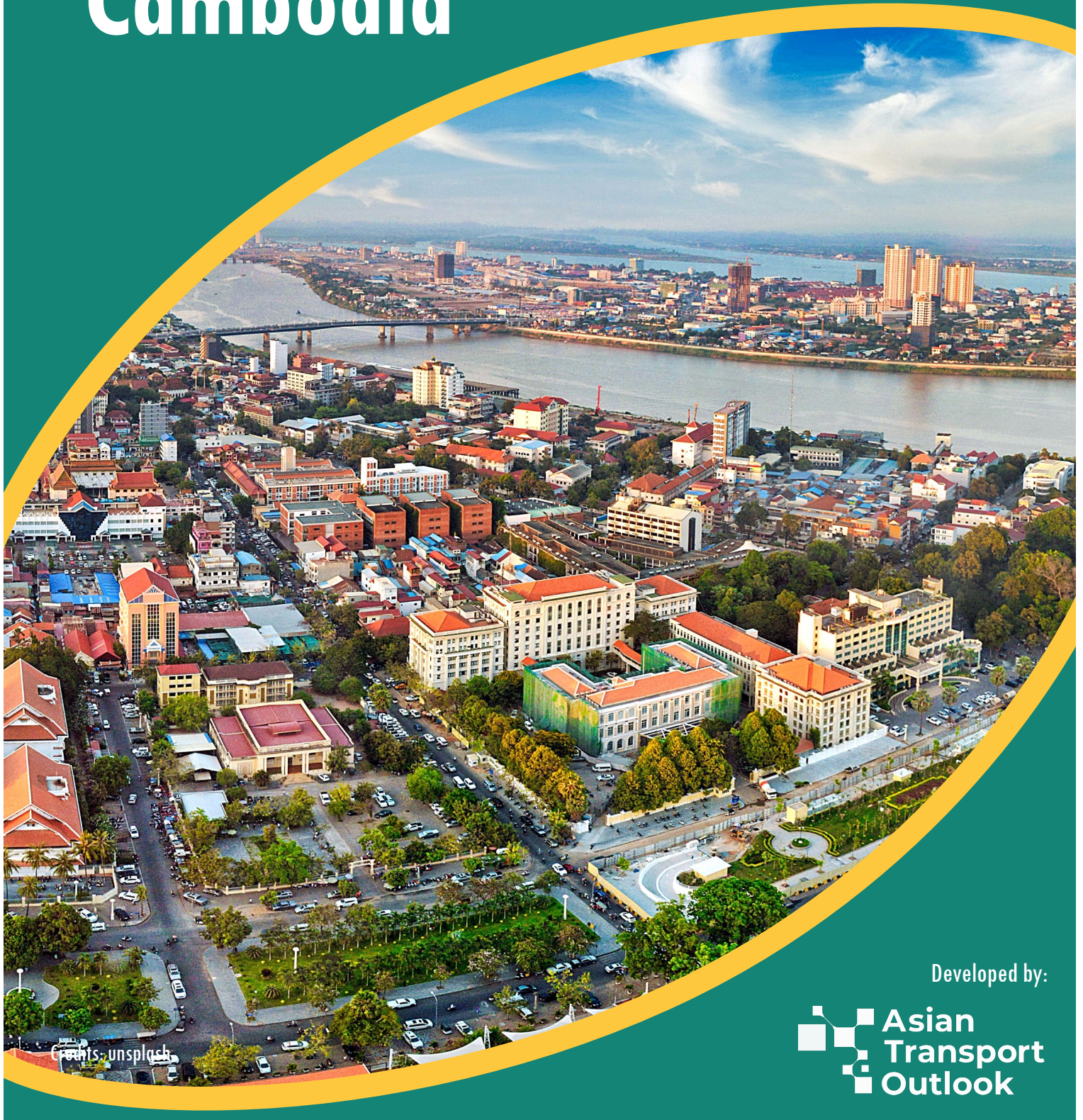


# Transport and Climate Profile Cambodia



Developed by:



Developed with the support of:





**Introduction to the profiles:** These “Transport and Climate Profiles” are part of the research work entitled “Transport NDC Gap Analysis for Low- and Middle-Income Countries (LMICs) in Asia and the Pacific” which is being implemented and builds on the work of the Asian Transport Outlook (ATO), a project initiated and supported by the Asian Development Bank (ADB). ATO is also being supported by the Asian Infrastructure Investment Bank (AIIB). The research is being co-funded by UKAID through the UK Foreign, Commonwealth and Development Office (FCDO) under the High-Volume Transport (HVT) Applied Research Program managed by DT Global International Development UK LTD (DT Global). The research is being implemented under HVT057 (Transport Decarbonisation Index - <https://transport-links.com/funded-projects/transport-decarbonisation-index-tdi>) whose lead research supplier is the Partnership on Sustainable, Low Carbon Transport. These profiles are designed to complement the main report of the research entitled *Bridging the Gap: A Deep Dive into NDCs and Transport Policy Landscapes in Low- and Middle-Income Asian Economies*. While intended as supplementary materials, they also function as standalone knowledge products. All the related knowledge products will be made available through <https://asiantransportoutlook.com/analytical-outputs/ndc-analysis> and <https://asiantransportoutlook.com/analytical-outputs/transportclimateprofiles/>

The Asian Transport Outlook (ATO) is an initiative that aims at strengthening the knowledge base on transport in the Asia-Pacific region. It supports the planning and delivery of transport-related assistance in Asia, supports wider transport policy making, and helps track global and regional processes related to sustainable development. For example, ATO is the monitoring mechanism for the Aichi 2030 Declaration on Environmentally Sustainable Transport – Making Transport in Asia Sustainable (2021-2030) which was adopted by more than 20 countries in Asia-Pacific through the High Level Environmentally Sustainable Transport Forum (EST) that is organized by the United Nations Centre for Regional Development (UNCRD)-DSDG/UN DESA, along with its partners. For more information, visit [asiantransportoutlook.com](http://asiantransportoutlook.com)

This profile is structured into two main sections: Data Insights and Policy Insights. Under “Data Insights”, individual components at the intersection of transport and climate change are detailed. Similarly, the “Policy Insights” section outlines various policy documents, measures, and targets.

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**Transport and Climate Profile: Cambodia**

2024

The publication is available at <https://asiantransportoutlook.com/analyticaloutputs/countryprofiles/>

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# Executive Summary

Cambodia, a lower-middle-income country in Southeast Asia, faces significant challenges in its transport sector regarding climate change.

## CO2 Emissions:

- In 2023, the sector's emissions totaled 7.3 million tonnes, representing 41% of the country's overall emissions. This growth has been particularly noticeable with emissions increasing at an annual rate of 8%. Before this period, the sector's emissions were growing at 20% annually between 1990 and 2000. The road sector has been the main contributor to this growth, accounting for 85% of the transport sector's emissions in 2022. This share has remained relatively consistent compared to the average of 84% between 2000 and 2015. Although Cambodia's transport sector emissions intensity (emissions per unit of GDP) has decreased from 101.1 gCO<sub>2</sub> per USD in 2000 to 77.3 gCO<sub>2</sub> per USD in 2023, it is still considerably higher than the regional average of 32.0 gCO<sub>2</sub> per USD. This suggests that Cambodia's transport sector is less efficient in terms of emissions compared to its counterparts in Asia-Pacific.

## Energy Consumption:

- The transport sector relies heavily on oil products, with minimal use of biofuels or electricity.
- Transport energy intensity remains high compared to regional peers.
- The electricity share in the rail sector energy consumption is negligible.

## Adaptation and Resilience:

- Cambodia faces significant potential annual losses due to climate-related hazards in its transport infrastructure.
- The road network is particularly vulnerable, ranking low in resilience.

## Vehicle Fleet:

- Cambodia currently has 910 thousand vehicles on the road, equating to 54 vehicles per thousand population, a significant increase from 18 vehicles per thousand population in 2000. The vehicle fleet in Cambodia is dominated by 2-wheelers, which account for 98% of the total vehicles.
- Between 2015 and 2023, Cambodia imported 477.1 million USD worth of buses, a substantial increase from the 168.9 million USD imported between 2010 and 2015. However, only 0.1% of the buses imported between 2017 and 2023 were electric. In total, Cambodia imported 48.8 million USD worth of electric vehicles between 2017 and 2023, with the majority being electric LDVs (90%), followed by electric 2-wheelers (9%), electric buses (1%), and electric trucks (1%). The proportion of electric vehicles in Cambodia's road vehicle imports has grown from 0.0% in 2017 to 2.1% in 2023. However, this remains significantly lower than the 16.1% share of electric imports in the Southeast Asia subregion in 2023. Despite this, Cambodia demonstrates a high level of preparedness for the transition to electric vehicles, achieving a score of 78 out of 100 on the 2024 E-mobility Readiness Index. This strong performance is driven by a combination of factors, including good access to clean energy (20 points) and a supportive policy environment for electric vehicles (25 points). While there is room for improvement in access to technology (14 points) and the availability of financial instruments (19 points).

### **Urban Transport:**

- Public transport systems are underdeveloped, with limited access for much of the population.

### **Investments:**

- Official development assistance (ODA) to the transport sector has increased, focusing mainly on roads.
- Public-private partnership (PPP) investments have targeted air transport.

### **Policy:**

- In Cambodia, 31 documents about transport have been identified, with eight focused explicitly on climate change. Within the non-climate documents, 22 include measures addressing climate change mitigation or adaptation. The updated Nationally Determined Contribution (NDC), adopted in 2020, sets an economy-wide emissions target, aiming for a maximum reduction of 3,100 Gg CO<sub>2</sub>eq by 2030 compared to baseline emissions. The NDC also includes vehicle inspection and maintenance targets but lacks specific targets for net zero emissions, carbon neutrality, or transport-related emissions. Cambodia's Long-term Strategy for Carbon Neutrality (LTS), adopted in 2021, does not specify economy-wide, net-zero, or transport-specific emissions targets either. However, the LTS outlines targets related to general e-mobility, alternative fuels (LPG/CNG/LNG), renewable energy, and modal shift. Additionally, economy-wide emissions targets are present in other documents such as the Cambodia EV Roadmap, Cambodia's Third National Communication, and the National Policy, Strategy, and Action Plan on Energy Efficiency.

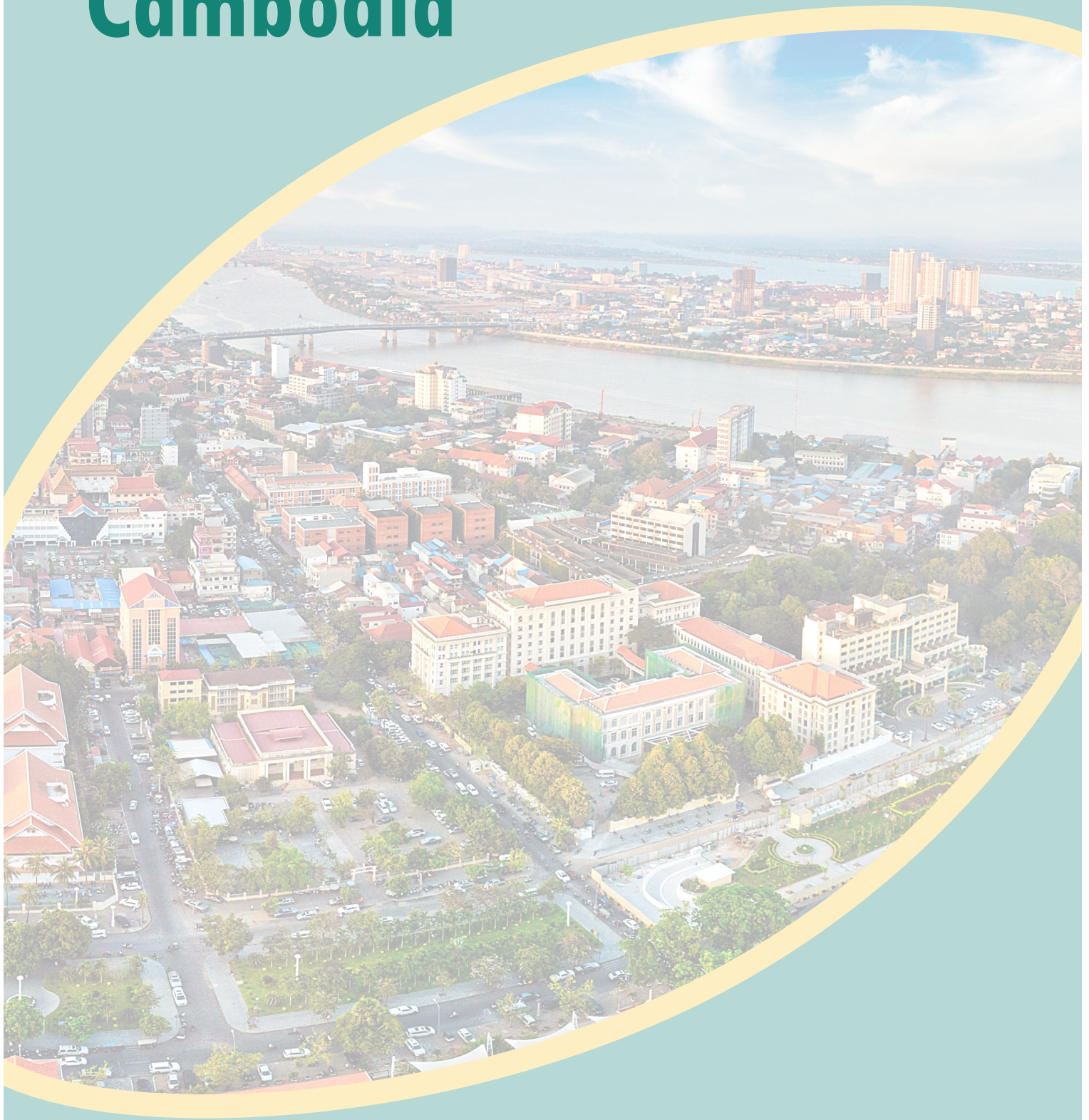
### **NDC Gaps and Policy Opportunities:**

- The NDC lacks specific targets for transport emissions.
- There's a need for more robust policies on vehicle efficiency standards, fuel quality, and public transport development.
- Promoting electric vehicles and biofuels could reduce reliance on oil.
- Investing in resilient infrastructure is crucial to address climate risks.
- More comprehensive data collection and analysis can help track progress and identify areas for improvement.

A notable gap exists in Cambodia between the Nationally Determined Contribution (NDC) and other policy documents concerning transport and climate change. While the NDC sets an economy-wide emissions reduction target and addresses vehicle inspection and maintenance, it falls short of including specific targets for net zero emissions, carbon neutrality, or transport-related emissions. Similarly, the Long-Term Strategy for Carbon Neutrality (LTS), does not specify any emissions targets, leaving a void in long-term planning for decarbonization in the transport sector. This gap is partially addressed by other policy documents like the Cambodia EV Roadmap, which focuses on electric vehicle adoption, and the National Policy, Strategy, and Action Plan on Energy Efficiency, highlighting the need for a more integrated and comprehensive approach to climate action in the transport sector.



# Data Insights Cambodia



# Cambodia

## Transport and Climate Profile

Population (2024)  
**17.1 million**

Urban population  
**26%**

Below 18 y.o.  
**35%**

Population density  
**96 persons per sqkm**

Rural population  
**74%**

Above 60 y.o.  
**10%**

Subregion  
(1) **South East Asia**

Gross domestic product  
(1) (GDP PPP, 2023)  
**95.3 billion USD**

(1) Domestic consumption per capita, tonnes (2024)  
**8.4 tonnes**

(1,2) *Domestic consumption is the total amount of materials directly used in the economy (used domestic extraction plus imports), minus the materials that are exported.*

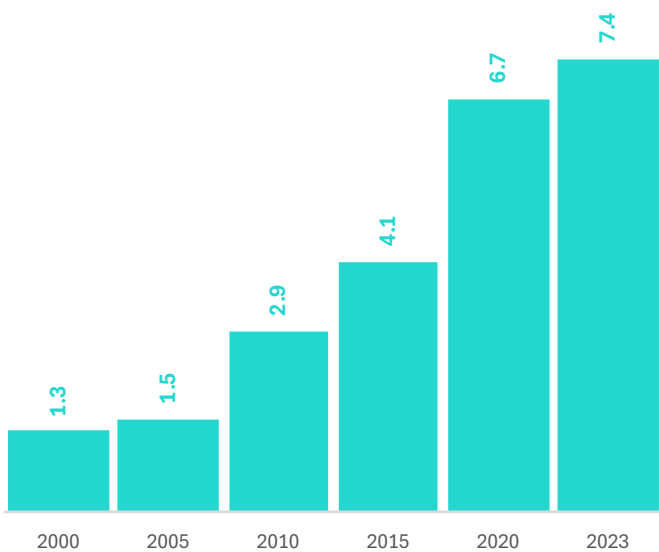
Income class  
**Low and lower middle income**

GDP per capita (PPP, 2023)  
**5,624 USD** (1,2)

(3)

## I. Transport and Climate Change

Transport fossil CO2 emissions, million tonnes



In 2010, transport contributed 57% of total fossil CO2 emissions. By 2023, transport contributed 41%.

Share of transport CO2 emissions by mode (2022)

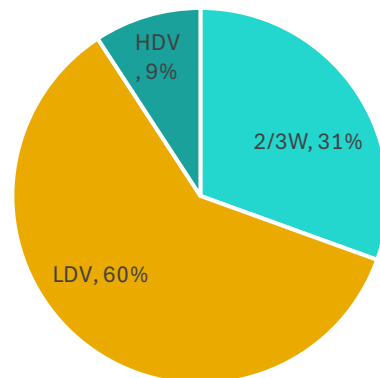
(4)   Road	<b>84.7%</b>	Rail	<b>11.2%</b>	(4)
Navigation	<b>3.1%</b>	Aviation	<b>1.0%</b>	(4)

*Navigation and aviation only includes domestic transportation*

Between 2000-2015, road transport contributed 84% in transport fossil CO2 emissions. Between 2016-2022, road transport contributed 84%.

Road transport CO2 emissions (well-to-wheel), share by mode (2022)

(5)



Transport CO2 emissions intensity (2023)

**77 gCO2 per USD**

(2,4)

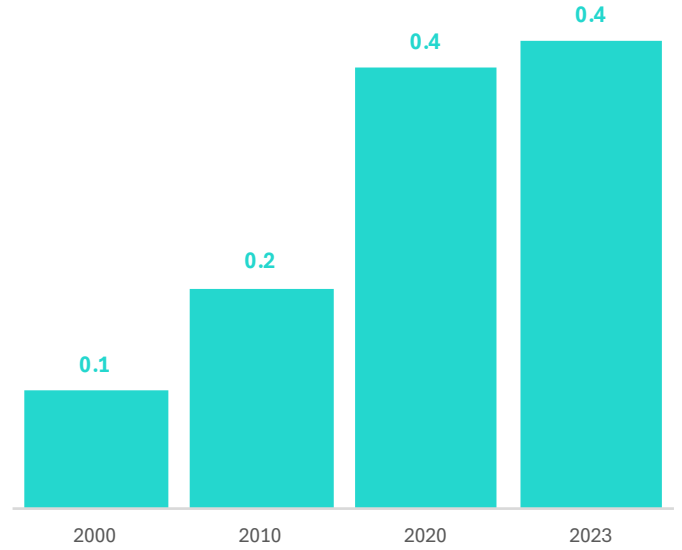
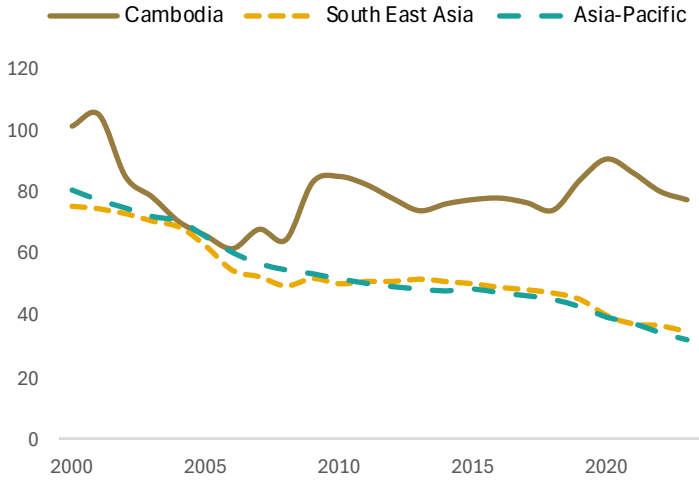
*Asia-Pacific average is 32 gCO2 per USD*

Transport fossil CO2 emissions per capita, tonnes

(1,4)

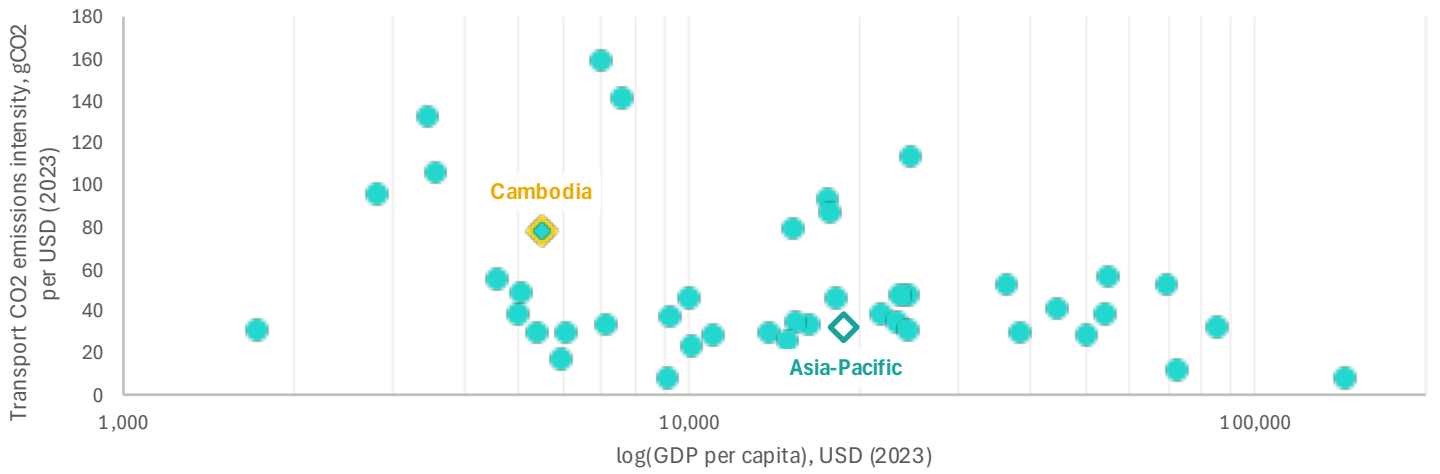
Transport CO2 emissions intensity trend, gCO2 per USD

(2,4)



Transport CO2 emissions intensity in Asia-Pacific, gCO2 per USD

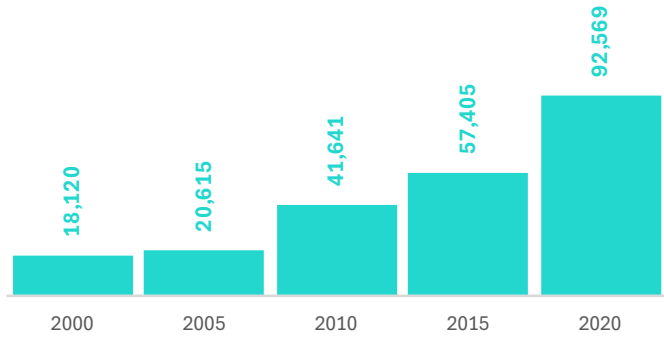
(2,4)



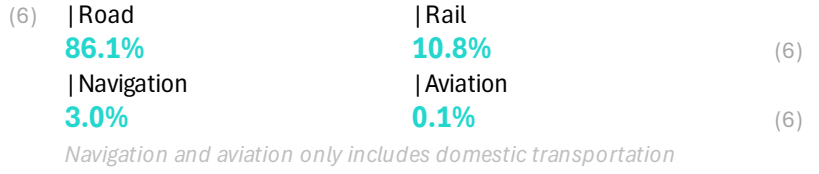


II. Transport Energy Consumption

Transport energy consumption, TJ



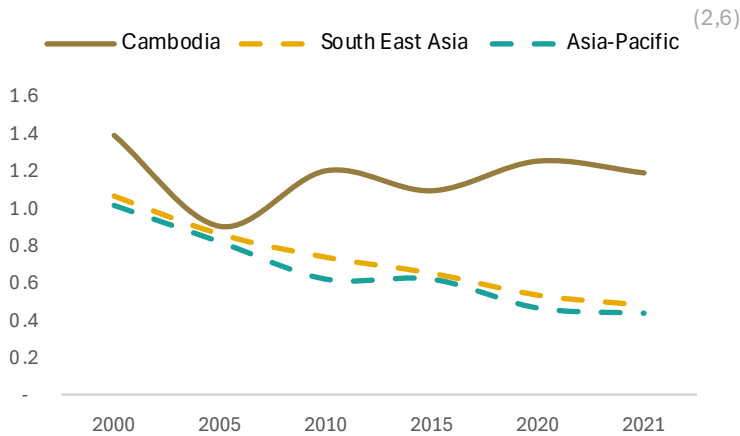
Share of transport energy consumption by mode (2021)



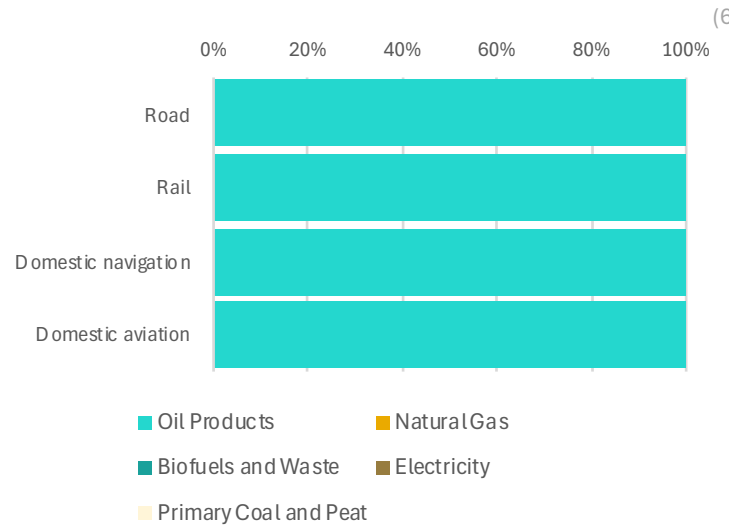
Transport energy intensity (2021)

**1.2 MJ per USD**  
Asia-Pacific average is 0.4 MJ per USD

Transport energy intensity trend, MJ per USD



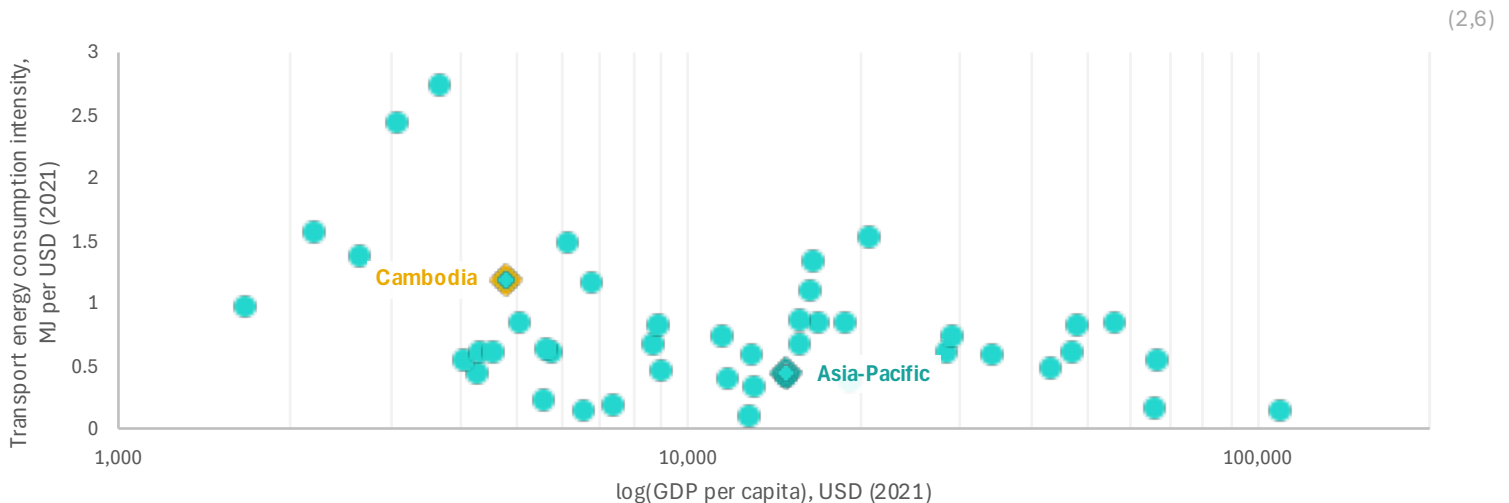
Share of transport energy consumption by source (2021)



Share of transport in renewable energy consumption



Transport energy intensity in Asia-Pacific, MJ per USD



Transport fossil fuel subsidies, cumulative (2010-2022)

**None**

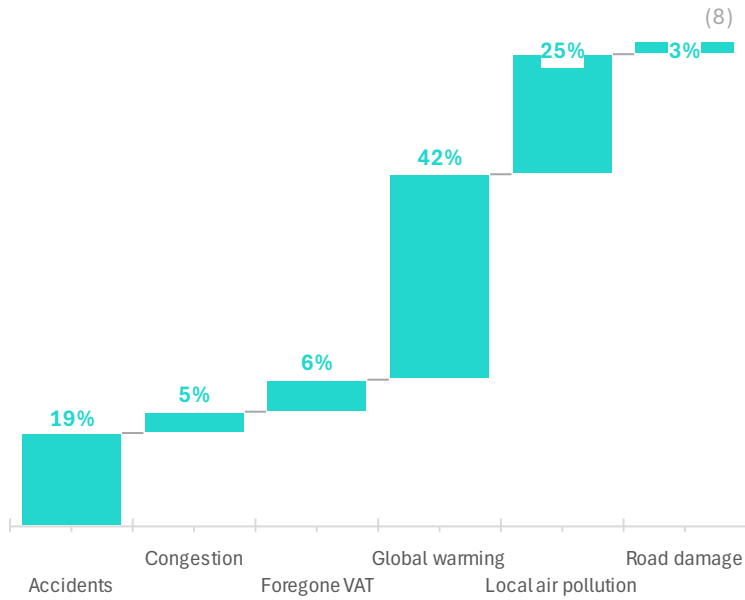
0.0% of Asia-Pacific total

Grid emission factor (2022)

(7) **436 gCO<sub>2</sub> per kWh**

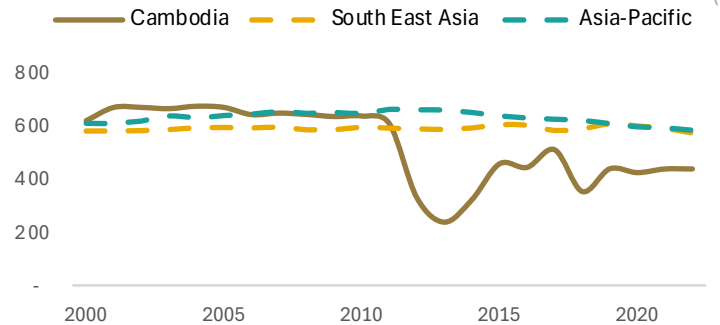
(9)

Estimated externalities due to fossil fuel subsidies



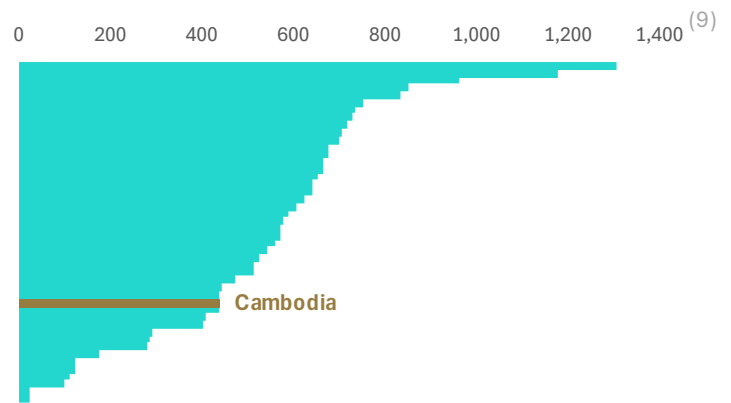
Data includes all sectors and all fuel types

Grid emission factor trend, gCO<sub>2</sub> per kWh



(9)

Grid emission factors in Asia-Pacific, gCO<sub>2</sub> per kWh



(9)

## III. Adaptation and Resilience

Average annual losses to transport infrastructure due to hazards (2023)

**4 million USD**

Road	Rail
<b>91%</b>	<b>8%</b>
Ports	Airports
<b>0%</b>	<b>1%</b>

National road vulnerability index ranking (2023)

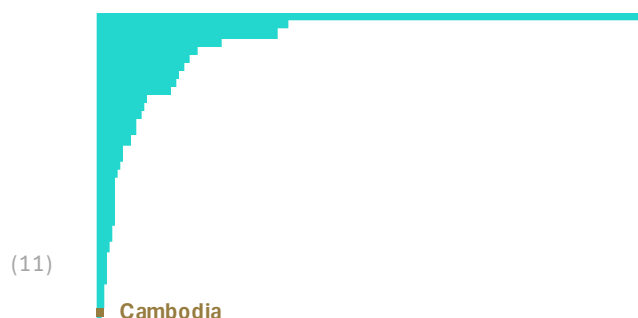
**58th out of 208 countries**

Share of population in low elevated coastal zones (2018)

**7%**

Average annual losses to transport infrastructure due to hazards, as a share of GDP, in Asia-Pacific (2023)

(10) 0.0% 0.1% 0.2% 0.3% 0.4% 0.5% (10)



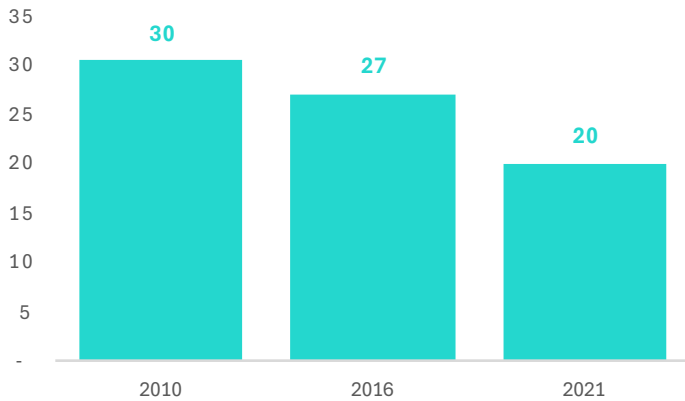
(11)

(12)

IV. Other Externalities

Road crash fatalities (2021)  
**3.1 thousand deaths**

Road crash fatality rate per 100 thousand population

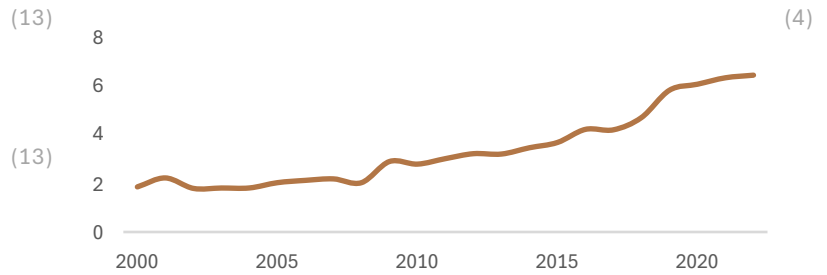


Asia-Pacific average is 16 fatalities per 100 thousand population

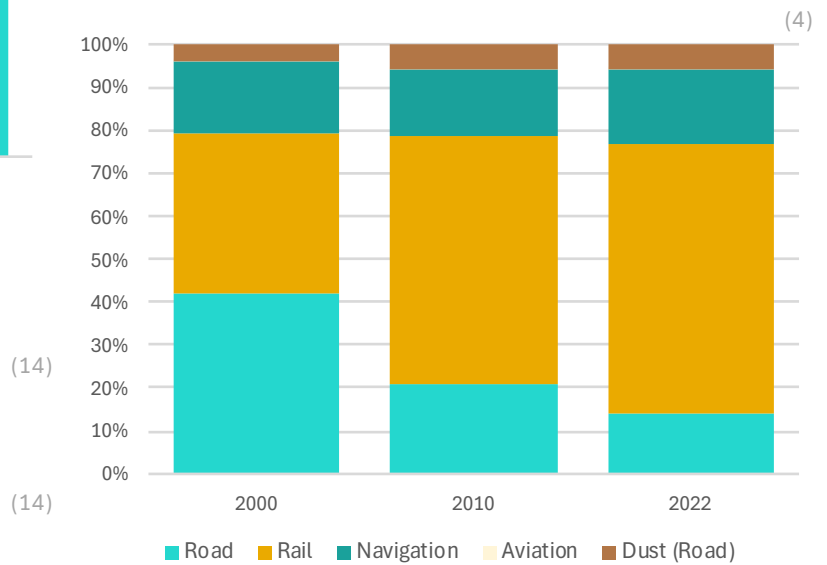
Rural access index (2023)  
**77%**

Rural population without access to all-season roads (2023)  
**2.9 million**

Transport PM 2.5 emissions trend, thousand tonnes



Transport PM 2.5 emissions share by source



V. Vehicle Fleet

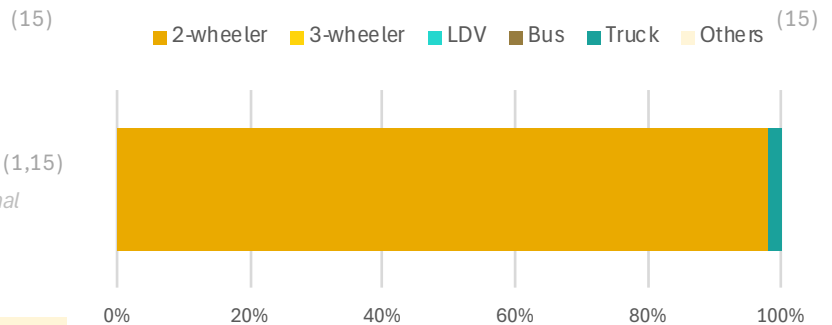
Road vehicles (2022)  
**910 thousand vehicles**

Road vehicle motorization rate (2022)  
**54 vehicles per thousand population**

Road vehicles include 2- and 3-wheelers, LDVs, buses and other informal public transport, trucks, and other unclassified types

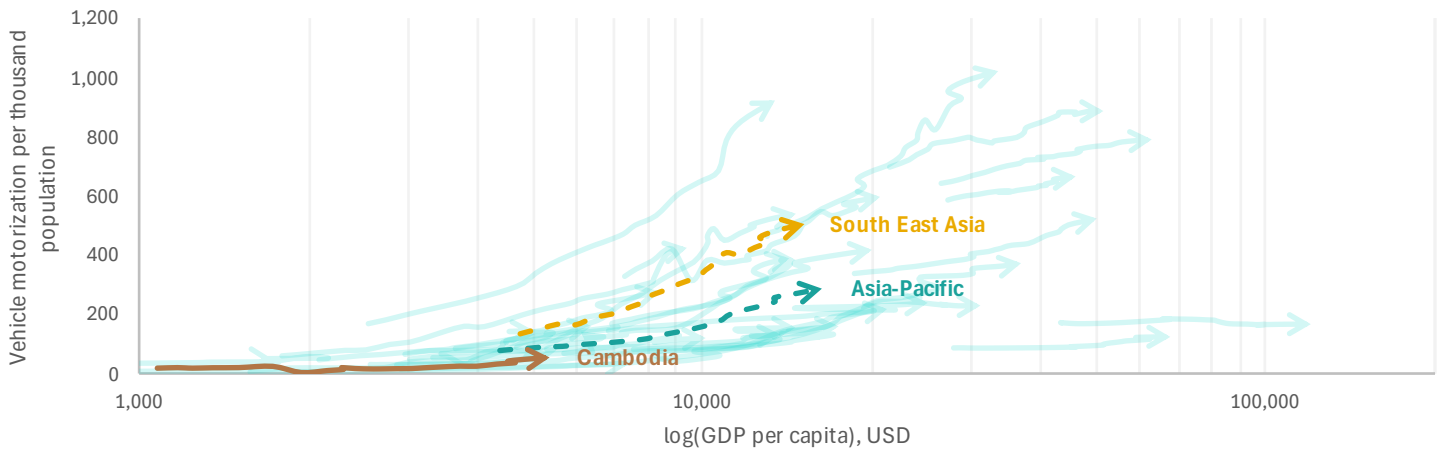
In 2000, Cambodia had 18 vehicles per thousand population. By 2022, this has increased to 54 compared with Asia-Pacific average of 577 in 2022.

Share of vehicles by type





Vehicle motorization per thousand population in Asia-Pacific (2000-2022)



Bus import value (2015-2023)

**477.1 million USD**

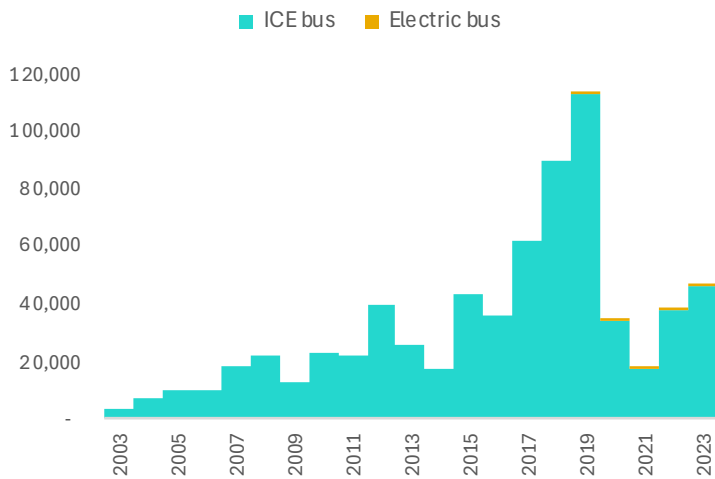
Bus vehicle production, units

(16)

(17)

Bus import value, thousand USD

(16)



E-mobility Readiness Index (2024)

| Technology & Market

**14/25**

| Policy

**25/25**

| Energy

**20/25**

| Financial

**19/25**

| Overall

**78/100**

(18)

Electric road vehicle import value (2017-2023)

**48.8 million USD**

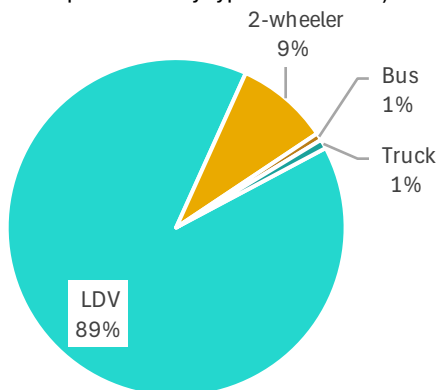
(16)

Electric road vehicle share in total road vehicle import value trend

(16)

Electric road vehicle import share by type (2017-2023)

(16)



VI. Urban Transport

Urban rapid transit length (2021)

BRT	LRT
None	None
Metro	
None	

(19)

(19)

Urban rapid transit ratio in Asia- Pacific, kilometers per million urban population (2021)

(1,19)

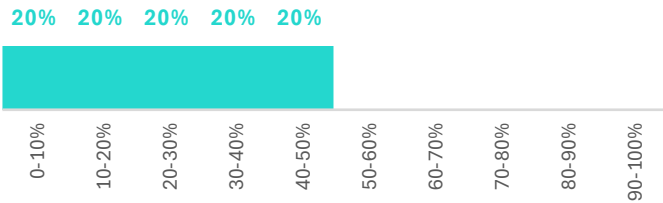
Urban rapid transit ratio (2021)

NA (1,19)

Urban rapid transit ratio, kilometers per million urban population (2000-2021)

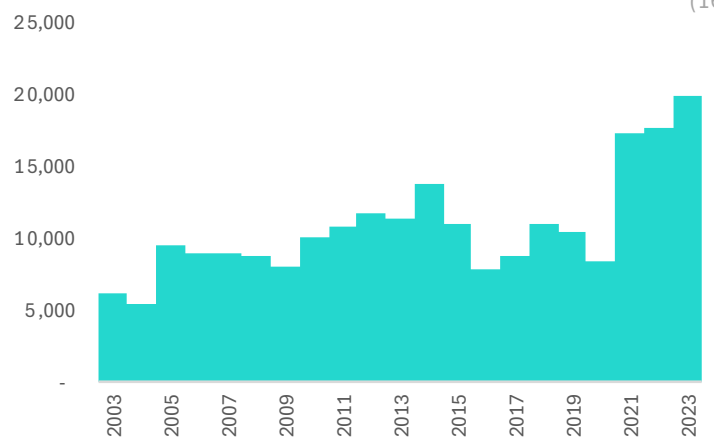
Share of cities by level of access to public transport (out of 5 cities)

(20)



Bicycle import value, thousand USD

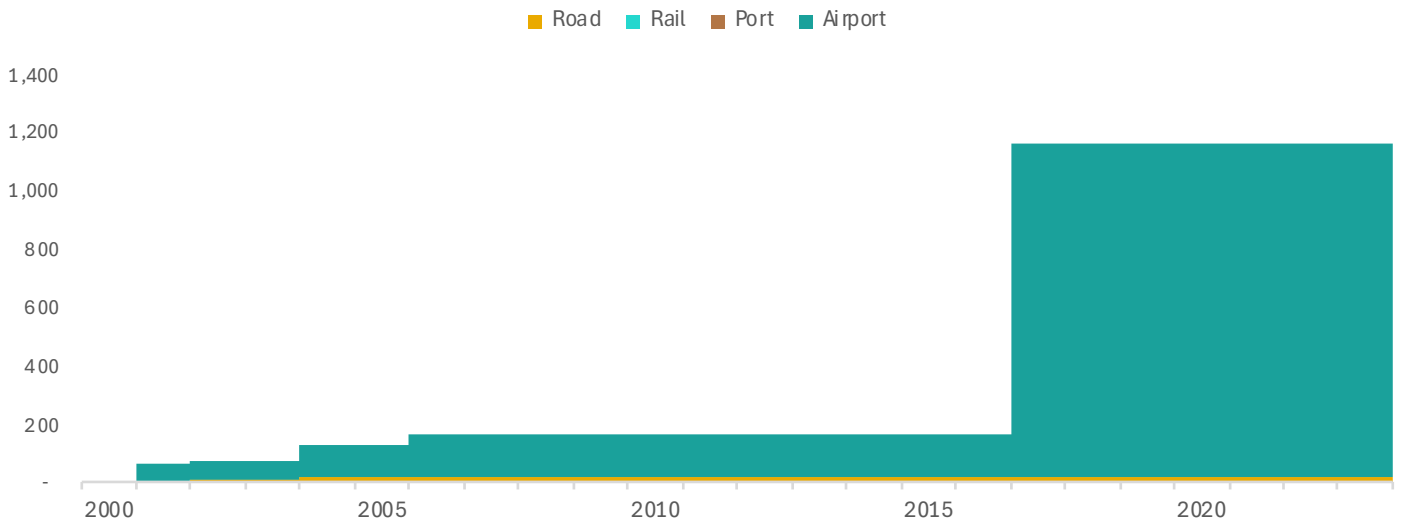
(16)



VII. Transport Investments

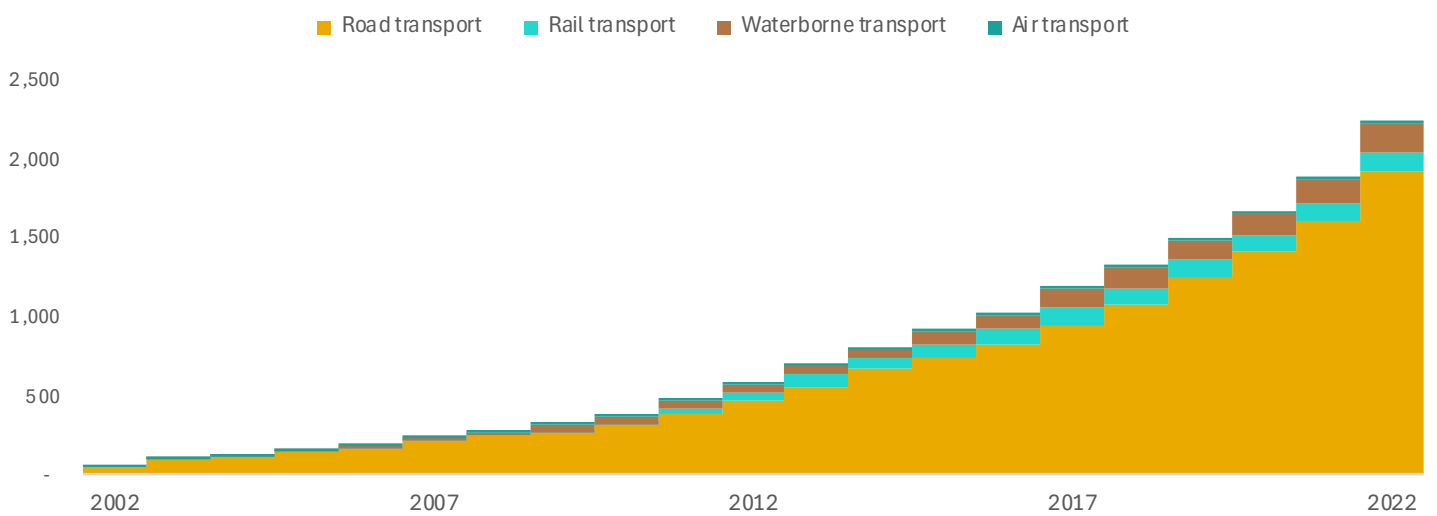
Public-private partnership investments in the transport sector, million USD

(21)



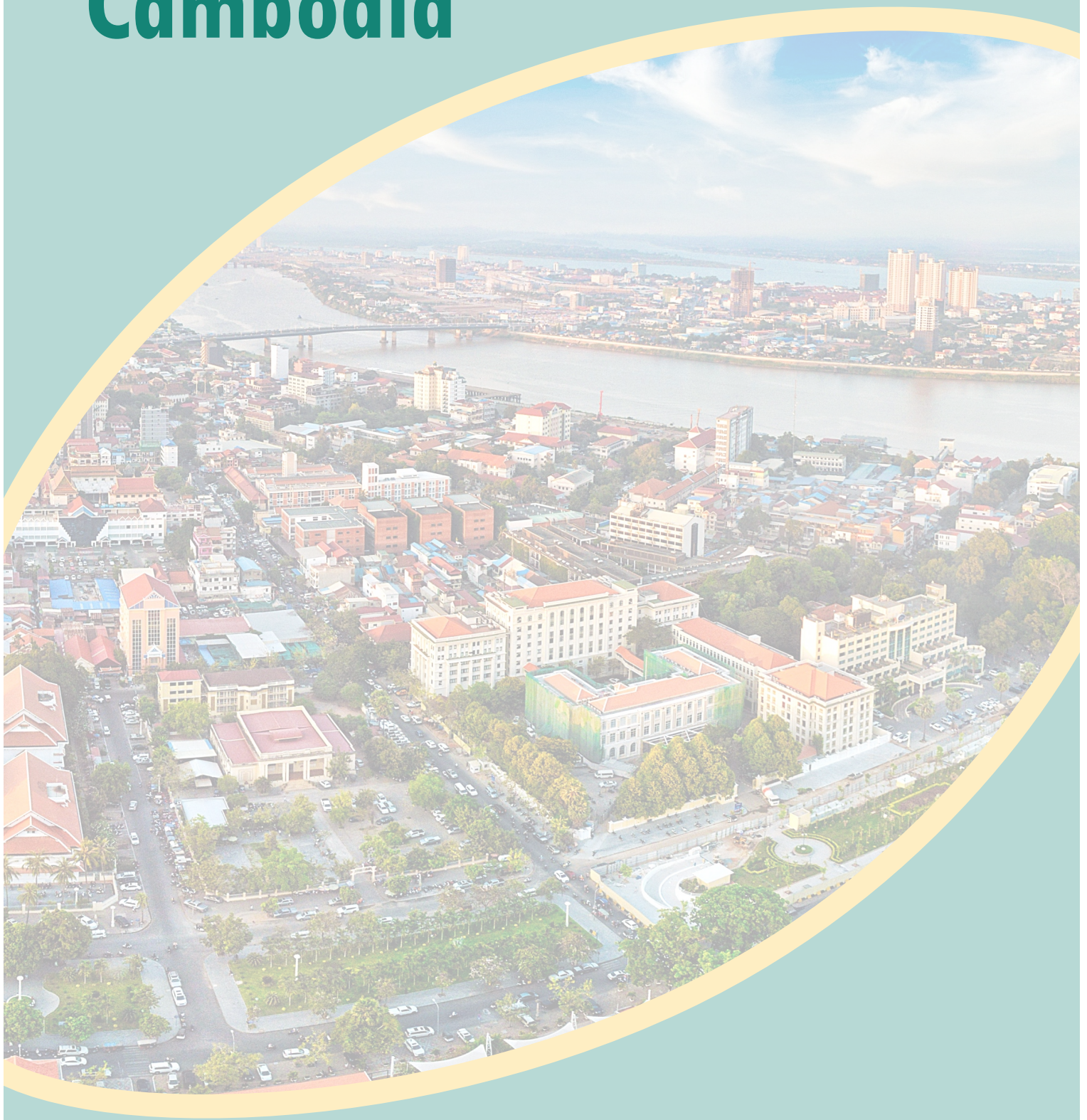
Official development assistance in the transport sector, million USD

(22)





# Policy Insights Cambodia



VIII. Transport and Climate Policy Documents

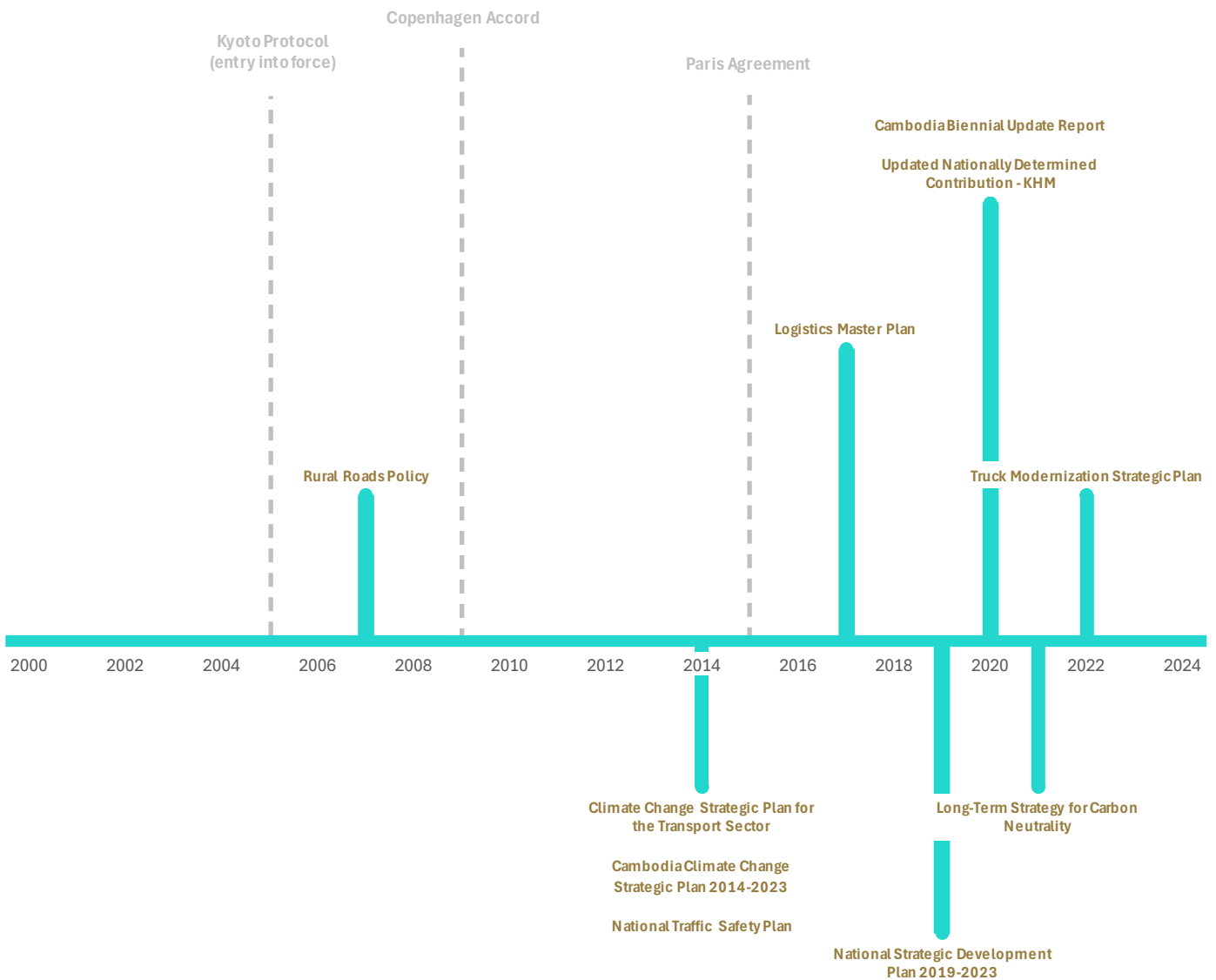
Transport-related policy documents in Cambodia

Selection made based on the number of climate change mitigation and adaptation policy measures

Nationally Determined Contributions of Cambodia

2015: Intended Nationally Determined Contribution - KHM

2020: Updated Nationally Determined Contribution - KHM



IX. Representation of Transport in Key Climate Policy Documents

Nationally Determined Contributions

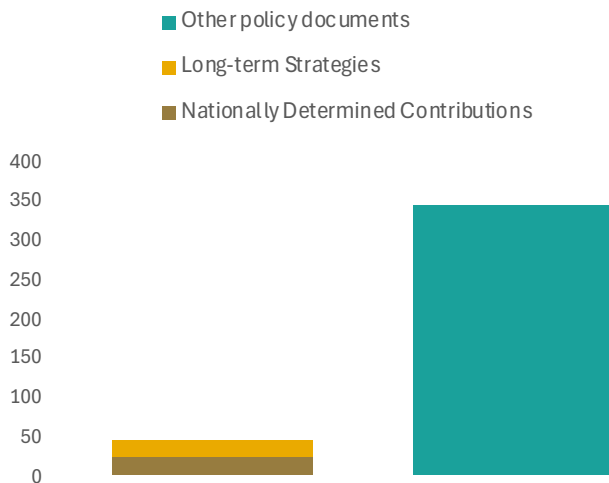
		Road transport	Rail transport	Domestic navigation	Domestic aviation	Urban transport
<i>Updated Nationally Determined Contribution - KHM (adopted in 2020)</i>	Mitigation measures	Yes	Yes	Yes	Yes	Yes
	Mitigation targets	Yes				
	Adaptation measures	Yes				
	Adaptation targets					

Long-term Strategies

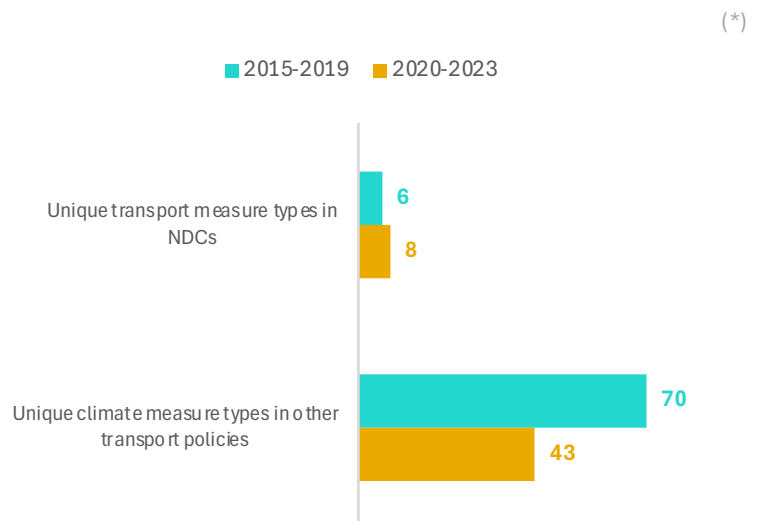
		Road transport	Rail transport	Domestic navigation	Domestic aviation	Urban transport
<i>Long-Term Strategy for Carbon Neutrality (adopted in 2021)</i>	Mitigation measures	Yes	Yes	Yes	Yes	
	Mitigation targets	Yes	Yes	Yes	Yes	Yes
	Adaptation measures	Yes	Yes	Yes	Yes	
	Adaptation targets					

X. Distribution of Transport and Climate Policy Measures in Policy Documents

Number of policy measures by source



Integration of climate ambition, unique number of policy measures in (\*) NDCs and other transport policies





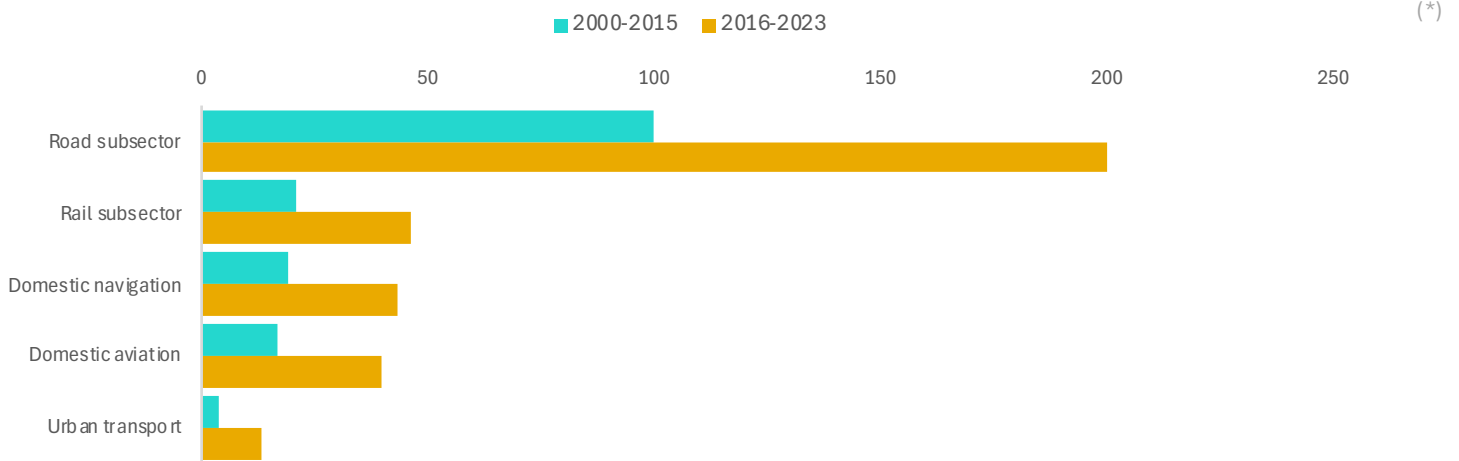
XI. National Policy Priorities on Transport

Priority policy measures on climate change mitigation and adaptation in transport (top 30)

(\*)



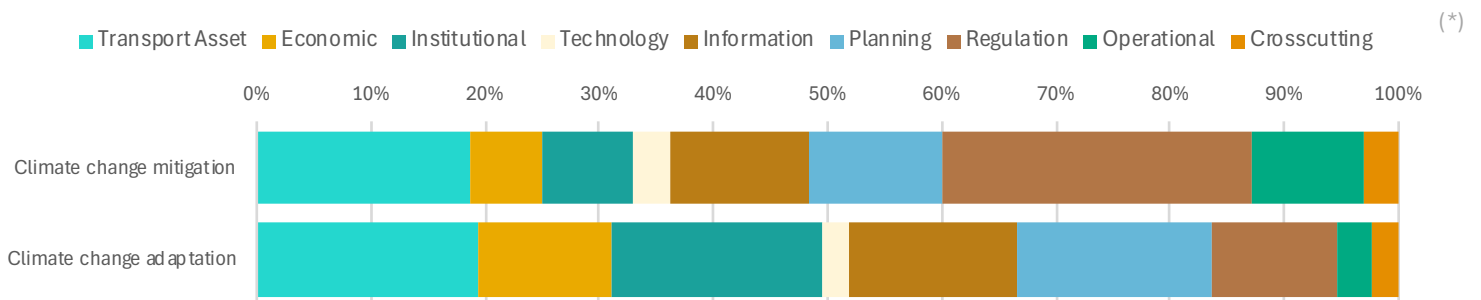
Number of climate change policy measures by subsectors



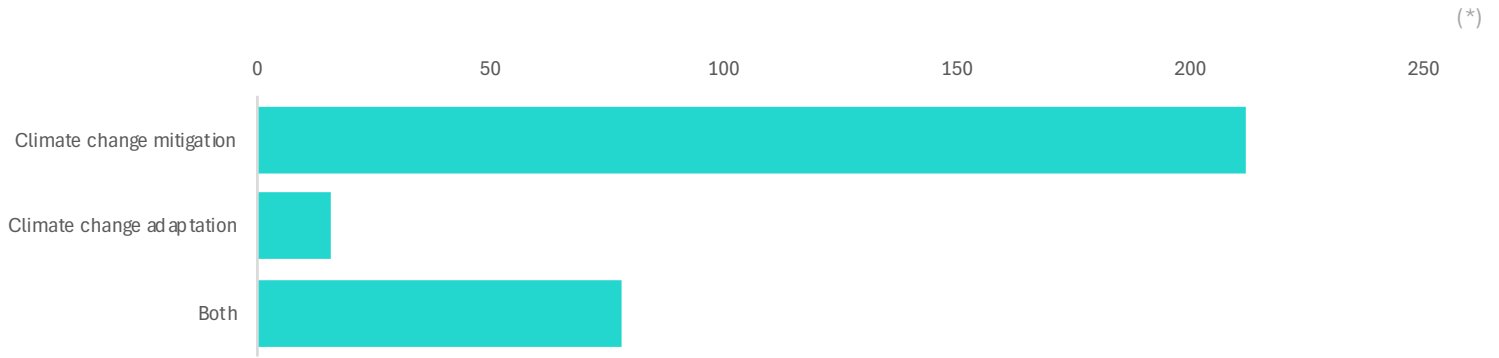
Number of climate change policy measures by passenger vs. freight



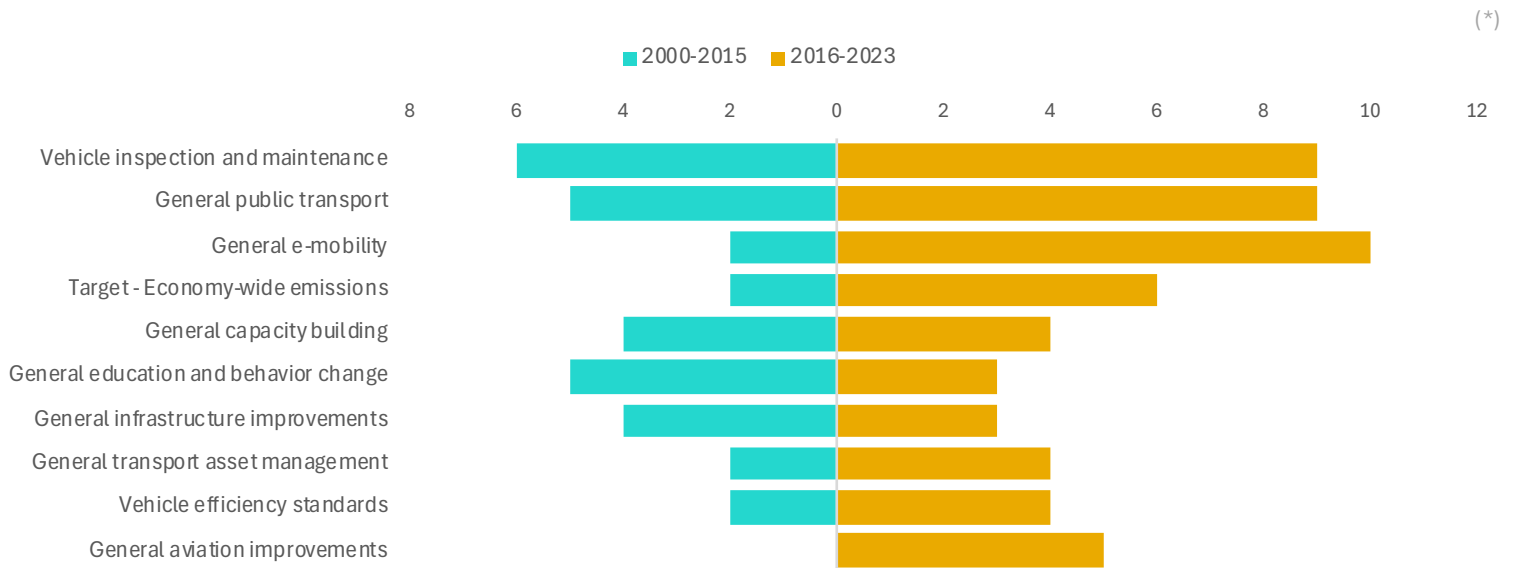
Transport-related climate change policy measures by framework



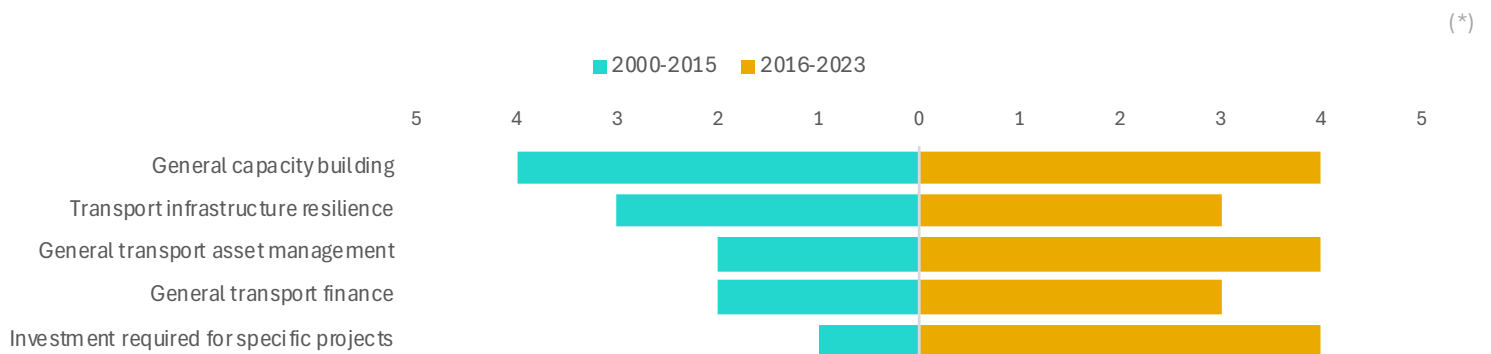
## Number of climate change mitigation vs. climate change adaptation policy measures



## Climate change mitigation top 10 typology, number of policy measures



## Climate change adaptation top 5 typology, number of policy measures



## XII. Direct GHG Targets

This table contains transport-relevant (e.g. economy-wide; sector-specific) GHG emissions targets as explicitly mentioned in the policy documents of Cambodia

Document	Year published	Target	Target year
<b>Economy-wide emissions</b>			
Intended Nationally Determined Contribution - KHM	2015	Energy industries, manufacturing industries, transport, and other sectors: Cambodia intends to undertake actions as listed in Table 1, the impact of which is expected to be a maximum reduction of 3,100 Gg CO <sub>2</sub> eq compared to baseline emissions of 11,600 Gg CO <sub>2</sub> eq by 2030.	2030
Updated Nationally Determined Contribution - KHM	2020	The estimated emissions reduction with the FOLU by 2030 under the NDC scenario will be approximately 64.6 million tCO <sub>2</sub> e/year (41.7% reduction of which 59.1% is from the FOLU).	2030
Cambodia EV Roadmap	2022	Updated NDC is the key document that set the target for Cambodia to reduce 41.7% of CO <sub>2</sub> by 2030.	2030
Cambodia's Third National Communication	2022	Updated NDC was submitted to the UNFCCC in 2021, outlining the actions planned to reduce GHG emissions by 41.7% compared with the BAU scenario.	2030
<b>Net zero, carbon neutrality, and other long-term climate action</b>			
<b>Transport GHG emission</b>			
Intended Nationally Determined Contribution - KHM	2015	Reduction as Gg CO <sub>2</sub> eq and % in the year 2030 compared to the baseline = 390	2030
Cambodia Biennial Update Report	2020	3% reduction in 2030 compared to BAU	2030
Cambodia's Third National Communication	2022	390 MtCO <sub>2</sub> e reduction	2030

### XIII. Indirect Transport Climate Change Targets

This table shows non-GHG targets as specified in the policy documents in Cambodia which indirectly benefit climate change mitigation and adaptation in the transport sector

Document	Year published	Target	Target year
<b>General e-mobility</b>			
Long-Term Strategy for Carbon Neutrality	2021	Moderate penetration of electric vehicles – 70 percent for motorcycles and 40 percent for cars and urban buses by 2050	2050
Cambodia EV Roadmap	2022	Long-Term Strategy for Carbon Neutrality is the guiding document that aim to introduce 70% of electric motorcycles, 40% of electric cars and urban buses in Cambodia vehicle fleet by 2050	2050
COP26 declaration on accelerating the transition to 100% zero emission cars and vans	2022	All sales of new cars and vans being zero emission by 2040 or earlier, or by no later than 2035 in leading markets	2040
COP26 declaration on accelerating the transition to 100% zero emission cars and vans	2022	As cities, states, and regional governments, we will work towards converting our owned or leased car and van fleets to zero emission vehicles by 2035 at the latest + Policies	2035
COP26 declaration on accelerating the transition to 100% zero emission cars and vans	2022	Call on all developed countries to strengthen the collaboration and international support offer to facilitate a global, equitable and just transition	
<b>LPG/ CNG/ LNG</b>			
Long-Term Strategy for Carbon Neutrality	2021	CNG penetration of 80 percent for interregional buses and 80 percent for trucks until 2050	2050
<b>Renewable energy</b>			
Long-Term Strategy for Carbon Neutrality	2021	Increase in solar, hydro, biomass and other renewables to 35 percent of the generation mix by 2050, of which 12 percent is from solar	2050
Cambodia Basic Energy Plan	2019	The power generation mix in 2030 will be coal (35%), hydro (55%), and renewable energy (10%), consisting of biomass and solar/photovoltaics (PV). This mix will maintain affordability and security	2030
<b>Target - Modal shift</b>			
Long-Term Strategy for Carbon Neutrality	2021	More use of public transportation – 30 percent modal share in urban areas by 2050	2050
<b>Vehicle inspection and maintenance</b>			
<b>Updated Nationally Determined Contribution - KHM</b>	<b>2020</b>	<b>30 vehicle inspection centres in operation by 2030</b>	<b>2030</b>
Cambodia's Third National Communication	2022	30 vehicle inspection centers in operation by 2030	2030
<b>Biofuels</b>			
Cambodia Basic Energy Plan	2019	Biofuel, especially bioethanol, is one of the options for reducing imports of gasoline. In addition, biofuel affects the economic growth of Cambodia, such as through agriculture and industry activities and reductions in CO <sub>2</sub> emissions. The General Department of Petroleum is seeking business opportunities for biofuel (E3 gasoline will be possible by 2025).	2025
<b>Fuel quality</b>			
Clean Air Plan of Cambodia	2022	Sulfur level to meet Euro V level	2024



### XIII. Indirect Transport Climate Change Targets

This table shows non-GHG targets as specified in the policy documents in Cambodia which indirectly benefit climate change mitigation and adaptation in the transport sector

Document	Year published	Target	Target year
<b>Vehicle air pollution emission standards</b>			
Clean Air Plan of Cambodia	2022	Imported cars to meet Euro V in 2027	2027
<b>Vehicle efficiency standards</b>			
Cambodia Basic Energy Plan	2019	The major use of gasoline and diesel oil as well as LPG is transportation (vehicle), so that Cambodia can shift to highly efficient vehicles under the appropriate regulations (reduction by 10% from the business-as-usual [BAU] scenario).	2040
<b>Vehicle restrictions (import, age, access, sale, taxation)</b>			
Clean Air Plan of Cambodia	2022	Reducing import of used cars 30% in 2030	2030

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
<b>Climate-resilient design standards</b>							
Updated Nationally Determined Contribution - KHM	2020	Develop national road construction and maintenance design standards for national and provincial roads, considering climate change impacts, including developing an M&E framework for climate proofing and low-carbon technology roads	x				
<b>Development of climate change/ low carbon plan/ policy</b>							
Intended Nationally Determined Contribution - KHM	2015	For example, Cambodia has developed and implemented the Climate Change Strategic Plan 2014 – 2023 (CCCSP), and associated action plans developed by each relevant ministry. Cambodia has developed a Green Growth Policy and Roadmap which sets the path to stimulating the economy through low carbon options, savings and creating jobs, protecting vulnerable groups, and improving environmental sustainability.					
Updated Nationally Determined Contribution - KHM	2020	Development of a long-term low emission strategy Update and implement the Cambodia Climate Change Strategic Plan (CCCSP) for 2024-2033					
Cambodia Climate Change Strategic Plan 2014-2023	2014	Conduct sectoral analyses on low emission options and sources of emission (in agriculture, energy, transportation, industrial, land-use and forest management, and waste management); Prepare low-carbon development policies, legal frameworks and action plans in conformity with national development priorities;					
National Environment Strategy and Action Plan 2016-2023	2017	in 2014, the RGC announced the official promulgation of the Cambodia Climate Change Strategic Plan 2014-2023 (CCCSP)					
Second Voluntary National Review	2023	a draft Subdecree on the Management of Greenhouse Gas Emissions Reduction Mechanisms to regulate mechanisms to reduce greenhouse gas emissions, to contribute to climate change mitigation, to encourage and support investment and technology transfer, environmentally friendly, lowcarbon economic development, and to support Sustainable Development Goals in Cambodia;					
<b>Development of e-mobility transport plan/policy</b>							
Long-Term Strategy for Carbon Neutrality	2021	Development of regulatory frameworks and a policy environment to encourage electric vehicles and alternative fuels uptake.	x				
Cambodia EV Roadmap	2022	Currently Drafting the EV Roadmap and EV charging Infrastructure Roadmap.	x				
Cambodia EV Roadmap	2022	Revision of Road Traffic Law which enable EV to be legally registered.	x				
<b>Development of transport adaptation/ emergency/ disaster plan/ policy</b>							

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
<b>Updated Nationally Determined Contribution - KHM</b>	<b>2020</b>	<b>Cambodia has begun working to develop a National Adaptation Plan (NAP) based on the National Adaptation Programme of Actions (NAPA).</b>					
Second Voluntary National Review	2023	National Action Plan for Disaster Risk Reduction 2019–2023.					
<b>Development of transport plan/ policy</b>							
Long-Term Strategy for Carbon Neutrality	2021	Government setting a long-term vision for transportation and planning accordingly.	X	X	X	X	
Cambodia EV Roadmap	2022	Drafting the National Transport Policy which also emphasized the importance of EV and mechanism to boost EV adoption and EV manufacturing.	X				
National Strategic Development Plan 2019-2023	2019	Continuing to finalize the necessary policies and regulatory frameworks for managing and developing transport sector and standards related to setting standards for road construction, land transportation and waterway transport.	X				
Rectangular Strategy Phase IV	2018	Approving and implementing the Master Plan for Multi-modal Transport and Logistics to accelerate integration, connect the main economic poles and develop key economic corridors to be more competitive in the region and the world.	X	X	X	X	
Truck Modernization Strategic Plan	2022	On the other hand, GDLT currently prepares National Policy on Development of Land Transport Sector, which has a strategy of “vehicle modernization” as one of important strategy actions in the policy.	X				
<b>Disaster notification/ early warning system</b>							
<b>Intended Nationally Determined Contribution - KHM</b>	<b>2015</b>	<b>Strengthening early warning systems and climate information dissemination</b>					
Cambodia Biennial Update Report	2020	Strengthening climate information and early warning systems.					
Cambodia Climate Change Strategic Plan 2014-2023	2014	Promote early warning systems					
Cambodia's Third National Communication	2022	Build a flood warning system Develop an early warning information system including weather forecasts and disseminate updated information, especially among women;					
<b>Ecodriving</b>							
<b>Intended Nationally Determined Contribution - KHM</b>	<b>2015</b>	<b>Improving operation and maintenance of vehicles through motor vehicle inspection and eco-driving, and the increased use of hybrid cars, electric vehicles and bicycles.</b>	X				
Cambodia Biennial Update Report	2020	Improving operation and maintenance of vehicles through motor vehicle inspection and eco-driving, and the increased use of hybrid cars, electric vehicles and bicycles.	X				

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Cambodia Climate Change Strategic Plan 2014-2023	2014	Promote efficient driving.	x				
Truck Modernization Strategic Plan	2022	Promotion of eco-driving under public-private cooperation	x				
<b>EV charging infrastructure</b>							
Long-Term Strategy for Carbon Neutrality	2021	Implementation of a charging station network for electric vehicles.	x				
Cambodia EV Roadmap	2022	To create more public EV charging station at strategic location all over Cambodia. To encourage private sector to invest in EV charging infrastructure.	x				
<b>Freight transport shifting to rail or inland waterways (IWT)</b>							
<b>Updated Nationally Determined Contribution - KHM</b>	<b>2020</b>	<b>Shift long distance freight movement from trucks to train</b>	<b>x</b>	<b>x</b>			
Long-Term Strategy for Carbon Neutrality	2021	Rail for freight and passengers		x			
Cambodia's Third National Communication	2022	Shift long-distance freight movement from trucks to train (scenario) The MPWT has proposed to shift long distance freight movement by 40% and 75% from trucks to train by 2030 and 2050	x	x			
Climate Change Strategic Plan for the Transport Sector	2014	Shift long distance freight movement from trucks to trains	x	x			
<b>General alternative fuels</b>							
Long-Term Strategy for Carbon Neutrality	2021	Government vision-setting and master plans on the long-term role of natural gas in the energy sector.					
<b>General capacity building</b>							
Long-Term Strategy for Carbon Neutrality	2021	Development of competencies and market offerings for vehicle maintenance and distribution. Capacity building for local authorities and transportation companies (operators, manufacturers, etc.). Labour force training for operators at port, storage or transportation facilities.	x				
Cambodia Industrial Development Policy 2015-2025	2015	Give priority to the establishment of many technical secondary schools (both in formal education and non-formal education system) with focus on important thematic such as electricity, electronics, information and communication technology, computer science, machinery, motorcycle and automobile assembly and maintenance, agro-processing and handicraft;	x				
Climate Change Strategic Plan for the Transport Sector	2014	Capacity building and institutional strengthening for addressing to climate change impacts					

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Logistics Master Plan	2017	Institutional and Capacity Building for Customs and Customs Brokers Establishment of a Logistics Technical Training Center Institutional Capacity Enhancement of Logistics Policy Making and its Implementation	x	x	x	x	
National Strategic Development Plan 2019-2023	2019	Building the capacity of the officials through trainings focused on 3 skills: Safety Oversight Trainings, Aviation Security Oversight and Generic Training for officials in charge of safety oversight and security oversight, officials in charge of drafting regulations as well as public service providers in civil aviation.				x	
National Strategic Development Plan 2019-2023	2019	Continuing to strengthen institutions through training human resources and recruiting the staff with quality and transparency. Continuing to strengthen technical and institutional capacity in environmental management. Establishing a training center for crews, disseminating and providing skills trainings to staff responsible for the port security.			x		
Rural Roads Policy	2007	MRD will strengthen the rural road maintenance office in the Department of Rural Roads and rural road maintenance sections under PDRD offices. To develop institutional capacity for effective development and management of roads at all levels. a. MRD will undertake a review of the institutional capacity for the rural road sub-sector, and will streamline the institutional structure at all levels; b. MRD will take all steps necessary to develop the institutional capacity at different levels of the organisation, including working with educational and training institutions.	x				
Technology Needs Assessment and Technology Action Plans for Climate Change Mitigation	2013	Capacity development of government officials					
<b>General e-mobility</b>							
<b>Intended Nationally Determined Contribution - KHM</b>	<b>2015</b>	<b>Improving operation and maintenance of vehicles through motor vehicle inspection and eco-driving, and the increased use of hybrid cars, electric vehicles and bicycles.</b>	x				
<b>Updated Nationally Determined Contribution - KHM</b>	<b>2020</b>	<b>E-mobility</b>	x				
Cambodia Biennial Update Report	2020	Improving operation and maintenance of vehicles through motor vehicle inspection and eco-driving, and the increased use of hybrid cars, electric vehicles and bicycles.	x				
Cambodia's Third National Communication	2022	Promote Electrical vehicles (scenario) It was assumed that registered vehicles will be increased by 30% in 2030 and 50% by 2050.	x				
Clean Air Plan of Cambodia	2022	Mainstream electric vehicles	x				
National Strategic Plan on Green Growth 2013-2030	2013	sharing green transports by using buses, electrically-run trains, renewable energy-run vehicles, and electrically-run bicycles and motorcycles for traveling in towns	x				



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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Truck Modernization Strategic Plan	2022	Demonstration on the use of EV/FCV trucks and development of gas stations and electricity charging stations Assistance to repair garages to respond with LPG/EV/FCV trucks	x				
<b>General education and behavior change</b>							
Long-Term Strategy for Carbon Neutrality	2021	Development of courses at all levels for initial training on green transportation and continuous learning.	x	x	x	x	
Cambodia Biennial Update Report	2020	Raise public awareness of GHGs from transport	x	x	x	x	
Cambodia Climate Change Strategic Plan 2014-2023	2014	Raise public awareness about climate change caused by GHG emissions from the transport sector.					
Climate Change Strategic Plan for the Transport Sector	2014	Raise public awareness about climate change caused by GHGs from the transport sector					
National Strategic Development Plan 2019-2023	2019	Continuing to disseminate the traffic laws to the public in all aspects.	x				
National Traffic Safety Plan	2014	Establish a campaign to educate the appropriate people for the use of the Ministry of Education. Promote the implementation of various public education programs, including a special day for the victims of traffic accidents, traffic accidents, traffic accidents, traffic accidents, and accidents. Phachum Ben Boat and Other National Festivals	x				
Rural Roads Policy	2007	MRD will cooperate with relevant organisations to reduce traffic accidents and casualties on rural roads, including encouraging educational and awareness campaigns.	x				
Technology Needs Assessment and Technology Action Plans for Climate Change Mitigation	2013	Enhancement of users' behavior toward public transportation	x	x	x	x	
<b>General infrastructure improvements</b>							
<b>Updated Nationally Determined Contribution - KHM</b>	<b>2020</b>	<b>Establish green belts along major roads for climate change mitigation</b>	<b>x</b>				
Cambodia Biennial Update Report	2020	Green belts along major roads for mitigation	x				
Cambodia Industrial Development Policy 2015-2025	2015	Promote the development of industrial corridors, especially the Sihanoukville-Koh Kong Southern Coastal Economic Corridors, and other corridors linking main national roads to domestic economic poles and to neighboring countries in ASEAN and Greater Mekong Sub-region economic corridor frameworks; Maintain the momentum in developing physical infrastructure for industrial development purpose such as clean water, electricity, transportation and telecommunication, especially in SEZs, developing industrial clusters and transforming urban areas into national industrial centers in line with the urbanization, land use and management plan;	x	x	x	x	

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Climate Change Strategic Plan for the Transport Sector	2014	Establish green belts along major roads for climate change mitigation	X				
National Strategic Development Plan 2019-2023	2019	Increasing traffic safety signs on national roads and urban areas, and setting up cameras for monitoring the over-speeding vehicles along the national roads.	X				
Rural Roads Policy	2007	MRD will proactively pursue road safety related issues in the planning and development of rural roads so that appropriate geometrical design standards are followed, traffic signs are erected, and potentially hazardous sections are protected using traffic calming devices. If necessary, MRD will seek assistance from MPWT or international experts on these issues.	X				
Technology Needs Assessment and Technology Action Plans for Climate Change Mitigation	2013	Upgrading the physical infrastructure	X	X	X	X	
<b>General land use</b>							
<b>Updated Nationally Determined Contribution - KHM</b>	<b>2020</b>	<b>Prepare spatial planning (city/district/municipality) guidelines at all levels for climate change adaptation</b>					
Cambodia Climate Change Strategic Plan 2014-2023	2014	Promote participatory land-use planning.					
Second Voluntary National Review	2023	As of 2022, many achievements were made including three land use plans for Phnom Penh, Battambang and Sihanoukville; 24 land use plans for cities, districts, Khans, and towns; and 191 land use plans for commune/Sangkat level.					
<b>General public transport</b>							
<b>Intended Nationally Determined Contribution - KHM</b>	<b>2015</b>	<b>Promoting mass public transport.</b>	X	X	X	X	
<b>Updated Nationally Determined Contribution - KHM</b>	<b>2020</b>	<b>Promote integrated public transport systems in main cities</b>	X	X	X	X	X
Long-Term Strategy for Carbon Neutrality	2021	Rail for freight and passengers		X			
Cambodia Biennial Update Report	2020	to shift from a private-oriented urban transport system to a well-balanced system of public and private transport, and a combination of road, public transport, and traffic management for improving the mobility of citizens; Promote integrated public transport in cities Mass transit and cycle systems in cities Promoting mass public transport and improving motor vehicle inspections.	X				X

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This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Cambodia

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Cambodia Climate Change Strategic Plan 2014-2023	2014	Promote capital-intensive urban transport infrastructure planning and development; Promote low-carbon, climate-resilient city development planning and develop city-level coordination mechanisms (e.g. capital and provincial effective mass transport, modernization of wastewater treatment facility and landfill); Promote public transport in major cities.	x	x	x	x	x
Cambodia's Third National Communication	2022	Promote integrated public transport systems in main cities Increase of public transport (scenario) average occupancy in the bus and motor vehicles (project implementation 30% by 2030 and 50% by 2050)	x				
Clean Air Plan of Cambodia	2022	Developing or improving public transport strategy and route systems to reduce air pollution	x	x	x	x	
Climate Change Strategic Plan for the Transport Sector	2014	Promote integrated public transport in major cities Mitigate GHGs for urban transport including by mass transit and cycle systems	x	x	x	x	
National Strategic Development Plan 2019-2023	2019	Promoted the reduction of greenhouse gas emissions from vehicle by encouraging people to use buses, trains, bicycles, and walking. Promoted all types of public transport in the city i.e. train, buses, passenger boats and AGT building study	x	x			
National Strategic Development Plan 2019-2023	2019	Continuing to promote the reduction of greenhouse gas emissions from vehicles by encouraging people to use buses, trains, bicycles and walking.	x	x			
National Strategic Plan on Green Growth 2013-2030	2013	sharing green transports by using buses, electrically-run trains, renewable energy-run vehicles, and electrically-run bicycles and motorcycles for traveling in towns	x				
Rectangular Strategy Phase IV	2018	enhancement of the quality and use of public transport in the city.	x	x	x	x	x
Rural Development Strategic Plan 2019-2023	2019	Second, the construction, construction and maintenance of the economic level of the physical system. Public transportation	x	x	x	x	
Technology Needs Assessment and Technology Action Plans for Climate Change Mitigation	2013	shift to environmentally clean modes of travel Urban Mass Transportation Promoting urban public transport in Phnom Penh Public transport planning and travel demand management	x	x	x	x	x
<b>General transport asset management</b>							
<b>Updated Nationally Determined Contribution - KHM</b>	<b>2020</b>	<b>Repair and rehabilitate existing road infrastructure and ensure effective operation and maintenance systems, considering climate change impact Rural road rehabilitation and improvement for climate change resilience</b>	<b>x</b>				
Cambodia Biennial Update Report	2020	Repairing and rehabilitating existing road infrastructure and ensuring effective operation and maintenance, taking into account climate change impacts.	x				
Climate Change Strategic Plan for the Transport Sector	2014	Repair and rehabilitate existing road infrastructure and ensure effective operation and maintenance system, taking into account climate change impact	x				

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This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Cambodia

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Strategic Development Plan 2019-2023	2019	Rehabilitated and constructed road infrastructure such as national roads Grade 1, national roads Grade 2, provincial roads, 4-lane national roads, or big bridges.	x				
National Strategic Development Plan 2019-2023	2019	<ul style="list-style-type: none"> <li>Continuing to rehabilitate and construct road infrastructure of at least 3,000 kilometers further.</li> <li>Continuing to rehabilitate, construct and expand the national roads Grade 1 from 2-lane paved road, to 4-lane AC linking to the development zones and key municipalities around 700 km.</li> <li>Continuing to rehabilitate and construct the national roads, provincial roads linking to the new development zones of industry, agriculture, agri-industry and tourism which were established and along the border.</li> <li>Continuing to strengthen the quality of maintenance, repair and construction work and ensure the flow of national budget on the routine maintenance and periodic maintenance of the network road network.</li> </ul>	x				
Rural Roads Policy	2007	<p>a. Preservation of existing road assets will be the top priority of MRD, and therefore maintenance funding will get priority over improvement funding. b. MRD will only fund the improvement of rural road infrastructure when there is assured adequate maintenance funding for the improved infrastructure. MRD will use the private sector to the maximum extent possible for the rural road works. The public sector role will mainly be linked to the management of rural roads. MRD will use a composite design and construction (e.g. spot-improvement) approach to ensure that resources are used most efficiently.</p>	x				
<b>General transport finance</b>							
Long-Term Strategy for Carbon Neutrality	2021	The financing plan assumes that pricing policies and taxation reform in the transportation sector will be introduced gradually and cover 90 percent of transportation sector costs by 2050. Incentives and promotion campaigns, including potential subsidies for collective transportation (rail, public transportation).	x	x			
Cambodia Industrial Development Policy 2015-2025	2015	Increase investment in physical infrastructure and improve transport mode and services in order to facilitate and support business operations; Review the feasibility of public-private partnership for the development of infrastructure, which can help reduce the pressure on public investment.	x	x	x	x	
National Strategic Development Plan 2019-2023	2019	Increasing investment budget and mobilizing financing to rehabilitate, build and develop physical infrastructure, including roads and expressways, bridges, railways, waterways, and airways to respond to the demand of national development in terms of quantity, quality, safety and sustainability aspects along with the improvement in inter-institutional coordination mechanism. Promoting the implementation of a public-private partnership initiative.	x				

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Rectangular Strategy Phase IV	2018	Increasing investment budget and mobilizing financing to rehabilitate, build and develop physical infrastructure, including roads, bridges, railways, waterway and airway as well as expressways, to respond in terms of quantity, quality, safety and resiliency aspects to the demand of national development along with the improvement in inter-institutional coordination mechanisms.	x	x	x	x	
Rural Roads Policy	2007	a. At the strategic level, MRD's geographical targeting for future rural road investment will give priority to provinces with a high density of rural poor to maximise the investment impact on the poor, and provinces with developmental (including tourism) potential, while having due regard to transport connectivity aspects. b. For project or programme level road investment assessments, MRD will establish a road development prioritisation methodology that will use multiple criteria connected to economic, social and environmental aspects. c. MRD will progressively expand the road management capacity in the rest of the country, and a standard accepted system will be used for prioritising road maintenance investment. a. MRD will endeavour to mobilise additional resources from RGC and donors.	x				
<b>Hydrogen</b>							
Long-Term Strategy for Carbon Neutrality	2021	Study of hydrogen or other zero-carbon fuels as long-term alternatives to natural gas for the trucking sector.	x				
<b>Investment required for specific projects</b>							
<b>Updated Nationally Determined Contribution - KHM</b>	<b>2020</b>	<b>Estimated finance necessary (million US \$) = 10.6</b>					
Long-Term Strategy for Carbon Neutrality	2021	Planning and financing for public transportation and passenger and freight rail expansions.		x			
Cambodia Biennial Update Report	2020	Promoting urban public transport in Phnom Penh (30 million USD) Public transport planning and travel demand management (1million USD) Enhancing vehicle emissions control and inspection & maintenance in large cities (3 million USD)	x	x	x	x	x
Cambodia's Third National Communication	2022	Technology needs: Promoting urban public transport in Phnom Penh (30 million USD) Public transport planning and travel demand management (1 million USD) Enhancing vehicle emissions control and inspection and maintenance in large cities (3 million USD)	x				x
Climate Change Strategic Plan for the Transport Sector	2014	MPWT's total domestic budget for 2012 included 42.5 billion riels (approx. 10.6 million USD) in recurrent budget and 364 billion riels (approx. 91 million USD) in capital budget. In addition, 388.5 million USD were disbursed by development partners in support of investment projects under MPWT's mandate, with various 2 implementation modalities • Of these 490.1 million USD in public expenditure in 2012, 29.8 million USD were 3 identified as directly contributing to the climate change response •	x	x	x	x	



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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
<b>Local production, services, contracting etc.</b>							
Long-Term Strategy for Carbon Neutrality	2021	Support to start-ups or local businesses in the sector.	X	X	X	X	
<b>LPG/ CNG/ LNG</b>							
Long-Term Strategy for Carbon Neutrality	2021	Implementation of a CNG/LNG fueling network for trucks that cannot move to electric vehicles.	X				
Truck Modernization Strategic Plan	2022	Promotion of the LPG trucks Assistance to repair garages to respond with LPG/EV/FCV trucks	X				
<b>Smart charging</b>							
Long-Term Strategy for Carbon Neutrality	2021	Grid reinforcements and modernization to accommodate electric vehicle loads.	X				
<b>Target - Economy-wide emissions</b>							
Long-Term Strategy for Carbon Neutrality	2021	LTS4CN: The scenario projects the energy sector would emit only 28 MtCO <sub>2</sub> e by 2050 (Figure 10), an emissions reduction of 66 percent compared to the BAU scenario.					
Cambodia's Third National Communication	2022	2.0 million tCO <sub>2</sub> e reduction (scenario) by 2030					
Cambodia's Third National Communication	2022	6.4 million tCO <sub>2</sub> e reduction (scenario) by 2050					
<b>Transport infrastructure resilience</b>							
<b>Intended Nationally Determined Contribution - KHM</b>	<b>2015</b>	<b>Repairing and rehabilitating existing road infrastructure and ensuring effective operation and maintenance, taking into account climate change impacts</b>	X				
<b>Updated Nationally Determined Contribution - KHM</b>	<b>2020</b>	<b>Develop national road construction and maintenance design standards for national and provincial roads, considering climate change impacts, including developing an M&amp;E framework for climate proofing and low-carbon technology roads Repair and rehabilitate existing road infrastructure and ensure effective operation and maintenance systems, considering climate change impact Rural road rehabilitation and improvement for climate change resilience</b>	X				
Cambodia Biennial Update Report	2020	Repairing and rehabilitating existing road infrastructure and ensuring effective operation and maintenance, taking into account climate change impacts.	X				
Cambodia Climate Change Strategic Plan 2014-2023	2014	Build and rehabilitate climate-resilient rural road infrastructures and connect production areas to the market; Enhance the quality of rural infrastructure (roads, irrigation, wells and culverts) to be resilient to flood and drought;	X				
Climate Change Strategic Plan for the Transport Sector	2014	Develop national road construction and maintenance design standards for national and provincial roads, taking into account climate change impact	X				

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Strategic Development Plan 2019-2023	2019	Continuing the research of technical standards for the construction of road infrastructure to ensure environmental sustainability and preparedness in response to climate change.	x				
<b>Vehicle efficiency standards</b>							
Long-Term Strategy for Carbon Neutrality	2021	Increased fuel efficiency for internal combustion engine vehicles	x				
Cambodia Basic Energy Plan	2019	Energy savings in the transport sector through the promotion of eco cars	x				
Cambodia Biennial Update Report	2020	Increase the transfer and adoption of energy efficient technology (e.g. fuel-efficient vehicles and light bulbs) to reduce energy intensity	x				
National Traffic Safety Plan	2014	Priority will be given to making the car more efficient.	x				
Technology Needs Assessment and Technology Action Plans for Climate Change Mitigation	2013	improve energy efficiency and transport technology	x				
<b>Vehicle inspection and maintenance</b>							
<b>Intended Nationally Determined Contribution - KHM</b>	<b>2015</b>	<b>Improving operation and maintenance of vehicles through motor vehicle inspection and eco-driving, and the increased use of hybrid cars, electric vehicles and bicycles.</b>	<b>x</b>				
<b>Updated Nationally Determined Contribution - KHM</b>	<b>2020</b>	<b>Enhance maintenance and inspection of vehicle (Piloting maintenance and emission inspections of vehicles)</b>	<b>x</b>				
Cambodia Biennial Update Report	2020	Promoting mass public transport and improving motor vehicle inspections. Improving operation and maintenance of vehicles through motor vehicle inspection and eco-driving, and the increased use of hybrid cars, electric vehicles and bicycles.	x				
Cambodia Climate Change Strategic Plan 2014-2023	2014	Enhance inspection and maintenance of vehicles	x				
Cambodia's Third National Communication	2022	Enhance maintenance and inspection of the vehicle	x				
Clean Air Plan of Cambodia	2022	Regularly maintain and inspect vehicles	x				
Climate Change Strategic Plan for the Transport Sector	2014	Enhance inspection and maintenance of vehicles	x				
Law on Land Traffic	2015	All vehicles, trailers, and semi-trailers, motorbikes, or motor-tricycles which are moving along the roads shall have certificates of technical check issued by Ministry of Public Works and Transport	x				
National Strategic Development Plan 2019-2023	2019	Strengthening the management of registrations, technical checks and licensing of automated driving licenses and expanding the public transport service locations closer to the people. Promoting the additional establishment of vehicle inspection centers, and mobile vehicle inspection.	x				

## XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Cambodia

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Strategic Plan on Green Growth 2013-2030	2013	there shall be a regular analysis of gas emissions from vehicles	x				
Road Safety Opportunities and Challenges: Low- and Middle-Income Country Profiles	2020	Periodic inspection is in effect	x				
Technology Needs Assessment and Technology Action Plans for Climate Change Mitigation	2013	Enhancement of vehicle inspection and maintenance in large cities.	x				x
Truck Modernization Strategic Plan	2022	Assistance to repair garages to respond with repair/maintenance techniques for trucks compliant with national emission standards. Increase of law enforcement activities on trucks without proper technical inspection certificate and other documents	x				
<b>Accreditation of driver training agencies</b>							
Law on Land Traffic	2015	All driving schools shall have permission letter and should be under the control and management of Ministry of Public Works and Transport. All driving teachers shall have certificates proving their ability which were issued by Ministry of Public Works and Transport. The Ministry of Public Works and Transport shall issue Prakas of the procedure of issuing driving license, the setting up of driving schools, the setting up of testing criteria for driving teachers to certify their ability and driving schools program.	x				
Law on Road Traffic	2017	All driving schools shall have their business license and curriculums, and shall be under the management and supervision of the Ministry of Public Works and Transport. All driving teachers shall possess appropriate certificates issued by the Ministry of Public Works and Transport.	x				
National Traffic Safety Plan	2014	Encourage the establishment of a driver's license examination system based on the information system and driving test places throughout the capital, Nakhon Ratchasima, and	x				
<b>Accreditation of vehicle inspection centers</b>							
Technology Needs Assessment and Technology Action Plans for Climate Change Mitigation	2013	Promoting the emission control equipment and facilities	x				
<b>Active transport infrastructure expansion</b>							
Cambodia Biennial Update Report	2020	Mass transit and cycle systems in cities	x				x
Climate Change Strategic Plan for the Transport Sector	2014	Mitigate GHGs for urban transport including by mass transit and cycle systems	x				
National Strategic Development Plan 2019-2023	2019	Studying the App operation for roads' sidewalks (Japan).	x				

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Strategic Plan on Green Growth 2013-2030	2013	green sidewalk space	x				
<b>Adaptation transport laws, regulations and programmes</b>							
National Strategic Development Plan 2019-2023	2019	<ul style="list-style-type: none"> <li>Developed a Roadmap for dissemination and implementation of the Law on Disaster Management in Cambodia</li> <li>The disaggregated disaster loss and damage data (2005- 2017) in Cambodia had been analysed and generated;</li> <li>Established the Platforms for Real-time Information Systems (PRISM) streamlines data management, reporting, flow and analysis for the National Committee for Disaster Management (NCDM) and Provincial Committees for Disaster Management (PCDM) for real time information decision making</li> <li>Developed Law on Disaster Management and Established and implemented the rapid onset disaster Early Warning System “EWS 1294” in 11 provinces across Cambodia</li> <li>Updated and promulgated the National Action Plan for Disaster Risk Reduction 2014- 2018</li> <li>Established Cambodia Disaster Loss and Damage Database (CamDi)</li> <li>Established the coordination task force for preparedness, emergency response and recovery</li> <li>Developed a Climate Change Action Plan for the Disaster Risk Management Sector 2014-2018</li> </ul>					
<b>Air traffic management</b>							
Cambodia State Action Plan	2023	Increase TMA & Enroute flight efficiency and reduce overall route extension to bring flown distance to be closer to Great Circle (direct) route					x
National Strategic Development Plan 2019-2023	2019	The SSCA has modernized the use of satellite routing systems (PBNs) at three international airports, reducing the timeframe and cost of flight through Japanese Government’s capacity-building technical assistance via Japan International Cooperation (JICA). There are 48 airlines operating, including 9 domestic airlines and 39 international airlines.					x
National Strategic Development Plan 2019-2023	2019	Collaborate with relevant ministries and institutions in monitoring and controlling electronic radio signals to avoid interrupting air routing services. Manage the aviation frequency with the authority of the telecommunications authority in accordance with the instructions of the International Telecommunication Union. Administer and provide air routing services in and out of the airspace of the Kingdom of Cambodia in accordance with Cambodian Civil Aviation Regulations and the International Civil Aviation Organization's standards and recommendations.					x
<b>Automated enforcement of speed limits</b>							

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National Strategic Development Plan 2019-2023	2019	Increasing traffic safety signs on national roads and urban areas, and setting up cameras for monitoring the over-speeding vehicles along the national roads.	x				
<b>Biofuels</b>							
Cambodia Basic Energy Plan	2019	Introduction of biogasoline (E3)	x				
<b>Convention on Road Traffic 1949</b>							
59 UN Transport Agreements/ and Conventions Serviced by ECE	2021	Ratification, accession, or definite signature by country	x				
<b>Coordinate planning across government agencies</b>							
Cambodia Industrial Development Policy 2015-2025	2015	Fourth, coordinating supporting policies such as human resource development, skills training and industrial relations improvement, implementation of land management, urbanization and land use plan in line with the Land Policy and the National Policy on Land Management together with infrastructure development, including transport/logistics system and digital connectivity, electricity and clean water supply and other supporting services such as public services, social services and financial services. Create a coordinating mechanism for investing in transport infrastructure (road, rail, air and port) by linking to targeted industrial areas;	x	x	x	x	
Rural Roads Policy	2007	a. MRD will review and accept the relevant recommendations in the master plan for Waterborne Transport in Cambodia. b. MRD will liaise with MPWT to explore the possibility of transferring its RWT related responsibilities to MRD, and will take necessary steps to reach an agreement with MPWT. MRD will develop more effective communication and coordination arrangements and mechanisms between MRD HQ and its field offices, MRD & other ministries, MRD & CCs, and MRD & donors.	x				
<b>Customs Convention on the Temporary Importation of Private Road Vehicles 1954</b>							
59 UN Transport Agreements/ and Conventions Serviced by ECE	2021	Signature by country	x				
<b>Data modelling improvements</b>							
Cambodia Climate Change Strategic Plan 2014-2023	2014	Strengthen the capacity for collection, analysis, modelling and interpretation of climate data and information dissemination to various end-users, including seasonal forecasting for adaptation and community early-warning facilities for disaster risk management;					
<b>Define roles and accountabilities across agencies</b>							
National Strategic Development Plan 2019-2023	2019	Sub-decree on the establishment and functions of the MPWT in 2016	x	x	x	x	

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
<b>Development of air pollution plan/ policy</b>							
National Environment Strategy and Action Plan 2016-2023	2017	The RGC has adopted a Sub-Decree on Air Pollution and Noise Disturbances Control in 2000.					
<b>Development of automotive plan/ policy</b>							
Cambodia EV Roadmap	2022	Currently Drafting the Cambodia Automotive Roadmap	x				
<b>Development of aviation plan/policy</b>							
National Strategic Development Plan 2019-2023	2019	Prepare and compile Air Transport policies and regulations in accordance with the objectives and vision of the Royal Government of Cambodia and the International Civil Aviation Organization.				x	
<b>Development of logistics plan/policy</b>							
Cambodia Industrial Development Policy 2015-2025	2015	Prepare a logistic system master plan to serve as an efficient, reliable and highly competitive platform for trade facilitation;	x	x	x	x	
Logistics Master Plan	2017	Develop and implement a master plan for transport and logistic system development with the aim of creating integrated and highly effective multimodal transport and logistics system, focusing on connecting the major economic poles and the three economic corridors – Phnom Penh – Sihanoukville, Phnom Penh – Bavet and Phnom Penh – Poipet – to become key national economic corridors through the construction of internationally standards highways and the setup of an effective logistics system.	x	x	x	x	
National Strategic Development Plan 2019-2023	2019	The RGC has introduced the IDP 2015-2025, including planning and implementation of the Transport and Logistics Master Plan, linked to major economic corridors. Completed the study of the preparation of the logistics master plan in the end of March 2018. Developed a master plan on logistics, considering green logistics and fuel saving, is collaborating with GIZ on the project on energy efficiency and climate change mitigation in transport.	x	x	x	x	
National Strategic Development Plan 2019-2023	2019	Formulating legal documents in logistics, European agreements related to international shipping of the hazardous items on road, warehouse management rules and service delivery rules and logistics operator management. Establishing a logistics policy such as management of goods in the Green Logistics Temperature Management Chain.	x	x	x	x	
<b>Development of other transport-related plan/ policy</b>							



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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Cambodia Biennial Update Report	2020	The government also prepared an Urban Transport Master Plan (UMP) targeting year 2035 for solving the current transport problems/issues and support the 2035 Urban Vision and Urban Structure, which will maintain people-environment-friendly urban conditions and revitalize urban activities.	x	x	x	x	x
Second Voluntary National Review	2023	Cambodia has developed a national land policy.					
<b>Development of public transport plan/ policy</b>							
National Strategic Development Plan 2019-2023	2019	Promoting the formulation of national policies, master plans and legal documents related to public transport.	x	x	x	x	
Technology Needs Assessment and Technology Action Plans for Climate Change Mitigation	2013	Refinement of policies and guidelines for the promotion of public transportation	x	x	x	x	
<b>Development of rail plan/ policy</b>							
National Strategic Development Plan 2019-2023	2019	Completed the Master Plan for Railway Development in the Kingdom of Cambodia, which is a technical assistance from the Republic of Korea.		x			
<b>Development of road plan/ policy</b>							
National Strategic Development Plan 2019-2023	2019	Completed the Master Plan for Highway Development and Road Network Planning in the Kingdom of Cambodia. Developed guidelines on "Road Development", focusing on environmental considerations and increasing capacity to review environmental impact assessment reports in the public works.	x				
<b>Development of shipping/ maritime/ inland water transport (IWT) plan/ policy</b>							
National Strategic Development Plan 2019-2023	2019	Continuing to implement the National Port Policy and develop a Master Plan on Port Development and promoting the development of ports in accordance with the correct technical standards.			x		
<b>Emission standards for aircraft</b>							
Cambodia State Action Plan	2023	The objective of this measure is to reduce the carbon emissions during taxi operations (compared to the baseline) by introducing airline policy to use SET where feasible (at least for taxi-in)				x	
<b>Energy efficient vehicle purchase incentives</b>							
Truck Modernization Strategic Plan	2022	Encouragement for the use of newer and cleaner trucks through incentives	x				
Truck Modernization Strategic Plan	2022	GDCE has revised the special tax rate on certain vehicles to promote ecofriendly cars in March 2021.	x				
<b>Fiscal incentives for EVs and components</b>							
Cambodia EV Roadmap	2022	The introduction of the sub-decree 18 was enacted on 09 Feb 2021: aimed to reduce the Special Duty on EVs from 30% to 10%	x				

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Truck Modernization Strategic Plan	2022	The introduction of the sub-decree 122 was enacted on 06 June 2023: aimed to reduce the Special Duty on Truck and EV Truck.	x				
Truck Modernization Strategic Plan	2022	Provision of incentives to EV/FCV truck buyers	x				
<b>Fuel quality</b>							
Clean Air Plan of Cambodia	2022	Strengthening the management and monitoring the fuel quality of 80% of fuel station have to comply with EU standard	x				
Clean Air Plan of Cambodia	2022	new ambient air quality standards for PM10, and PM2.5, emissions standards for vehicles, and a fuel quality standard	x				
<b>General active mobility</b>							
Cambodia Biennial Update Report	2020	Improving operation and maintenance of vehicles through motor vehicle inspection and eco-driving, and the increased use of hybrid cars, electric vehicles and bicycles.	x				
National Strategic Development Plan 2019-2023	2019	Promoted the reduction of greenhouse gas emissions from vehicle by encouraging people to use buses, trains, bicycles, and walking.	x				
National Strategic Development Plan 2019-2023	2019	Continuing to promote the reduction of greenhouse gas emissions from vehicles by encouraging people to use buses, trains, bicycles and walking.	x				
National Strategic Plan on Green Growth 2013-2030	2013	sharing green transports by using buses, electrically-run trains, renewable energy-run vehicles, and electrically-run bicycles and motorcycles for traveling in towns	x				
<b>General adaptation measures</b>							
Cambodia Climate Change Strategic Plan 2014-2023	2014	Strengthen the capacity for collection, analysis, modelling and interpretation of climate data and information dissemination to various end-users, including seasonal forecasting for adaptation and community early-warning facilities for disaster risk management;					
National Strategic Development Plan 2019-2023	2019	Mainstreaming adaptation practices to climate change in policy guidelines and revising strategic plans and climate change action plans in the transport sector.	x	x	x	x	
<b>General aviation improvements</b>							
Cambodia State Action Plan	2023	Reduce on-stand APU usage through increasing uptake of on-stand PCA and 400Hz power as well as mobile GPUs. New terminal to be located closer to the runway middle point with a partial parallel taxiway to facilitate runway access				x	
Logistics Master Plan	2017	Aviation Hub Development				x	

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National Strategic Development Plan 2019-2023	2019	Phnom Penh International Airport • Constructed three 4E aprons, renovated and expanded passenger terminals and expanded the freight terminals. Siem Reap International Airport • Reinforced the runway and the end of safety route RESA 05 and RESA 23, constructing two new taxiways C and D, constructed a total of 21 airport aprons for 4D and installed a new airbag and continue providing maintenance. Preah Sihanouk International Airport • Built 1 new taxiway, Repaired and expanded two airport aprons for 2C. • Expanded the passenger terminals which can accommodate more than 500 thousand passengers a year and installed a new airbag and continue providing maintenance. Other airports: Battamban, Stung Treng, Koh Kong, repaired and reinforced the runway and for Rattankiri, Mondulkiri, and Preah Vihear, provided the land location to the provincial administration for development according to the principles of the RGC. he SSCA developed and introduced safety regulations related to regulations and the additional revisions on the regulations, procedures, guidelines and other legal documents in accordance with the need and recommendations of the International Civil Aviation Organization (ICAO) and developed drafts on National Safety Program, State Safety Program, Air Security Program and has been preparing economic regulations and technical regulations to ensure the sustainability of business equipment in the air transport industry				x	

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Strategic Development Plan 2019-2023	2019	Prepare and compile regulations, standards, procedures, requirements, instructions, guidelines and legal documents related to examination of airworthiness and environmental protection according to the laws and regulations of Cambodian Civil Aviation regulations and in accordance with ICAO's standards and recommendations. Cooperate in formulating the regulations, legal frameworks and procedures on the lifespan of aircrafts used in the Kingdom of Cambodia. Research and evaluate incidents or accidents related to aircrafts inside and outside the Kingdom of Cambodia. Review and evaluate techniques for issuing, suspending, revoking and renewing aircraft registration certificates, airworthiness certificates, engineer capacity and aircraft skill certificates, audio certificates, radio licenses, aircraft lease certificates, aircraft oil stations, aircraft repair and maintenance units, and aircraft maintenance programs. Prepare drafts of regulations and legal documents, study and amend and modify regulations and provisions pertaining to the national and international civil aviation sector. Prepare and publish a book on aviation information related to Cambodia's airspace and the air space reserved for Cambodia under the cooperation and international and national agreements recognized or permitted by the International Civil Aviation Organization. • Conduct technical study and evaluation of application for licenses for the construction of a new airport. • Study and evaluate the technique of issuing airport certificates. • Study and evaluate the technique of issuing airport registration and aircraft operation certificates.				x	
Second Voluntary National Review	2023	Cambodia has been working on several airport projects to modernize its infrastructure and accommodate the increasing influx of tourists post-COVID-19. These projects include (1) the construction of the Phnom Penh New International Airport on an area of 2,600 ha, expected to be completed in 2024; (2) the construction of the new Siem Reap International Airport on an area of 700 ha, capable of serving between 7 and 10 million passengers per year, and its cargo and warehousing facilities boasting an annual handling capacity of up to 100,000 tons per year to be completed by 2023; (3) Darasakor International Airport is a completely new infrastructure(Greenfield) on an area of 218 ha and has a reserve for long-term development of nearly 1,000 ha; and (4) the rehabilitation and upgrading of Sihanoukville International Airport in response to growth and demand (total investment of about US\$200 million).				x	
<b>General data repositories and data collection</b>							
Cambodia Climate Change Strategic Plan 2014-2023	2014	Strengthen the capacity for collection, analysis, modelling and interpretation of climate data and information dissemination to various end-users, including seasonal forecasting for adaptation and community early-warning facilities for disaster risk management;					

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Strategic Development Plan 2019-2023	2019	Developed and used the port data exchange system. Studied the data producing maps for navigational routes in rivers and seas.			x		
National Strategic Development Plan 2019-2023	2019	Installing data centers with high technology, maintaining data security, reducing costs, increasing accountability for services delivery.					
Rural Roads Policy	2007	a. It will be a top priority of MRD to complete the Cambodia-wide rural road and related infrastructure inventory. b. Efforts to capture the spatial and attribute data in an electronic database will continue. Each rural road will be categorised and assigned a unique identification number. c. IRAP/GIS units at MRD headquarters and PDRD offices will be expanded and strengthened for the effective management of the rural infrastructure database.	x				
<b>General freight and logistics improvements</b>							
Cambodia Industrial Development Policy 2015-2025	2015	Accelerate the finalization of the implementation of trade facilitation reform plan and the utilization of the National Single Window Service at all international border checkpoints and ensuring its integration with the ASEAN Single Window Service in order to support the international logistic network; Establish trade information center that consists of internet based information on trade measures, tariff and formal fees imposed by the Royal Government; Improve customs clearance procedures for tax-exempt goods by way of strengthening cooperation among relevant institutions, streamlining documentation, facilitating procedures and eliminating informal payments; Reduce and abolish repetitive and non-transparent procedures; Increase regional and sub-regional efforts in the context of ASEAN and GMS, to implement the Cross-Border Transport Agreement (CBTA) and the Single Window Mechanism, in order to improve the efficiency of international logistic system in the region; Other supporting measures include developing institutional frameworks to be integrated into the logistic system, cooperation and broader coordination with relevant authorities in charge of transport facilitation and movement of people and goods;	x	x	x	x	
Logistics Master Plan	2017	Bavet Border Area Improvement Poi Pet Border Area Improvement Logistics Complex Development Introduction of Cambodia National Single Window (CNSW) Enhancement of Borderless Transportation	x	x	x	x	
National Strategic Development Plan 2019-2023	2019	Implemented the technical cooperation project "Improvement of Logistics System Project " supported by JICA 2018-2022. Implementing a pilot project of the ASEAN Customs Transit System, Cambodia, Laos, Myanmar, and Vietnam, which is the East-West Corridor of ASEAN after implementing the pilot projects in Singapore, Thailand and Malaysia, the North-South Corridor of ASEAN under technical assistance from European Commission on Customs Transit System.	x	x	x	x	

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Strategic Development Plan 2019-2023	2019	Approving and implementing the Master Plan for Multi-modal Transport and Logistics to accelerate integration by linking key economic poles and major economic corridors to be more competitive in the region and the world. Promoting the implementation of agreements on cross-border transport along the Cambodian-Thai Railways.		x			
<b>General inland waterways (IWT) improvement</b>							
Logistics Master Plan	2017	Inland Water Transport Improvements			x		
National Traffic Safety Plan	2014	Establishment and standardization of the water transport system for the first and last time			x		
<b>General innovations and digitalization</b>							
Cambodia Climate Change Strategic Plan 2014-2023	2014	Efficient and proven transport technology for mitigation and low-carbon development.					
National Strategic Development Plan 2019-2023	2019	Introduced the automation system and set up the QR Code system to verify the accuracy of the transport service documents. Modernized the automation system, making it easier for citizens to choose their numbers and register their vehicles and check their technical specification online. Cooperated technically to develop the Mobile App to understand the theory of driving and traffic laws and check vehicle information and driving license for technical authority as a user.	x				
National Strategic Development Plan 2019-2023	2019	Establishing the information centers and sectoral development plan for information technology in logistics. Strengthening the management of registrations, technical checks and licensing of automated driving licenses and expanding the public transport service locations closer to the people. Strengthening, promoting, and training on the use of automated systems for both national and sub-national officials (vehicle registration, driver's license, vehicle inspection, and logistics business registration).	x				
<b>General international conventions</b>							
National Strategic Development Plan 2019-2023	2019	Within the GMS, began implementing a temporary inland transportation agreement for 500 commercial vehicles.	x				
National Traffic Safety Plan	2014	Promote the inspection of all types of vehicles under the Automobile Safety Act (an article on the new car assessment program-NCAP system for imported vehicles in the production of bicycles).	x				
<b>General rail improvement</b>							
Logistics Master Plan	2017	Promotion of Railways as an Emerging Transport Mode		x			
National Strategic Development Plan 2019-2023	2019	Preparing to sign the agreement on border crossings through Cambodia-Thailand railway.		x			



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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Strategic Development Plan 2019-2023	2019	Identifying and developing draft law and regulations related to railway Seeking fund to rehabilitate the railway lines from Phnom Penh to Poipet to 20 tons of weight and to construct and repair the stations, install the safety signs and repair the bypass roads.		x			
<b>General regulations for app-based mobility</b>							
National Strategic Development Plan 2019-2023	2019	Permitted the shared transportation such as Grab, PassApp, etc	x				
<b>General shipping improvement</b>							
Logistics Master Plan	2017	Introduction of Port EDI Port Management System Enhancement			x		
National Strategic Development Plan 2019-2023	2019	Formed a tripartite cooperation to develop coastal ships of Cambodia, Thailand and Vietnam.			x		
National Strategic Development Plan 2019-2023	2019	Developing draft Sub-decree and Sub-decree on Registration of the Ships with Cambodian Nationality and reviewing draft Sub-Decree on Establishment of National System for the readiness to respond to spill oil and cooperation. Strengthening ship management and registration as well as relevant work at the Department of Public Works and Transport. Strengthening the delivery of public services on logistics, inspection and technical checkups, boats, driving licenses and other related services, and promoting the development and management of ship workshops. Continuing the cooperation to develop coastal ships of Cambodia, Thailand and Vietnam Strengthening ship and crew management and related work. Collaborating with the private sector and development partners to ensure sustainable port development, along with modernization of port operations such as the preparation of a port data exchange system.			x		
<b>General transport demand management</b>							
Cambodia Biennial Update Report	2020	to shift from a private-oriented urban transport system to a well-balanced system of public and private transport, and a combination of road, public transport, and traffic management for improving the mobility of citizens;	x				
Technology Needs Assessment and Technology Action Plans for Climate Change Mitigation	2013	avoid or reduce travel Public transport planning and travel demand management	x	x	x	x	
<b>General transport institutional reform</b>							
Logistics Master Plan	2017	Establishment and Operation of a Technical Working Group on Logistics Development	x	x	x	x	
National Strategic Development Plan 2019-2023	2019	Royal decree on the establishment of Logistics National Council in 2017 Established the General Department of Logistics, initiating to promote a specific structure in the arrangement, management, monitoring and development of logistics in Cambodia.	x	x	x	x	

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Rural Roads Policy	2007	MRD will seek the appropriate institutional mechanisms such as the formation of an inter-ministerial committee to resolve maintenance funding issues with the Ministry of Economy and Finance (MoEF). MRD will review the organisational arrangements for M&E within MRD to improve M&E capacities.	x				
Truck Modernization Strategic Plan	2022	Establish Truck Modernization Working Group on Nov. 2020, headed by General Department of Land Transport	x				
<b>General vehicle improvements</b>							
Logistics Master Plan	2017	Modernization of Freight Vehicles	x				
National Traffic Safety Plan	2014	Priority will be given to the location of the design of the vehicle	x				
<b>Intelligent transport systems (ITS)</b>							
National Strategic Development Plan 2019-2023	2019	Promoting the use of smart transportation systems and traffic management.	x				
<b>Involvement of subnational government for transport activities</b>							
Cambodia Climate Change Strategic Plan 2014-2023	2014	Promote low-carbon, climate-resilient city development planning and develop citylevel coordination mechanisms (e.g. capital and provincial effective mass transport, modernization of wastewater treatment facility and landfill);	x	x	x	x	
Rural Roads Policy	2007	MRD will delegate the responsibilities for organising and implementing the maintenance of rural roads to the PDRDs.	x				
<b>Logistics hub</b>							
Cambodia Industrial Development Policy 2015-2025	2015	Promote the establishment of large industrial parks and clusters by enacting the Law on Special Economic Zone aimed at supporting in a comprehensive way the development of these zones to meet international standards: including infrastructure management system; adequate supply of electricity and clean water; provisions of raw materials and other inputs; trade and transport facilitation; provisions of incentives and other supporting measures to promote investments in SEZs;	x	x	x	x	
National Strategic Development Plan 2019-2023	2019	Promoting investment in logistics centers, warehouse, container terminal and dry port.	x	x	x	x	
<b>National speed law</b>							
Global Status Report on Road Safety 2018	2018	Yes	x				
Law on Road Traffic	2017	Driving speed definition shall be determined by a sub-decree.	x				
National Traffic Safety Plan	2014	Through “speed reduction” and special speed management in existing areas	x				
<b>Passenger and freight load limits</b>							

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Law on Land Traffic	2015	Carrying goods on vehicle shall not exceed maximum weight of the sustaining axles and shall not exceed the limited by the company producing the vehicles and shall not be over permitted weigh	x				
Law on Road Traffic	2017	Load of goods on motor vehicles, trailers or semi-trailers shall not exceed the vehicle maximum weight as indicated by their manufacturers; the weight concentrated the vehicle axis and the maximum weight allowed by the road law.	x				
National Strategic Development Plan 2019-2023	2019	Continuing to eliminate overload transport and faulty vehicle modification and to restrict the offenses at the stations.	x				
<b>Port infrastructure improvements</b>							
Cambodia Industrial Development Policy 2015-2025	2015	Develop waterway transport networks which have potential to reduce logistics cost especially for transporting agricultural products through the development of peripheral ports along the Mekong River for ease of loading and unloading. The upgrading of new ports in Phnom Penh and Sihanoukville will also help facilitate larger volume of shipping;			x		
Logistics Master Plan	2017	Sihanoukville Port Development Phnom Penh Port Development			x		
National Strategic Development Plan 2019-2023	2019	Studied the project for construction of Sambo port of Kratie, Sa Ang port, Prek Koy commune, Sa Ang district and Kampong Luong commune port, Ponhea Leu district, Kandal province and Banlung town port, Rattanakiri province. Studied on the project of the construction of Tbong Khmum Multi-Purpose Port Studyied the depth of water and marking the navigation lines in the Bassac river from Phnom Penh to the Chrey Thom border of Cambodia-Vietnam. <ul style="list-style-type: none"> <li>Completed a 240m container terminal at 11.5m depth and expanded an additional 160m container terminal.</li> <li>Completed the development of a 330 meter, 13.5 meter deep multi-purpose terminal and a base serving logistics for oil exploration with 200 square meters, a depth of 7.5 meters and restored ship parkings the a depth of 12 meters.</li> <li>Constructed the new LM17 container terminal, 25km from Phnom Penh, with the capacity to handle 300,000TEUs per year.</li> </ul>			x		

## XIV. Transport and Climate Policy Measures

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Strategic Development Plan 2019-2023	2019	Promoting the development of the Tbong Khmum Port Project Studying and designing projects on public passenger boats, construction of smallscale ports and docks in some districts and areas of the Mekong River. Constructing the tourist port in Kep and coastal areas. Studying and developing the navigation signs boats and rehabilitating the navigation, Vaico River, Angkor Borey canal and other parts of the Mekong River. Measuring the water depth and producing electronic navigation maps in the seas and other areas of the Mekong River. Preah Sihanouk Autonomous Port • Constructing a container port of 350 meters, a depth of 14.5 meters, a container terminal and shipyard rehabilitation with a depth of 14.5 meters. • Studying the development of a storage space for goods and containers covering more than 54 hectares. • Studying the plan for upgrading the international cruise terminal at the old port. Phnom Penh Autonomous Port • Continuing to push forward for the development Phase III on an area of 5.5 ha. which has the capacity to load up to 200,000 TEUs per year. • Continuing to promote the development of the UM2 harbor and to build a satellite port along the river and to build the dockyard near the LM17 container terminal. • Continuing to promote the establishment of port supporting areas, dry warehouses and cooling warehouses, and developing a goods collection and distribution service center. • Continuing to modernize and expand TS1 Passenger and Tourist terminal.			x		
<b>Rail infrastructure expansion</b>							
Cambodia Industrial Development Policy 2015-2025	2015	Continue developing Cambodia railway system, after launching the operation of Phnom Penh – Sihanoukville railway, in order to transform railway system as an important mode of transportation that will contribute to the effectiveness and cost reduction;		x			
National Strategic Development Plan 2019-2023	2019	The south section (Phnom Penh-Preah Sihanouk), already restored and constructed (financed by ADB, Australian Grant Aid, Ofid Organizagion, Malaysia, and the RGC's counterparts) is currently transporting cargo and tourist passengers. The northern section (Phnom Penh-Poipet), restored and constructed, (national budget), is currently in the process of transporting passengers and connecting railroads of Cambodia-Thailand. Built and operated railroads from Phnom Penh's main terminal to Phnom Penh International Airport for passengers.		x			
National Strategic Development Plan 2019-2023	2019	Seeking fund to connect railway from Phnom Penh to the new Phnom Penh Autonomous Port. Constructing a railway container terminal in Stung Bot. Seeking fund to implement railway integration and connectivity projects and to neighboring countries through new construction under the master plan for Cambodia railway development studied by Republic of Korea, especially Phnom Penh-BavetHo Chi Minh railway.		x			
National Traffic Safety Plan	2014	Train station		x			

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
<b>Reduction of transport/ logistics costs</b>							
Logistics Master Plan	2017	Lower supply chain costs in each ASEAN Member State Optimization of Logistics Costs	X	X	X	X	
National Strategic Development Plan 2019-2023	2019	<ul style="list-style-type: none"> <li>■ Preah Sihanouk Autonomous Port reduced 10% and Phnom Penh Autonomous Port reduced 5% of container lifting services fee at the container terminal</li> <li>■ KAMSAP reduced 10% of container service over-time recording fees and additional 10% of container controlling fee when loading on board.</li> <li>■ Cambodia Cargo Transport Association reduced US\$10 per container for 40 feet and US\$5 per container for 20 feet.</li> </ul>			X		
<b>Reference to finance mechanisms within country</b>							
Second Voluntary National Review	2023	Finally, NBC also issued a circular on “Restructured Loans” during the pandemic for customers in four priority sectors including tourism, textiles, construction, and transportation – and expanded the scope of applications to other impacted sectors.	X	X	X	X	
<b>Renewable energy</b>							
Cambodia's Third National Communication	2022	Switch coal to renewable energy (scenario) Cambodia has recommended incorporating renewable energy resources (solar, wind, hydro, etc.) into the energy mix by 25% in 2030 based on Cambodian NDC and 100% by 2050					
<b>Reporting, transparency, feedback mechanism</b>							
Climate Change Strategic Plan for the Transport Sector	2014	Monitoring and evaluation of the CCAP will be conducted consistently with the national framework for M&E of climate change response established by the CCCSP.					
<b>Road infrastructure expansion</b>							
Cambodia Industrial Development Policy 2015-2025	2015	Continue expanding and maintaining major road networks that service transport of goods such as widening the national roads to improve connection to Thailand and Vietnam, the Phnom Penh–Siem Reap corridor and the Phnom Penh–Sihanoukville corridor while conducting a long-term feasibility study for transforming important national roads into highways in order to reinforce the logistical capacity between Cambodia and Thailand and Vietnam; Improve and maintain infrastructure to support SEZs, including road networks which are crucial for developing industries in Svay Rieng, Koh Kong, and Sihanoukville where international border checkpoints and international ports are located; Resolve traffic congestions on the outskirts of Phnom Penh, which is the cause of the ongoing rise in logistics cost, by way of constructing ring roads or bypasses to ensure smooth traffic flow;	X				
Logistics Master Plan	2017	Road Transport Capacity Enhancement	X				

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National Strategic Development Plan 2019-2023	2019	Rehabilitated and constructed road infrastructure such as national roads Grade 1, national roads Grade 2, provincial roads, 4-lane national roads, or big bridges. Road infrastructure funded by international cooperation financing and to be completed in the fifth mandate (2014-2018). The process of highway construction of Phnom Penh - Preah Sihanouk Province, 190 km and completed the feasibility study, finding the highway budget sources Phnom Penh - Bavet and Phnom Penh - Siem Reap. Restored, constructed and full connected with neighboring countries and regional integration (for ASEAN Standard, Cambodia hasn't had roads under Grade 3 any more). Signed the Memorandum of Understanding on Highway Connectivity and Strategic Cooperation in Transport 2018-2025 and the 2030 Vision with Vietnam.	x				
National Strategic Development Plan 2019-2023	2019	<ul style="list-style-type: none"> <li>Continuing to rehabilitate and construct road infrastructure of at least 3,000 kilometers further.</li> <li>Continuing to rehabilitate, construct and expand the national roads Grade 1 from 2-lane paved road, to 4-lane AC linking to the development zones and key municipalities around 700 km.</li> <li>Continuing to rehabilitate and construct the national roads, provincial roads linking to the new development zones of industry, agriculture, agri-industry and tourism which were established and along the border.</li> </ul>	x				
<b>Road-side checks on overloading</b>							
Law on Land Traffic	2015	Traffic police officers have to prevent vehicle from trafficking or keep the vehicle until the fining is made in accordance with the case that the drivers have broken the traffic regulation or traffic police's order	x				
Law on Road Traffic	2017	Traffic police officers shall ban the vehicles in question from running or detain them for a temporary period not longer than three days for inspection and modification of the technical specifications based on the traffic violations committed by the drivers	x				
Rural Roads Policy	2007	MRD will endeavour to find a way to control the overloading on rural roads including consultation with stakeholders to find practical overloading control solutions.	x				
<b>Road-side checks on overspeeding</b>							
Law on Land Traffic	2015	Traffic police officers have to prevent vehicle from trafficking or keep the vehicle until the fining is made in accordance with the case that the drivers have broken the traffic regulation or traffic police's order	x				
Law on Road Traffic	2017	Traffic police officers shall ban the vehicles in question from running or detain them for a temporary period not longer than three days for inspection and modification of the technical specifications based on the traffic violations committed by the drivers	x				
<b>Road-side vehicle technical checks</b>							
Truck Modernization Strategic Plan	2022	. Increase of vehicle inspection checkpoints for the operational condition of the vehicles	x				



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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
<b>Routine transport asset maintenance</b>							
National Strategic Development Plan 2019-2023	2019	Continuing to strengthen the quality of maintenance, repair and construction work and ensure the flow of national budget on the routine maintenance and periodic maintenance of the network road network.	x				
<b>Speed limit on motorways &lt;= 90 kph</b>							
Global Status Report on Road Safety 2018	2018	100 km/h	x				
<b>Speed limit on rural roads &lt;= 70 kph</b>							
Global Status Report on Road Safety 2018	2018	90 km/h	x				
<b>Speed limits on urban roads &lt;= 30 kph</b>							
Global Status Report on Road Safety 2018	2018	40 km/h	x				x
<b>Stakeholder Involvement</b>							
National Strategic Development Plan 2019-2023	2019	Continuing to collaborate with relevant institutions, the private sector, CSOs on the implementation of road traffic safety. Collaborating with the private sector and development partners to ensure sustainable port development, along with modernization of port operations such as the preparation of a port data exchange system.	x				
Rural Roads Policy	2007	a. MRD will integrate stakeholders' participation into all stages of the road development project cycle - from planning to monitoring and evaluation of the project. b. MRD will endeavour to develop comprehensive stakeholder participation guidelines for different stages of a road project.	x				
Truck Modernization Strategic Plan	2022	Utilization of public and private dialogue platform to motivate the transport operators to use newer trucks	x				
<b>Technical standards for general transport infrastructure</b>							
National Strategic Development Plan 2019-2023	2019	Implemented to duty to experiment the construction and public works in compliance with the technical standards to ensure all physical infrastructure have good quality and long-term use.	x	x	x	x	
National Strategic Development Plan 2019-2023	2019	Continuing to finalize the necessary policies and regulatory frameworks for managing and developing transport sector and standards related to setting standards for road construction, land transportation and waterway transport. Measuring for port construction and setting up technical standards for ports and waterways. Oversee the implementation and standards for existing and new airport construction projects, study the location and process (including materials and equipment), engineering work and maintenance.	x		x		
<b>Technical standards for road infrastructure</b>							

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Climate Change Strategic Plan for the Transport Sector	2014	Develop national road construction and maintenance design standards for national and provincial roads, taking into account climate change impact	x				
National Strategic Development Plan 2019-2023	2019	Improved road infrastructure connectivity with countries in the region and strengthened and expanded the upgrading of the road standards. Constructing the upgrading of some ASEAN roads as standard 1 (4-lane, AC) such as National Road 5, to be completed by 2020.	x				
National Strategic Development Plan 2019-2023	2019	Continuing the research of technical standards for the construction of road infrastructure to ensure environmental sustainability and preparedness in response to climate change.	x				
Rural Roads Policy	2007	a. MRD will adopt the interim standards till the final standards are available. b. MRD will endeavour to complete and adopt the final standards within the shortest possible time. MRD will proactively pursue road safety related issues in the planning and development of rural roads so that appropriate geometrical design standards are followed, traffic signs are erected, and potentially hazardous sections are protected using traffic calming devices. If necessary, MRD will seek assistance from MPWT or international experts on these issues.	x				
<b>Technologies on transport asset management</b>							
National Strategic Development Plan 2019-2023	2019	Introduced App operation for participation in road maintenance program.	x				
Rural Roads Policy	2007	MRD will encourage the use of appropriate technologies for the development and maintenance of rural roads that favours the use of local labourers and materials but does not undermine quality and cost aspects.	x				
<b>Traffic management</b>							
Climate Change Strategic Plan for the Transport Sector	2014	Enhance traffic management	x				
National Strategic Development Plan 2019-2023	2019	Promoting the use of smart transportation systems and traffic management.	x				
National Traffic Safety Plan	2014	Local traffic control program, traffic control system and traffic control program	x				
<b>Training of enforcement authorities</b>							
National Strategic Development Plan 2019-2023	2019	Continuing to educate and promote the public awareness of laws and regulations related to overweight transport and build capacity and morality to the officials to put their heart at work to ensure the accuracy of the weight control tools.	x				
<b>Transport asset condition assessment</b>							
National Traffic Safety Plan	2014	Check the safety of traffic on all dead roads.	x				

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Rural Roads Policy	2007	a. MRD will endeavour to undertake a comprehensive results-based M&E approach to increase the effectiveness of rural transport interventions and the approach will be mainstreamed gradually. b. MRD will make provision for technical audits in all major infrastructure projects.	x				
<b>Transport asset management funding strategy</b>							
National Strategic Development Plan 2019-2023	2019	Continuing to strengthen the quality of maintenance, repair and construction work and ensure the flow of national budget on the routine maintenance and periodic maintenance of the network road network.	x				
Rural Roads Policy	2007	a. At the strategic level, MRD's geographical targeting for future rural road investment will give priority to provinces with a high density of rural poor to maximise the investment impact on the poor, and provinces with developmental (including tourism) potential, while having due regard to transport connectivity aspects. b. For project or programme level road investment assessments, MRD will establish a road development prioritisation methodology that will use multiple criteria connected to economic, social and environmental aspects. c. MRD will progressively expand the road management capacity in the rest of the country, and a standard accepted system will be used for prioritising road maintenance investment.	x				
<b>Transport asset management information system</b>							
Rural Roads Policy	2007	a. It will be a top priority of MRD to complete the Cambodia-wide rural road and related infrastructure inventory. b. Efforts to capture the spatial and attribute data in an electronic database will continue. Each rural road will be categorised and assigned a unique identification number. c. IRAP/GIS units at MRD headquarters and PDRD offices will be expanded and strengthened for the effective management of the rural infrastructure database.	x				
<b>Transport law</b>							
Cambodia Biennial Update Report	2020	The country adopted the Law on Land Traffic in April 2014, aiming to maintain order and safety in road trafficking, allowing public traffic throughout Cambodia; to protect human and animal lives and environment; to curb the effect on human health and the damage on state and private properties; and to curb offenses stemming from road use. Similarly, the Law on Roads passed in December 2014, aiming to protect public property, protect and enhance roads quality, maintain orders, facilitate traffic, and transport.	x				

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Strategic Development Plan 2019-2023	2019	Law on Roads introduced in 2014 and Law on Traffic introduced in 2015 Prakas on procedure for ship entry at the Cambodian ports in 2017 Prakas in 2017 on (1) port security in Cambodia, (2) procedure of the issuance of driving licenses and scorecards, (3) procedure of the providing vehicle plate number and deleting from the vehicle list, checking the technical specifications of all types of vehicles, (4) of conditions and procedure permit issuance to the individual for inland transportation business, (5) of conditions and procedure permit issuance to the vehicles for inland transportation business, (6) adjusting the Prakas on establishment and functions of the technical departments, technical units and capital and provincial department of public works and transport.	x		x		
National Strategic Development Plan 2019-2023	2019	Continuing to finalize the necessary policies and regulatory frameworks for managing and developing transport sector and standards related to setting standards for road construction, land transportation and waterway transport. Identifying and developing draft Law on Ports, Law on Water and Maritime Transport, Law on Land Transport Business, Law on Multi-Transportation, Law on Logistics and Dry Ports, Law on Sewage Treatment, Law on Highways and huge bridges and related regulations, including the encouraging of approval, strengthening management, and enforcement. Finalizing Sub-Decree on Registration of Vehicle Identification and Plate Number Continuing to organize and disseminate some priority laws, especially Traffic Law, Road Law, both at national and sub-national level. Developing Sub-decree, Prakas, inter-ministerial Prakas and regulations required ss defined in the Law on Road Traffic.	x		x		
National Traffic Safety Plan	2014	Improving the rules, regulations, procedures, protection of traffic and safety in the country.	x				
<b>Urban passenger rail infrastructure improvement</b>							
National Strategic Development Plan 2019-2023	2019	Studying the feasibility to construct the automatic train system in Phnom Penh.		x			x
National Strategic Development Plan 2019-2023	2019	Continuing to study the feasibility of building an automatic train system, and the study of the feasibility of constructing tramway, monorail, subway in Phnom Penh.		x			x
National Strategic Plan on Green Growth 2013-2030	2013	sharing green transports by using buses, electrically-run trains, renewable energy-run vehicles, and electrically-run bicycles and motorcycles for traveling in towns		x			
<b>Vehicle air pollution emission standards</b>							
Clean Air Plan of Cambodia	2022	Strengthen emission standards for road vehicles	x				
Clean Air Plan of Cambodia	2022	new ambient air quality standards for PM10, and PM2.5, emissions standards for vehicles, and a fuel quality standard	x				
Technology Needs Assessment and Technology Action Plans for Climate Change Mitigation	2013	Vehicle Emission Standards Enhancing vehicle emission control, inspection and maintenance in large cities.	x				x

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Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Truck Modernization Strategic Plan	2022	MOE introduced Euro4 in 2022 for new passenger car.	x				
<b>Vehicle import inspections</b>							
Road Safety Opportunities and Challenges: Low- and Middle-Income Country Profiles	2020	Yes	x				
<b>Vehicle restrictions (import, age, access, sale, taxation)</b>							
National Strategic Development Plan 2019-2023	2019	Under the MOU on the implementation of cross-border shipping agreements with Laos, implemented the quota 40 vehicles, with Vietnam, implemented the quota 500 vehicles, with Thailand, implemented the quota 150 vehicles, and within three regions between Cambodia, Laos and Vietnam, implemented the quota 150 vehicles.	x				
National Traffic Safety Plan	2014	The quality of inspections ensures that vehicles are safe and prevented import and export.	x				
<b>Vehicle scrappage scheme</b>							
Truck Modernization Strategic Plan	2022	Request for financial institution to disincentivize the purchase of older trucks	x				

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