

Minutes

Sustainable Urban Mobility for All Initiative (SUMAI) Project

Final Stakeholders Meeting

28 July 2021

1. Remark by Mr. Nick Beresford, Resident Representative of UNDP Cambodia

Mr. Nick Beresford, Resident Representative of UNDP, kicked off the SUMAI final stakeholder meeting by welcoming H.E. Chhoun Voun, Director General, General Department of Land Transport, Ministry of Public Works and Transport (MPWT); H.E. Chhieng Pich, Director General, General Department of Logistic, MPWT; Mr. Andrew Woo, Regional Public Affair Manager, Grab; Mr. Hashim Alkaff, Grab Cambodia Country Head; and other participants who joint the meeting.

Mr. Nick Beresford stated that the objectives the SUMAI stakeholder final meeting includes: 1) sharing of project achievements; 2) sharing of project challenges; 3) sharing of lessons learn; 4) get stakeholders reflection; 5) and inform closure of SUMAI project.

Mr. Nick Beresford remarked that SUMAI is UNDP Cambodia's first public private partnership initiative and he gave his sincere thanks to Grab, MPWT, Ministry of Environment, Institute of Standards of Cambodia, Centre for Khmer Studies, Clean Air Asia, Institute of Technology of Cambodia and other partners for the great cooperation during the entire journey of SUMAI.

Mr. Nick Beresford also acknowledged that SUMAI has achieved many results. SUMAI created a foundation of dialogue on transport and urban mobility issues. This allowed UNDP to form many interesting partnerships and implement innovative challenges such as the Urban Mobility Incubator and Youth Impact Challenge. Another notable result under SUMAI is the adaptation of Bajaj Maxima by Agile development Group which improves accessibility for PwDs allowing for more social-economic opportunities. Last but not least, SUMAI, in collaboration with MPWT, recently conducted and launched a study on the economic cost and causes of traffic accident in Cambodia.

2. Remark by Mr. Andrew Woo, Regional Public Affair Manager, Grab

Mr. Andrew Woo, Regional Public Affair Manager of Grab, started the remark by welcoming H.E. Chhoun Voun, Director General, General Department of Land Transport, MPWT; H.E. Chhieng Pich, Director General, General Department of Logistic, MPWT; Mr. Nick Beresford, Resident Representative of UNDP; and other participants who joined the meeting.

Mr. Andrew Woo expressed sincere gratitude toward UNDP, MPWT and other SUMAI partners for the extensive support they have given to Grab and SUMAI project over the past few years. He hopes that this strong connection will continue.

To Grab, SUMAI is an ambitious project as it aims to provide guidance to transport investment and policy while ensuring its activities stay in line with Cambodia SDGs. SUMAI has shown that it is possible to make progress on both fronts through knowledge sharing, leveraging of technology and standards, and harnessing innovation.

Grab have seen the impact of SUMAI on Cambodia on three broad areas. Firstly, the display of effective public private partnership by SUMAI that helps to reinforce the notion that a lot of collaboration is required and is possible to adapt to the needs in Cambodia. Second, SUMAI had made clear that while the objective can be long term in nature, short term milestones are important in adapting mind set and introducing difference working modality to create lasting change. Finally, together with technology, urban mobility can be an effective channel for the underserved community to gain access to income opportunities.

In conclusion, Mr. Andrew Woo expressed great appreciation for the milestones achieved by SUMAI and looked forward to strengthening the already established relationship between Grab and SUMAI stakeholders.

3. Remark by H.E. Chhoun Voun, Director General of General Department of Land Transport, MPWT

H.E. Chhoun Voun, Director General of General Department of Land Transport of MPWT started the remark by welcoming everyone in the meeting.

H.E. Chhoun Voun then expressed his sincere thanks to Mr. Nick Beresford, Resident Representative of UNDP; H.E. Chheng Pich, Director General, General Department of Logistic, MPWT; Mr. Andrew Woo, Regional Public Affair Manager, Grab; and other participants who joined the meeting.

H.E. Chhoun Voun fully agreed with what has been raised by Mr. Nick Beresford and Mr. Andrew Woo regarding the impacts of SUMAI project for MPWT and Cambodia as a whole. He further expressed that the SUMAI project fully responded to the government's policy priority in transport, logistic and air quality. The project has provided opportunities for policy makers to explore possibilities, expand capacity, and seek solutions for complex problem in transportation sector. For instance, SUMAI is a platform that had help MPWT officials improve their capacity through trainings (especially training on the cost and cause of death in traffic accidents), handover of equipment (such as reflective stickers and Metrocount device), and other activities. SUMAI has also provided timely support to MPWT in coordinating the National Land Transport Policy and Master Plan for Intermodal Transport Connectivity and Logistic System.

Finally, H.E. Chhoun Voun remarked that SUMAI is a showcase of a close partnership where public and private sector support each other to advance toward a common goal.

4. SUMAI Project Overview, Presented by Ms. Lang Sok, Policy Analyst of UNDP Cambodia

SUMAI aims to provide the means to plan and improve the present urban traffic and transport systems through the generation of data on traffic and air quality in the city to guide policy and regulatory decisions. The intended impact would be better-informed policies and investment decisions in support of sustainable, inclusive, and smart urban transport solutions.

The project aims to achieve this objective through

- Harnessing data to equip government to develop informed policies
- Addressing the urgency to combat air pollution and promote better air quality
- Promoting innovative and smart solutions for urban mobility and transport

Achievements in terms of Policy Support

- **Electric Vehicles Standards:** In partnership with Clean Air Asia, SUMAI has supported Institute of Standards of Cambodia in identifying potential EV standards to be adapted in Cambodia (12 Standards for electric 2 & 3 wheelers have been identified and recommended). However, more efforts are needed to push for the finalization and adoption of meaningful EV standards in Cambodia.
- **National Land Transport Policy:** SUMAI has been instrumental in supporting MPWT to conceptualize and formulate the National Land Transport Policy which aims to promote a strengthened policy mechanism for the land transport sector in Cambodia and aims to contribute to maintaining Cambodia's high economic growth in a sustainable and inclusive manner. After many consultations and focus group discussions, the policy has been drafted. However, due to the Covid 19 pandemic, the finalization of the policy has been delayed.
- **Master Plan for Intermodal Transport Connectivity and Logistics System:** SUMAI has supported the consolidation of the Master Plan for Intermodal Transport Connectivity and Logistics System and providing inputs on green growth policies and solutions (clean energy, environment, and climate change), as well as the human development aspects and the Sustainable Development Goals in this important work.

In terms of Policy Research

- **Indicative Air Quality measurement:** SUMAI has supported Ministry of Environment to identify the needs in air quality monitoring and management and provided air quality monitoring equipment. In partnership with Clean Air Asia, SUMAI has provided emissions inventory and roadmap development training for government ministries, academia and research institution. SUMAI also supported a study conducted by Institute of Technology of Cambodia on indicative air quality measurement in Phnom

Penh which aims to provide insights into ambient air and sources of potential air pollution to guide national policy development and implementation. The study found that windy season has higher concentration of particulate meter PM2.5 and PM10 than in dry season.

- **Analysis of Road Traffic Accidents in Cambodia:** Traffic is one of the leading causes of death in Cambodia. SUMAI has assisted MPWT through provision of trainings on data journey and data analysis using the Road Crash Victim and Information System to provide the in-depth analysis on the cost and causes of road traffic accident in Cambodia. Traffic accident costs Cambodia about USD467million in 2019 equivalent to 1.7% of GDP. The key factors for deaths are associated with alcohol, drugs, ignoring traffic rules, and phone use while driving. It's drivers' behaviors that determine loss of life in traffic accidents. The analysis also indicates emergency response (first aid and ambulance) positively contribute to life saving in road traffic accidents. This assessment provides very useful insights for policy interventions. It comes out clearly from the discussion during the launch of the report on the importance of introducing alcohol age ban, banning of alcohol advertisement and increase of sin tax.
- **Transforming Urban Mobility in Phnom Penh:** SUMAI in partnership with Center for Khmer Studies (CKS) conducted a study on transforming urban mobility in Phnom Penh to provide government with systemic insights of urban mobility in Phnom Penh and the costs of not investing in specific measures that would allow for efficient and sustainable urban mobility. The study looks at holistic approach to urban mobility from transportation infrastructure, public transportation, urban logistics, to socio-economic conditions and road safety. The study provides recommendations on how to address the issues in the short, medium and long term.

In terms of Policy Dialogue and Advocacy

- **Urban Mobility Forum and Urban Mobility Showcase:** SUMAI in partnership with EnergyLab has supported MPWT to host Cambodia's first regional Urban Mobility Forum and Showcase Day which brought together more than 400 participants, and invited regional experts from both private and public sector to share their knowledge, lessons learned, and experience from the sector. The Showcase Day was organized at the Factory Phnom Penh, wherein 18 companies joined to showcase their work on urban mobility and transport, had attracted more than 200 participants, and hosted different dialogues.
- **Cities of the future event:** In partnership with Impact Hub, Cities of the future, a networking event was organized with 190 attendees, 5 startup booths, and 9 speakers from the region. The event reached 37,000 people on social media. It initiated the

dialogue on sustainable urban mobility and transport in cities, sharing the experiences locally and regionally. During this networking event, Impact Hub launched the Urban Mobility Incubator; which is part of SUMAI's innovative pilot initiatives.

In terms of Innovative Pilots

- **Urban Mobility Incubator:** UMI is a 6-month incubation program on urban mobility and transport wherein participating team met with several mentors and experts within the pool of Impact Hub locally, regionally, and globally. The competition awarded 3 winners with \$5,000 cash each (Agile Development Group – prototype of PowerWheel, a tool used to facilitate the mobility of PwD using wheelchairs, Luma Systems using AI to monitor transport related activities, and Voltra – introduce quality eBike to Cambodia).
- **Inclusive mobility and income generation:** As SUMAI advocated for innovation, the project supported Agile Development Group, one of the winners of Urban Mobility Incubator program to develop the 'Abili-Tuk' prototype. It is a Bajaj Maxima converted to be accessible by persons with disability, specifically those with lower body impairment, in support of their mobility and income generation. With Phnom Penh Center for Independent Living (PPCIL), the prototype was tested by 8 users (4 women with disability) with difference lower body impairments. The prototype Abili-Tuk was handed over to PPCIL in 2020. SUMAI is supporting the scale up of this prototype by converting another 3 Abili-Tuk and will hand over to Cambodian Disabled People's Organization (CDPO). 2 other tuk-tuks were inspired to take on the design and are used for daily job as tuk-tuk drivers, and for delivery business.
- **Youth Impact Challenge:** SUMAI had a strong aspect in youth engagement through its Youth Ideation (and Roadshow), the Youth Impact Challenge (YIC), and the Urban Mobility Showcase Day. The Youth Ideation and Roadshow engaged with almost 200 students from Phnom Penh, Battambang, and Siem Reap, providing a platform for dialogue on issues affecting them related to the sector. The Youth Impact Challenge encouraged and showcased the skills, ability, and knowledge of Cambodia's youth. The programme allowed youth to compete with innovative ideas on how they would solve urban mobility issues. The competition catered to students and young professionals to focus on three categories: research, project, and social enterprise. Three winning teams were identified and provided seed funding to kickstart their ideas to become actual knowledge products. The three winning teams are G-Tran – building an app to incentivize people to use public bus; GreenBike – working to introduce tourist bike sharing in Phnom Penh; and Rech Map – proposing to conduct a research to understand the push and pull factors influencing the use of public bus among low income population.

- **Reflective Stickers:** SUMAI has provided 70,000 reflective stickers to MPWT to be distributed to 25 provinces through the Department of Public Works and Transport during the road safety campaigns to help reduced traffic accidents as the stickers increased visibility of the vehicles during nighttime.
- **RoadCare App:** SUMAI has supported the Department of Information Technology and Public Relations of MPWT on the development and public awareness of the Road Care App, initially as an app to report potholes and then to expand its functions to improve road safety and transport. The app has gained a total of 27,000 users from December 2018 to May 2021. MPWT has been able to repair 1,114 cases or 24% of the reported cases of potholes. MPWT plans to expand the functions of the app to report traffic accidents, road violations, solid waste issues, and road care evaluations.
- **MetroCount:** SUMAI is exploring with MPWT the use of technology in support of road traffic accident blackspot investigation process and implementation of road safety decade of action plan – by introducing vehicles counting devices that could measure annual average daily traffic. The device can capture number of vehicles, types and weight of vehicles, operation speed, etc.

Key Challenges

- **Ambitious scope and new area:** The project's scope were quite ambitious as it tried to tackle many areas of the broad sector of urban mobility and transport. Although there were set objectives, they were seen to be too extensive or out of scope for existing technical expertise of the office. As it is new area, a lot of time has been spent on mapping and exploring the best possible partners and solutions for the project.
- **Covid 19 Pandemic:** Since the outbreak of COVID-19 in March 2020, some project activities were delayed, and the project became less active. For example, consultation with stakeholders on the NLTP and workshops have been delayed. As well as production of results from the Youth Impact Challenge winners as data collection was put on hold due to the situation and safety restrictions imposed.

Key Lessons Learnt

- **Policy and regulatory process take time:** the project should focus on specific policy intervention within its existing resources. In addition to the time needed for different consultations and data collection, the right expertise is also important. Transport or air quality expertise was provided through short term consultancies. Given the technical nature of many project activities, it is recommended to integrate longer term technical expertise as part of the core team for any future programming.

- **Innovation and Experimentation:** SUMAI focused on innovation and was able to introduce new, trendy, and techy opportunities to the project. However, experiments take time and it may either succeed or fail – it's normal. For example, the project with People In Need failed to produce air quality monitoring devices from scratch due to different reasons - delays from the supplier, testing and calibration of initial device, and technical difficulties (changing methodologies and approach for sensor verification) vis-à-vis the activity timeline.
- **Leveraging partnership is key:** with a strong consortium and support from the Ministry of Public Works and Transport, Grab and other stakeholders, SUMAI was able to open doors for opportunities and introduced interesting initiatives. SUMAI was able to integrate learning experiences from other countries in the region, build strong partnerships, and provide support to strengthened national capacities on policy and regulations development, data management and analysis, amongst others.
- **Results measurement:** there is a need to monitor results at the outcome level – not only at outputs level. Initiatives with high potential should be connected to longer term support. There should also be support to initiatives at the growth stage (not only at the idea stage or startup) to allow them achieve impact at scale.

5. Discussion

H.E. Chhoun Voun, Director General of General Department of Land Transport, MPWT, remarked that due to Covid-19 the National Land Transport Policy could not be finalized within SUMAI project life span. Despite so, H.E. Chhoun Voun hope that UNDP and Grab can still continue the support on the National Land Transport Policy especially in drafting of the action plans for the policy. Another point that MPWT needs support for is the EVs standards for it is another point of focus of MPWT that have not yet been fully explored. MPWT would like to commend UNDP's works on EVs.

H.E. Chhieng Pich, Director General, General Department of Logistic, MPWT, started by thanking and congratulating UNDP for the closure of SUMAI. He echoed with H.E. Chhoun Voun, SUMAI has made profound impacts on the transport and logistic sector and it is regretting to see SUMAI ending. Therefore, he urged UNDP to consider a second phase for SUMAI project. One point that he stressed was regarding SUMAI contribution on SDGs specific section for the Master Plan for Intermodal Transport Connectivity and Logistics System which were recently approved and included in the master plan. H.E. Chhieng Pich once again expressed his sincere thanks to UNDP and Grab and hoped for continue supports through either SUMAI second phase or other channel.

Mr. Andrew Woo, Regional Public Affair Manager, Grab, stated that SUMAI had confirmed that consistent dialogue from all stakeholders is needed to formulate policies

that is comprehensive and sustainable. Grab is happy to explore how it can support and continue to be a key stakeholder.

Mr. Hashim Alkaff, Country Manager, Grab, stated that Grab is committed to provide further support in works that will benefit the transportation and logistics landscape of Cambodia. Mr. Hashim Alkaff, however, encouraged stakeholders to look into specific activities or issues with clear deliverables rather than long-term project, partly due to the uncertainty of Covid-19 pandemic. There are currently 2 areas that Grab interested in supporting which are safety of public transportation, accessibility and electric vehicle.

Ms. Mak Monika, Executive Director, CDPO, acknowledged and endorsed SUMAI's works on accessibility for PwDs. She hoped that supports for PwDs from UNDP can continue, especially in the context of the current Covid-19 pandemic, through the potential next phase of SUMAI or other projects.

Mr. Yann Vaudin, Green e-bike & Voltra Motors CEO, proposed that in order to better contribute to sustainable urban mobility in Cambodia in the future, SUMAI needs to look into:

- Pushing for incentives from the concerned ministries by, for example, increasing taxes on normal motorbikes and launch the 0% import taxes on EVs to create a consequent difference of price.
- Pushing for a compulsory registration of EVs, firstly, to know how many EVs are in Cambodia and, secondly, to control the quality and the respect of EVs standard.
- Pushing for a compulsory recycling of the batteries at the end of their life.
- Adopting smart and green city mindset in Cambodia. The government must create, for example, a link between public transport and EVs by implementing free parking areas near the bus stop.
- Proposing to create green road in Phnom Penh to encourage people to switch from normal motorbikes to EVs.

Mr. Ian Jone, Executive Director, Agile Development Group, shared the importance of public private partnership to allow for innovation while mainly focusing on creating awareness first. Once awareness is created, then, it can shift toward making the innovation more sustainable.

Ms. Kathleen Dematera Contreras, Sustainable Transport Lead, CCA, suggested that:

- It could also be beneficial to other project partner if there is another discussion to engage project partner to align initiatives and have a specific focus.
- UNDP could also continue the facilitation between the private and public sector.
- It is also worth to do a study on e-mobility road map.
- UNDP could also look into new ways to do capacity building in the current covid-19 context.

Mr. Ou Chamoly, Researcher, ITC asked if UNDP have done any investigation into air pollution cause by transportation sector along. UNDP have responded that there has not been any study by UNDP looking into just air pollution caused by transport sector exclusively. Mr. Ou Chamoly also requested information on the introduction of policy on fuel usage in Cambodia especially for secondhand vehicles because both the age of vehicle's engine and, more importantly, fuel composition can have varied impact on air pollution. While H.E. Chhoun Voun has responded that MPWT have many regulations on vehicle emission and Cambodia's current emission standard is Euro 3 which will be upgraded to Euro 4 within next year. H.E. Chhoun Voun acknowledged that most of vehicles in Cambodia are secondhanded and can have significant impact on air quality. MPWT is planning to work with the ministry of mines and energy (MME) to investigate on this matter to develop and improve relevant regulations and policies.

6. Conclusion

Mr. Nick Beresford remarked that not all experiments will be successful, it is important to understand that and learn from both the success and failures. SUMAI had allowed UNDP to explore partnership with private sector in Cambodia and define UNDP's roles in sustainable transport and logistic. One of the initiatives that UNDP is interested to explore further is the work on the EVs standards.

Mr. Nick Beresford showed great appreciation toward SUMAI's partners, especially MPWT and Grab, for having strong interest and willingness in continuing the work and partnership. UNDP is eager to exploring new initiatives with its partner, especially Grab, and continue to provide support for MPWT.

Finally, Mr. Nick Beresford thanks H.E. Choun Voun, H.E. Chhieng Pich, Mr. Andrew Woo, Mr. Hashim Alkaff and all participants who joined this meeting. The discussion session was very engaging and insightful. UNDP will review key points and recommendations from SUMAI and those raised by participants and would take forward required actions for selected areas that are relevant with existing UNDP projects. Mr. Nick Beresford concluded that SUMAI will be closed as of 30 June 2021.

**SUSTAINABLE URBAN MOBILITY FOR ALL INITIATIVE
FINAL STAKEHOLDERS MEETING**

28 JUNE 2021, 14:00 – 15:30 Hours Phnom Penh Time

Virtual by Zoom:

<https://undp.zoom.us/j/83544378311?pwd=amZ6QlphNlVPektPd2lOdzByejhFZz09>

TENTATIVE AGENDA

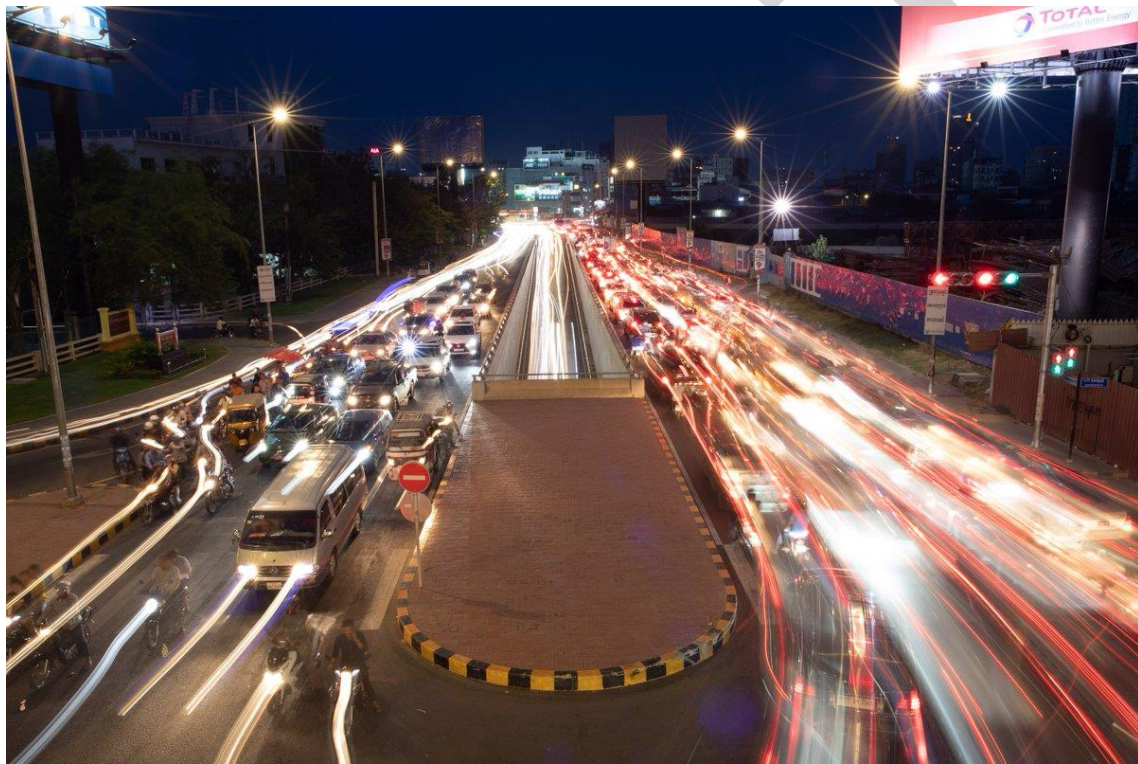
14:00 – 14:15	1. Welcome/ Introductory Remark	Mr. Nick Beresford , Resident Representative, UNDP Mr. Andrew Woo , Regional Public Affairs Manager, Grab H.E. Chhoun Voun , Director General, General Department of Land Transport, Ministry of Public Works and Transport
14:15 – 14:20	Showcase of SUMAI's Achievements	
14:20 – 14:40	2. Project presentation <ul style="list-style-type: none">- Project Overview- Project Results- Lessons Learnt (sustainability and potential way forward & scale up)	Ms. Lang Sok , Policy Analyst, UNDP
14:40 – 15:15	3. Discussion/Reflection	All – facilitated by Mr. Nick Beresford , UNDP RR
15:15 – 15:30	4. Wrap-up and conclusion on SUMAI Closure	UNDP, Grab and MPWT



FINAL PROJECT REPORT

United Nations Development Programme Cambodia Sustainable Urban Mobility for All Initiatives (SUMAI)

01 JUNE 2018 to 30 JUNE 2021



The busy streets and bright traffic lights of Phnom Penh at night. ©UNDP

Project ID: 00111228

Duration: June 2018- June 2021

Total Budget: US\$ 746,427.46

Implementing Partners/Responsible parties: UNDP Cambodia

Country Programme Outcome: By 2023, women and men in Cambodia, in particular those marginalized and vulnerable, benefit from expanded opportunities for decent work and technological innovations; and participate in a growing, more productive and competitive economy, that is also fairer and environmentally sustainable.

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BASIC PROJECT INFORMATION

Project ID:	00111228	Reporting Period:	June 2018– June 2021
Full Title:	Sustainable Urban Mobility for All Initiative (SUMAI)		
Start Date:	6/1/2018	Completion Date:	6/30/2021
Total Final Project Budget:	USD 746,427.46		
Implementing Partner:	UNDP Cambodia		
Donor/s:	UNDP Grab Cambodia		
Responsible Parties:	N/A		
Project Description:	<p>The transport sector has become one of the largest contributors to greenhouse gas emissions as well as air pollution in Cambodia. Rapid urbanization has also led to a growing demand for improved mobility and transport. The project is supportive of the government’s efforts in rehabilitating and developing transport infrastructure as reflected in the Government Rectangular Strategy and to the priorities set forth in the Phnom Penh Master Plan 2035.</p> <p>The objective of the project is to improve availability and quality of transport data in Phnom Penh to guide decisions on transport investments and policies that are in line with sustainability objectives. In pursuit of this objective, the project would focus its interventions to support: 1) Improving efficiency of existing urban traffic and transport system through generation of traffic and air quality data in Phnom Penh; 2) Reducing urban transport GHG emission through promotion of clean vehicles and fuels measures; 3) Stimulating innovations in smart transport solutions to accelerate progress on safety and mobility for all.</p>		
Target Areas:	Nationwide with emphasis in the urban parts of the country such as Phnom Penh, Siem Reap, and Battambang.		
Target Group:	The general public of Cambodia Vulnerable population of all genders Youth (Male and Female) Start-ups		

ACRONYMS AND ABBREVIATIONS

CAA	Clean Air Asia
CDPO	Cambodian Disabled People's Organization
CKS	Centre for Khmer Studies
EV	Electric Vehicles
GDEP	General Department of Environmental Protection
GDLT	General Department of Land Transport
GGGI	Global Green Growth Institute
GHG	Greenhouse Gas
GIZ	Deutsche Gesellschaft für Internationale Zusammenarbeit
ISC	Institute of Standards of Cambodia
ITC	Institute of Technology of Cambodia
ITPRD	Information Technology and Public Relations Department
MoE	Ministry of Environment
MoH	Ministry of Health
Moi	Ministry of Interior
MPWT	Ministry of Public Works and Transport
NLTP	National Land Transport Policy
NRSC	National Road Safety Committee
NRTSD	National Road Traffic Safety Department
PIN	People in Need
PPCIL	Phnom Penh Center for Independent Living
PPP	Public-Private Partnership
PwD	People with Disabilities
RCVIS	Road Crash & Victim Information System
RGC	Royal Government of Cambodia
SUMAI	Sustainable Urban Mobility for All Initiative
UMF	Urban Mobility Forum
UMI	Urban Mobility Incubator
UN	United Nations
UNDP	United Nations Development Programme
YIC	Youth Impact Challenge

EXECUTIVE SUMMARY

This document serves as a final project report for the Sustainable Urban Mobility for All Initiative (SUMAI). It covers an overall update (achievements, challenges, and lessons learned) from various stakeholders involved in the project.

Key Takeaways

The project focused mainly on three areas: (1) to harness data to equip governments to develop informed policies; (2) to address the urgency to combat air pollution and promote better quality; and (3) promote innovative and smart solutions for urban mobility and transport.

There were several notable achievements accomplished by the project such as supporting government policy frameworks and strategies, creating a stronger network in Cambodia on urban mobility and transport, conducting knowledge-based and data driven research work, hosting Cambodia's first regional urban mobility forum, promoting inclusive transport and economic opportunities for persons living with disability, developing of national policies which supports the agenda of the Royal Government of Cambodia, providing a platform for dialogue on pushing for sustainable mobility (leading to policy and road map development), spearheading incubation programs, stronger youth engagement, and many others.

Though there were remarkable achievements made by the project, there were also challenges during implementation, such as COVID-19 pandemic causing delays and a pause in activities, realizing the project's extensive scope, team capacity and human resource, amongst others. Many stakeholders expressed their regrets and disappointments as to how the pandemic affected the progress of the respective project activities.

Despite the challenges brought about by the COVID-19 pandemic, it is important to highlight that SUMAI was able to bring different stakeholders together to realise the importance of data and innovation to drive towards a more sustainable, greener/cleaner, and inclusive urban mobility and transport sector. It stood out as an avenue for information sharing, a network of dialogue for urban mobility and transport, a risk-taking project to explore further opportunities with private sector and alternative financing sources and partnerships, and most importantly, presented itself as a project that leverages data, innovation, and technology to improve road safety and transport in Cambodia.

Output 1: MPWT's capacity in traffic management and urban transport planning reinforced

The project had put greater emphasis on providing capacity building for the government, namely for the Ministry of Public Works and Transport (MPWT) and the Ministry of Environment (MoE) who have been involved in data collection for road traffic accidents and air quality monitoring.

SUMAI supported MPWT in conceptualizing and formulating the National Land Transport Policy which aims to promote a strengthened policy mechanism for the land transport sector in Cambodia and aims to contribute to maintaining Cambodia's high economic growth in a sustainable and inclusive manner. Moreover, it will also respond to social needs of every person as well as vulnerable groups such as women, children, and people with disabilities. Moreover, this enabled further support to the MPWT on the

consolidation of the Master Plan for Intermodal Transport Connectivity and Logistics System which aims to promote integrated transport, improve the supply chain, cross-border movement and trade, and increase Cambodia's competitiveness while helping diversify the country's economy.

The project assisted MPWT to conduct a study on socio-economic costs and causes of the traffic accident to make informed policy decisions, and to strengthen the Road Crash & Victim Information System (RCVIS). UNDP and MPWT had completed this study, and the Road Traffic Safety Department is able to learn more extensive data analysis through economic regression training and tools provided by UNDP (on estimation of economic cost and analysis on the causes of fatality in road traffic accidents), and to use the RCVIS for cost estimation for future reporting.

In partnership with Centre for Khmer Studies (CKS), a study on transforming urban mobility in Phnom Penh was conducted to provide government with systemic insights of urban mobility in Phnom Penh and the costs of not investing in specific measures that would allow for efficient and sustainable urban mobility. The research intended to lay the groundwork for data and analysis to contribute to the development of the National Land Transport.

Output 2: Air pollution monitoring and clean fleet management solutions applied

The Ministry of Environment was provided with calibration training for air quality monitoring devices, as well as some equipment and gas for calibration calibrate of existing sensors in the country, training on Emission Inventory road map, and the electric vehicle standards (along with MPWT and other relevant ministries). Although the work with People in Need (PIN) in Cambodia did not succeed (to build 13 air quality monitoring devices from scratch), it was able to establish one device installed on MoE's rooftop.

To better understand and promote the use of electric vehicles and help reduce green house gas emissions, UNDP worked with Clean Air Asia (CAA) to provide support to the Institute of Standard of Cambodia (ISC) to identify standards on 2&3-wheeler electric vehicles in Cambodia. Through various consultations, 12 standards were identified and recommended for Cambodia.

The Institute of Technology of Cambodia (ITC), with the support from UNDP, completed an indicative air quality measurement study at various targeted sites (road, construction, industrial and residential sites) in Phnom Penh between December 2019 and March 2020. Results from the study contributes to the understanding the depths of the issue for further actions to mitigate the risks and impact of these pollutants.

Output 3: Innovative urban transport solution launched

More than the capacity building and trainings, the project provided 70,000 reflective stickers to MPWT to be distributed to 25 provinces through the Department of Public Works and Transport, and along the national roads during the road safety campaigns. The stickers are expected to help reduced traffic accidents as it increased visibility of the vehicles during nighttime.

The Urban Mobility Incubator was created and implemented by Impact Hub Phnom Penh from 2018 to 2019. A total of 5 teams embarked on a 6-month incubation program on urban mobility and transport wherein they met with several mentors and experts within the pool of Impact Hub locally, regionally, and

globally. The competition awarded 3 winners (Agile Development Group, Luma Systems, and Voltra) who advocated for sustainable, safe, innovative, and inclusive transport in Cambodia. With the knowledge and skills acquired by the teams, they were able to apply these to sustain their business and conduct further resource mobilisation.

The Youth Impact Challenge (YIC) was developed in September 2019 where youth of Cambodia competed with innovative ideas and solutions to the urban mobility and transport challenges. In February 2020, YIC was extended to help teams validate their projects against real urban mobility needs in Phnom Penh. The teams were guided through weekly lectures, private coaching sessions, and a point-based competition designed to help them develop stakeholder relationships. Three teams were given \$5,000 each to help kick-start and implement their proposed solution since its first phase.

Under innovation and exploration of solutions for Cambodia's urban mobility and transport, MPWT hosted Cambodia's first regional Urban Mobility Forum and Showcase Day which brought together more than 200 participants, and invited regional experts from both private and public sector to share their knowledge, lessons learned, and experience from the sector. The Showcase Day was done at the Factory Phnom Penh, wherein 18 companies joined to showcase their work on urban mobility and transport, had attracted more than 200 participants, and hosted different dialogues.

As the project advocated for innovation, UNDP supported Agile Development Group (ADG) to develop the 'Abili-Tuk' prototype which is a Bajaj Maxima to be accessible by persons living with disability, specifically those with lower body impairment. With the help of Phnom Penh Center for Independent Living (PPCIL), the prototype was tested to great result by 8 users with difference lower body impairments. The prototype Abili-Tuk was then officially handed over to PPCIL in 2020. Recently, 2 other tuk-tuks were inspired to take on the design that was initially introduced by ADG and are used for daily job as tuk-tuk drivers, and for delivery business. In 2021, the project has scaled up this prototype by converting another 3 Abili-Tuk and handed over to Cambodian Disabled People's Organization in support of people living with disability's mobility and income generation.

The project had also supported the Department of Information Technology and Public Relations (DITPR) of MPWT on the development and awareness raising of the Road Care Mobile App developed by the Ministry of Public Works and Transport. It is a platform for the public to report any road maintenance (on potholes) needed to be attended to by the Ministry.

The project explores with MPWT the use of technology in support of road traffic accident blackspot investigation process and implementation of road safety decade of action plan – by introducing vehicles counting devices that could measure annual average daily traffic. The device can capture number of vehicles, types and weight of vehicles, operation speed, etc.

SUMAI had numerous learning opportunities throughout the project implementation. It has seen the opportunities in focusing further on data, innovation, experimentation, and its role to raise more awareness on sustainable urban mobility and transport.

With a strong consortium and support from the Ministry of Public Works and Transport, the project was able to open doors for opportunities and introduced interesting initiatives. The project was able to integrate learning experiences from other countries in the region, build strong partnerships, and provide support to strengthened national capacities on policy and regulations development, data management and analysis, amongst others.

In the future, SUMAI can focus more work on harnessing data to further support policy interventions, scaling innovation and experimentation, and become a knowledge platform spearheading dialogues and knowledge products to build a stronger network and ecosystem; promoting sustainable sector that brings forward accessible, inclusive and greener mobility and transport for all.

PROGRESS ON PLANNED ACTIVITIES AND RESULTS FOR PERIOD JUNE 2018 – JUNE 2021

Output 1: MPWT's capacity in traffic management and urban transport planning reinforced

1.1 Establish a traffic data management system

- 1.1.a Stakeholder Mapping and analysis of the sector
- 1.1.b Training on Urban Transport Regulation
- 1.1.c Conduct training courses road traffic accident data management and analysis for MPWT

1.2 Reinforce research and urban transport planning capacity

- 1.2.a Transforming Urban Mobility Study on the socio-economic effects of road accidents and urban inefficiencies
- 1.2.b Launch the findings on cost estimation and causal analysis of road traffic accident 2019

1.3 Develop smart urban mobility, transport and logistics policies

- 1.3.a Conceptualisation & formulation of policy interventions such as the National Land Transport Policy (NLTP)
- 1.3.b Consolidation of Master Plan on Intermodal Transport Connectivity and Logistics System

Output 2: Air pollution monitoring and clean fleet management solutions applied

2.1. Reinforce air quality monitoring capacity

- 2.1.a. Training on Emission Inventory and Roadmap Development
- 2.1.b. Support the academic research by ITC on air quality data collection in Phnom Penh
- 2.1.c. Air quality, monitoring, and calibration training with the Ministry of Environment
- 2.1.d. Air quality and innovation from People in Need (PIN) Cambodia

2.2. Launch incentive programme for use of clean Grab vehicles fleet

2.3. Introduce clean Fleet Management system and tools

- 2.3.a. Stakeholder consultation and report on recommended standards for adoption for electric 2- & 3- wheeled vehicles

Output 3: Innovative urban transport solution launched

3.1. Produce communication materials to promote clean fuels and vehicles and road safety

- 3.1.a. Road Care App to support national road campaigns
- 3.1.b. Provision of reflective stickers to support national road campaigns

3.2. Generate knowledge and solutions on smart urban transport

- 3.2.a. Cities for All Network Event
- 3.2.b. Urban Mobility Forum and Showcase Day

3.3. Develop and launch a national innovation challenges and hackathons on smart transport solutions

- 3.3.a. Implementation of the Youth Impact Challenge
- 3.3.b. Adapt, test and scale up Baja Maxima prototype "Abili-Tuk" and economic opportunities for PWDs

- 3.3.c. 6-months Urban Mobility Incubator Programme
- 3.3.d. Grab for Good Platform for Persons with Disability

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Output Indicators	Baseline	Target (2021)	Status (Achievements and Challenges)
Output 1: MPWT's capacity in traffic management and urban transport planning reinforced			
1.1. Establish a traffic data management system			
a. Stakeholder mapping and analysis of urban mobility and transport players in Cambodia	NO	YES	<p>[Achieved] A stakeholder mapping was conducted in the beginning of the project implementation to understand which actors would play an important part in the project and the sector. There are three main groups identified: high, medium, and low relevant stakeholders sector.</p> <p>This also includes capacity needs assessment of the MPWT and MoE in order to properly plan the capacity building needs and trainings for the two ministries. From this, trainings for relevant departments within MPWT and MoE were established for the duration of the project.</p>
b. Training on Urban Transport Regulation	NO	YES	<p>[Achieved] The Urban Land Transport Department was a newly established department under the General Department of Land Transport. UNDP provided training to the department on formulating a regulation. In addition, UNDP provided support to the department in developing and completing a Prakas for the department as an urgent request.</p> <p>The director of the department currently leads a technical committee with 35 members from line ministries discussing standards for 2 and 3 wheeler electric vehicles in Cambodia.</p>
c. Conduct training courses road traffic accident data management and analysis for MPWT	NO	YES	<p>[Achieved] UNDP provided training for 14 officials from MPWT on data collection, analysis, and report writing based on the Road Crash Victim Information System (RCVIS) which holds 80,398 observations of datasets. The first training focused on calculating costs of road traffic accidents. The second training focused on data analysis on causes of road accidents using the regression method. Participants were able to apply the regression analysis method while conducting data analysis for the report.</p>

Output Indicators	Baseline	Target (2021)	Status (Achievements and Challenges)
			UNDP provided support to MPWT to conduct a study supporting the UN Decade of Action by estimating fatality for the next 10, 20, and 50 years, and how many lives can be saved if road safety is strengthened.
1.2. Reinforce research and urban transport planning capacity			
a. Transforming Urban Mobility in Phnom Penh Study on the socio-economic effects of road accidents and urban inefficiencies	NO	YES	[Achieved] UNDP and Center for Khmer Studies (CKS) conducted a study focusing on the costs of urban inefficiencies and provided suggestions on how to improve transport to make it more accessible and inclusive. A webinar was conducted to present the findings to the public.
b. Launch the findings on cost estimation and causal analysis of road traffic accident 2019	NO	YES	[Achieved] As a product of the trainings provided by UNDP on data analysis, MPWT conducted a study to look into the cost and causes of road traffic accident in 2019, with two main objectives: 1) to estimate the economic cost of road traffic accidents in Cambodia through the use of human capital approach and RCVIS data from MPWT; and 2), to explore the factors as causes of fatal accidents and deaths by using econometric methods on MPWT's RCVIS data. The findings were included in the NRSC's "Annual Report: Road Crashes and Casualties in Cambodia 2019" and was launched on 23 rd June 2021.
1.3. Develop a smart urban mobility investment proposal			
a. Conceptualisation & formulation of policy interventions such as the National Land Transport Policy (NLTP)	NO	Draft	[On-going] First draft is available, but not able to be completed by conclusion of SUMAI Project. In an effort to help achieve Cambodia's long-term vision for 2030, UNDP supported MPWT to develop the NLTP. The policy will act as a guide to promote development of land transport in Cambodia which will contribute to Cambodia's economic growth in a sustainable and inclusive manner. The policy has collected inputs and gone through consultations with the public, private, and academic stakeholders.

Output Indicators	Baseline	Target (2021)	Status (Achievements and Challenges)
b. Master Plan on Intermodal Transport Connectivity and Logistics System	Interim Master Plan	Comprehensive Master Plan	<p>[Achieved] The Master Plan on Intermodal Transport Connectivity and Logistics System has been approved by the National Logistics Steering Committee in June 2021.</p> <p>UNDP supports MPWT in the consolidation of the Master Plan on Intermodal Transport Connectivity and Logistics System. UNDP has provided inputs on clean energy, environment, and climate change; areas that UNDP brings value to ensure sustainability and the SDGs in policy development.</p> <p>The Master Plan will promote integrated transport, improve the supply chain, cross-border movement and trade, and increase Cambodia's competitiveness while helping diversify the country's economy.</p>
Output 2: Air pollution monitoring and clean fleet management solutions applied			
2.1. Reinforce air quality monitoring capacity			
a. Training on Emissions Inventory and Roadmap Development	NO	YES	<p>[Achieved] Clean Air Asia provided training on emissions inventory and road map development to different government institutions such as MPWT, MoE, MAFF, MME, CDRI, GERES, EDC, MoH, MIH, other government institutions and academes. The trainings conducted successfully and participants were able to more gain knowledge on effective policy approach for better air quality and their roles to support this agenda.</p> <p>The training validated the potential of strengthened coordination efforts for sustained capacity building. The agencies were willing to share data because of previous experiences in compiling emission inventory for GHGs and realizing the benefits of integrating emission inventory of GHGs and air pollutants.</p>
b. Support the academic research by ITC on air quality data collection in Phnom Penh	NO	YES	<p>[Achieved] The study was completed and results were presented to the Ministry of Environment.</p> <p>UNDP and ITC conducted a study on indicative air quality measurement in Phnom Penh between December 2019 and March 2020. The results reconfirmed higher</p>

Output Indicators	Baseline	Target (2021)	Status (Achievements and Challenges)
			<p>levels of PM 2,5 and PM 10 during windy season (November to early March) compared to the rest of the year.</p> <p>The study indicated that the major pollutants are particulate matters (PM) which poses health risks to citizens in Phnom Penh. Burning of agriculture residues from rice fields, open waste burning, and other burning is increasing air pollution when the rainy season is over. However, the carbon analysis of OC/EC values (organic versus non-organic carbon) indicated that motor vehicle exhaust is one of the main sources of pollution in the city.</p>
c. Air quality, monitoring, and calibration training with the Ministry of Environment	NO	YES	<p>[Achieved] The trainings were provided to MoE on the calibration of air quality devices. UNDP also provided calibration devices and gas to support other devices already available. MoE staff were able to understand and analyse air quality data. The equipment provided by UNDP have been installed on MoE's rooftop. The equipment were able to analyse Ozone, SO2 and NO2. These were also used and helpful for calibration and recording 2-3 parameter air quality monitoring.</p>
d. Air quality and innovation from People in Need (PIN) Cambodia	NO	YES	<p>[Deliverables were not achieved. Partnership was terminated] Although one device was successfully installed on MoE's rooftop, PIN Cambodia was unable to produce 13 air quality devices due to delays from the supplier, testing and calibration of initial device, and technical difficulties (changing methodologies and approach for sensor verification) vis-à-vis the activity timeline.</p>
2.2 Launch incentive programme for use of clean Grab vehicles fleet	NO	YES	<p>[Not achieved]</p> <p>Grab was not able to launch an incentive programme for the use of clean Grab vehicles fleet. Grab's fleet in Cambodia already contains 50% of hybrid cars (Prius) and 100% of LPG run tuk-tuks.</p>
2.3. Introduce clean Fleet Management system and tools			

Output Indicators	Baseline	Target (2021)	Status (Achievements and Challenges)
a. Stakeholder consultation and report on recommended standards for adoption for electric 2- & 3-wheeled vehicles	NO	YES	[Achieved] Consultations were conducted with various government ministries and the Institute of Standards of Cambodia (ISC) on EV standards for 2 and 3 wheelers in Cambodia. CCA and ISC identified 12 standards for Cambodia.
Output 3: Innovative urban transport solution launched			
3.1. Produce communication materials to promote clean fuels and vehicles and road safety			
a. Road Care App to support national road campaigns	Road Care App developed by MPWT	Road Care App promoted	[Achieved] MPWT requested UNDP to support the development and public awareness of their in-house developed app called the Road Care App as an innovative tool to improve road safety and transport. The app has gained a total of 27,000 users from December 2018 to May 2021. MPWT has been able to repair 1,114 cases or 24% of the reported cases of potholes. MPWT plans to expand the functions of the app (traffic accidents, road violations, solid waste, and road care evaluations).
b. Provision of reflective stickers to support national road campaigns	NO	YES	[Achieved] 70,000 reflective stickers were provided to MPWT. These were distributed to 25 provinces in Cambodia during MPWT's National Road Safety Campaign in 2018, 2019, and 2020. The reflective stickers helped reducing traffic accidents by increasing the visibility of vehicles during night-time. The stickers have helped reduce about more than 50% of road accidents.
3.2 Generate knowledge and solutions on smart urban transport			
a. Cities of the Future Network Event	NO	YES	[Achieved] A networking event was organized by Impact Hub Phnom Penh with 190 attendees, 5 startup booths, and 9 speakers from the region. The event reached 37,000 people on social media. It initiated the dialogue on sustainable urban mobility and transport

Output Indicators	Baseline	Target (2021)	Status (Achievements and Challenges)
			in cities, sharing the experiences locally and regionally. During this networking event, Impact Hub launched the Urban Mobility Incubator.
b. Urban Mobility Forum and Showcase Day	NO	YES	[Achieved] MPWT hosted Cambodia’s first urban mobility and transport forum which invited regional speakers and experts on urban mobility and transport. A high-level dialogue occurred and a showcase day with more engaging activities, talks, networking, and booths followed the next day.
3.3 Develop and launch a national innovation challenges and hackathons on smart transport solutions			
a. Youth Ideation and Youth Impact Challenge	NO	YES	[Achieved] The Youth Ideation Roadshow was carried out in Phnom Penh, Siem Reap, and Battambang from December 2018 to March 2019 with almost 200 students participating. The ideation sessions provided a platform for students to express their opinions on the issues on traffic congestion and road safety. From the ideation sessions, Youth Impact Challenge was designed and launched to encourage youth to share their ideas for solution to tackle the sector’s challenges, and to build their knowledge and skills on product development, research, and business ideas. Three winners were identified (GreenBike, Rech Map, and G-Tran) and provided with seed funding to put to action their ideas.
b. Adapt, test and scale up Baja Maxima prototype “Abili-Tuk” and economic opportunities for PWDs	NO	YES	[Achieved] ADG was one of the groups that won in the Urban Mobility Incubator. The production of the “Abili-Tuk” is considered to be one of the biggest achievements of the project as it promoted inclusive and accessible transport and economic opportunities to persons living with disabilities, and especially women. ADG transformed a Baja Maxima to be driven by PWDs, specifically those with lower body impairment. The prototype was tested by 8 users, 4 of whom were women and handed over to PPCIL in November 2020, along with technical trainings and economic and financial literacy trainings. The project has scaled up the initiative and

Output Indicators	Baseline	Target (2021)	Status (Achievements and Challenges)
			provided 3 Abilui-Tuk to Cambodian Disabled People's Organization in support of the PwDs' mobility and income generation.
c. 6-months Urban Mobility Incubator Programme	NO	YES	<p>[Achieved] The project successfully implemented a 6-month business incubation program led by Impact Hub. Three winners were identified and provided with cash prize through the Innovation Award (Voltra, Luma System, and Agile Development Group). The skills training provided to the teams helped them sustain the business and take on resource mobilization.</p> <p>The three winners were awarded with \$5,000USD each. Luma System has utilized the funding to scale up its work from AI sensors on transport, to solid waste management tracking. Voltra and Agile utilized their prizes for maintaining the business.</p>
d. Grab for Good Platform for Persons with Disability	NO	YES	<p>[Achieved] Inspired by the dialogue on inclusive mobility from the forum, the project introduced Grab's regional platform on Grab for Good; providing economic opportunities to persons living with disability. Currently, Grab Cambodia has 10-12 PwD partner drivers. Grab pointed out that these drivers were earning more than the average drivers as they are put as priority drivers on the platform.</p> <p>During COVID-19 more driver partners wanted to join the platform. Persons living with disability were earning more than the average drivers and were put as priority response drivers when requests are made.</p> <p>With this initiative, safety is more than ever needed for both customer and driver. Hence, further education on inclusive mobility and transport to both driver partners and passengers are a priority.</p>

QUALITY OF RESULTS

Sustainability	<p>The project focused much of its efforts on keeping its activities sustainable to contribute to the solutions to improve traffic and transport related issues.</p> <p>Sustainability includes providing long-term approach and forward looking planning for activities. As UNDP is a strong partner for governments globally, SUMAI has introduced its knowledge and resources to support the following policy developments and interventions:</p> <ol style="list-style-type: none">(1) National Land Transport Policy (2021-2030)(2) Master Plan for Intermodal Transport Connectivity and Logistics System(3) Electric Vehicle Standards for 2 and 3 wheelers for the Institute of Standards of Cambodia (ISC)(4) Emissions Inventory Road Map for MoE(5) Urban Land Transport Department Prakas <p>More than just the contribution to policy interventions, SUMAI's sustainability efforts had also been visible in providing knowledge transfer and capacity building:</p> <ol style="list-style-type: none">(1) Cost estimation and causal analysis of road traffic accidents 2019 and the trainings on road traffic accident data management and analysis.(2) Training on air quality monitoring systems(3) Road Map for Emissions Inventory training <p>The project also focuses on the innovation, communication, and visibility aiming for sustainability as well.</p> <ol style="list-style-type: none">(1) The Urban Mobility Forum and Showcase Day, and Cities of the Future events have created the foundation for dialogue on urban mobility and transport in Cambodia amongst youth, entrepreneurs and different government ministries.(2) Urban Mobility Incubator and Youth Impact Challenge focused on honing the skills, ideas, and talents of startups and younger generation to realise their potential in supporting development challenges in Cambodia.(3) Providing economic opportunities to persons living with disability – transforming mobility in Cambodia to become more inclusive. <p>These initiatives will have lasting impacts beyond the end of the project focusing on policy development, capacity building, engaging with various stakeholders, especially youth.</p>
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National Capacity

The project was designed with guidance and consultation with key government partners, the Ministry of Public Works and Transport, the Ministry of Environment, and other line ministries/agencies.

The project supported MPWT in several trainings to support its capacity in policy making through the National Land Transport Policy 2021-2030, providing inputs to the Master Plan on Intermodal Transport Connectivity and Logistics System to ensure its sustainable effect to environment and people, and establishing a Prakas for the newly formed department under the General Department of Land Transport. Moreover, the project helped build the capacity of the Road Traffic Safety Department to manage and analyze traffic accident more in depth. Through the series of capacity building support, MPWT was able to:

- (1) Establish a first draft of the NTLP in 2021.
- (2) Formulate a Prakas for the Department of Urban Land Transport under the General Department of Land Transport.
- (3) Provide valuable inputs to and get approval from the National Logistics Steering Committee on the Master Plan on Intermodal Transport Connectivity and Logistics System
- (4) Identify 12 standards for Cambodia for electric vehicles for 2 and 3 wheeler vehicles (with the Institute of Standards of Committee)

In addition, the project was able to support the Department of Air Quality and Noise Management under the General Department of Environmental Protection on air quality monitoring and data analysis, training on emissions inventory road map development, research on air quality and pollutant sources in Phnom Penh, MoE was able to:

- (1) Calibrate their air quality monitoring system and new devices.
- (2) Apply their knowledge from the emissions inventory training to their current drafting of the Clean Air Plan (to be completed by July 2021).

In addition to these main ministries, the electric vehicle consultations have enabled ISC to improve its regulatory framework regarding the importation and manufacturing of 2- & 3-wheeler electric vehicles.

<p>Gender Equality and Women Empowerment</p>	<p>The National Land Transport Policy, the Master Plan on Intermodal Transport Connectivity and Logistics System, the study and capacity training on estimation and causal analysis of road traffic accident focused on improving Cambodia’s transportation system, making it safer and inclusive for women.</p> <p>Through the Urban Mobility Incubator and Youth Impact Challenge, the mentors, facilitators, and engaged youth groups showed a great balance and encouragement for women to share their ideas, and as well as represent their groups. This was most especially seen during the discussions with student during the Youth Ideation wherein most students who volunteered and participated in group discussions were women.</p> <p>Additionally, women empowerment through economic opportunities was one of the objectives of the Abili-Tuks. The prototypes ensured that half of the users would be women living with disabilities, and to encourage them to embrace the opportunity to be able to support their livelihoods.</p> <p>Although not implemented, the project explored potential synergies with Safetipin which focuses on the safety of women on the roads through a mobile-app, and which can also identify other road factors that make it ‘unsafe’ for women.</p> <p>This aspect, although challenging at times, continues to be an important part of identifying project success. As SUMAI prioritised inclusive transport, it put its efforts to empower women through different levels, policy, decisions making, engagement, and activity implementation.</p>
<p>Youth Engagement</p>	<p>SUMAI had a strong aspect in youth engagement through its Youth Ideation (and Roadshow), the Youth Impact Challenge (YIC), and the Urban Mobility Showcase Day.</p> <p>The Youth Ideation and Roadshow engaged with almost 200 students from Phnom Penh, Battambang, and Siem Reap, providing a platform for dialogue on issues affecting them related to the sector.</p> <p>The Youth Impact Challenge encouraged and showcased the skills, ability, and knowledge of Cambodia’s youth. The programme allowed youth to compete with innovative ideas on their own take on how they would solve urban mobility issues. The competition catered to students and young professionals to focus on three categories: research, project, social enterprise. Three winning teams were identified and provided seed funding to kickstart their ideas to become actual knowledge products.</p>

	<p>The Urban Mobility Showcase Day engaged youth in classroom talks and as well as the booths that were presented on urban mobility and transport in the city.</p>
Climate Change	<p>transportation sector was identified as one of the biggest contributors to GHG emissions. To help combat this, the project put climate change at the core of its activities and initiatives.</p> <p>The project addressed how people in Cambodia can become more resilient through awareness raising and knowledge sharing. Clean Air Asia supported the Institute of Standards of Cambodia, MPWT, MoE, and other stakeholders to promote the electric vehicles, identifying 12 standards for Cambodia. Moreover, it supported MoE on the Emissions Inventory and Road Map development, leading them to draft their Clean Air Plan for Cambodia. Moreover, the project conducted a research with ITC on air quality in Phnom Penh, specifically on particulate matter (PM) 2.5 and PM 10. This contributed to further policy work within MoE.</p> <p>The project was able to raise more awareness on cleaner transport modes (LPG run tuktuks and hybrid vehicles).</p>
No One Left Behind	<p>The SUMAI project focused on inclusive transport. It was able to engage with women and youth, and especially persons living with disability. By transforming tuktuks to become accessible for persons living with disability and providing them with economic opportunities. This initiative was done in an effort to reduce the mobility and accessibility barriers for PwDs and improve economic and social inclusiveness.</p>

INNOVATION

<p>What innovative methods were applied or tested this quarter?</p>	<ul style="list-style-type: none"> <input type="checkbox"/> Alternative Financing <input type="checkbox"/> Behavioral Insight <input type="checkbox"/> Blockchain <input checked="" type="checkbox"/> Challenge Prizes <input type="checkbox"/> Crowdsourcing <input type="checkbox"/> Crowdfunding <input type="checkbox"/> Foresight <input type="checkbox"/> Games for Social Good <input checked="" type="checkbox"/> Hackathon <input type="checkbox"/> Human-Centered Design <input type="checkbox"/> Innovation Lab <input type="checkbox"/> Micronarratives 	<ul style="list-style-type: none"> <input type="checkbox"/> Mobile-Based Feedback Mechanism <input checked="" type="checkbox"/> New and Emerging Data (e.g. Big Data) <input type="checkbox"/> Positive Deviance <input checked="" type="checkbox"/> Private Sector Partnership <input type="checkbox"/> Randomized Control Trial/Parallel Testing <input checked="" type="checkbox"/> Real-Time Monitoring <input type="checkbox"/> Remote Sensing/Unmanned Aerial Vehicles (UAVs) <input checked="" type="checkbox"/> Other (specify below)
<p><u>Challenge Prizes:</u> The project provided cash prizes for both its incubation programmes, the Youth Impact Challenge and the Urban Mobility Incubator. YIC provided up to \$5,000 cash prizes to three winning teams. The Urban Mobility Incubator identified three winners and provided each team with \$5,000 through the Innovation Award.</p> <p><u>Hackathon:</u> Two hackathon natured programmes were implemented and completed throughout the project duration. These were the Youth Impact Challenge and the Urban Mobility Incubator which ran for 6 months.</p> <p><u>New and Emerging Data:</u> As part of the first output of the project on data management for traffic, the project was able to dive deeper into understanding data and its role in policy development and solutions. Through the data collection and analysis training provided by UNDP’s socio-economic team, MPWT was able to realise the need to improve their datasets; the Road Traffic Safety Department is now able to analyse with new tools their existing data, and also integrate new factors or sets of data to strengthen their data analysis and report writing. Moreover, through data, MoE was also able to collect air quality data through the UNDP provided devices early on in the project. Their air quality data was able to support their policy decisions and advocacy.</p> <p><u>Private Sector Partnership:</u> The project is one of the first public-private partnerships of UNDP Cambodia.</p> <p><u>Real-Time Monitoring:</u> Under its air quality monitoring objective, the project supported MoE with real-time air quality monitoring although it was not completely successful and incomplete.</p>		

Other: Agile Development Group, with the support from UNDP, has developed the Abili-Tuk prototype which is a converted tuktuk that can be operated by PWDs, specifically people with lower body impairment.

SOUTH-SOUTH AND TRIANGULAR COOPERATION

Describe how South-South and Triangular Cooperation has contributed to your project?

Was South-South and Triangular Cooperation promoted and utilized through the project?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, briefly explain how. List countries engaged.	The Cities of the Future Networking event and the Urban Mobility Forum provided a platform for both local and regional cooperation. Some countries involved in those events were the Philippines, Hong Kong, Indonesia, Singapore, India, amongst others.

COMMUNICATIONS, KNOWLEDGE MANAGEMENT AND VISIBILITY

Insert information on communications and knowledge products created this year.

Knowledge Product Produced this Year	Type	Date Published/ Produced	Target audience	Link (if available)
Cities of the Future	Networking event, Internal Report	September 2018	Public	Press Release
Youth Ideation Roadshow and Youth Impact Challenge	Incubation/ Hackathon; Internal Report	2020	UNDP, Youth	Landing page
Draft of the National Land Transport Policy	Internal Document	February 2020	Gov't/Public	-

Study on the Cost Estimation and Causal Analysis of Road Traffic Accident 2019	Report	June 2021	Public	Report
Transforming Urban Mobility in Phnom Penh: Towards Inclusive and Equitable Urban Accessibility	Forum, Showcase Day, Internal Report	June 2021	Public	CKS Website
Master Plan for Intermodal Transport Connectivity and Logistics System	Internal Document	June 2021	Gov't/Public	-

<p>Was the project cited/quoted/featured in media reports/articles?</p>	<ul style="list-style-type: none"> • Key Logistics Hub Breaks Ground 2022 • Khmer Times – https://www.khmertimeskh.com/50879927/new-report-says-traffic-is-leading-cause-of-deaths-and-injuries-in-cambodia/ • Xinhua – http://www.xinhuanet.com/english/asiapacific/2021-06/24/c_1310024209.htm • The Cambodia Daily – https://english.cambodiadaily.com/news/traffic-accidents-leading-cause-of-deaths-injuries-in-cambodia-report-173851/ • China.org.cn – http://www.china.org.cn/world/Off_the_Wire/2021-06/24/content_77582843.htm • RFI (KH) – https://bit.ly/3gRft47 • Rasmei News (Khmer) – https://www.rasmeinews.com/archives/498632 • Koh Santepheap (Khmer) – https://kohsantepheapdaily.com.kh/article/1344565.html • DAP (Khmer) – https://dap-news.com/national/2021/06/23/158669/ • Ministry of Information (KH) – https://www.information.gov.kh/articles/46883 • Fresh News (KH) – http://freshnewsasia.com/index.php/en/localnews/202514-2021-06-23-09-31-27.html • Khmer Times, “Directive issued for disabled drivers licenses” • 5 Startups that are Changing Transportation in Cambodia • PP residents urged to use public transport • Taking Collaboration to the Next Level: UNDP’s Accelerator Labs and Impact Hub Cambodia’s joint efforts
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- [Grab to partner with deaf drivers](#)
- [UNDP and Grab to help fight traffic congestion](#)
- [Strategic Frameworks support for Cambodia through GGGI](#)
- [Popular Ride-Sharing Firm Grab Partners with Cambodian Gov't in Road Safety Project](#)
- [Grab to employ deaf drivers](#)
- [Impact Hub's latest ideation workshop](#)
- [The Best Way Forward for Southeast Asian Cities](#)
- [AREA Awards: Grab and UNDP Cambodia on Sustainable Urban Mobility for All Initiative \(SUMAI\)](#)
- [How a ride-hailing platform floors the way for smarter cities in Southeast Asia](#)
- [Road Care App - AMS Central](#)
- [Public Works Ministry launches campaign to promote Road Care Mobile App](#)
- [It is time for improving accessible public buses for everyone in the Urban \(Phnom Penh\) of Cambodia](#)
- Other Media coverage:
 - [FreshNews](#)
 - [ThmeyThmey](#)
 - [SG News Yahoo](#)
 - [Le Petit Journal](#)
 - [KHB Media](#)

PROJECT IMPLEMENTATION CHALLENGES

A. Project Challenges

As one of the first PPP implemented by UNDP Cambodia, the project faced some challenges based on desk research, interviews and consultations.

Ambitious Project Scope

The project scope was quite ambitious as it tried to tackle many areas of the broad sector of urban mobility and transport. Although there were set objectives, they were seen to be too extensive or out of scope for the technical expertise of the Country Office. With such an ambitious scope, it needed to address better some aspects of the project.

Human Resource

The project team did not have a permanent transport and air quality expert to fully drive the technical aspect of the project. The project later on was able to include necessary technical experts to support policy formulation and development, air quality experts, research, data analysis, amongst others technical areas of the project. The experts helped reposition SUMAI during its second year to become more efficient in delivering tangible results. In a similar manner, incubation management was seen as a challenge, especially with the Youth Impact Challenge identifying some areas for improvement for a better and more insightful experience for participants.

Financial resources

During the project implementation, more activities were being planned. Although additional funding was successful provided to SUMAI from TRAC 2 amounting to \$210,000USD, this financial support was enough to cover existing activities of the project. The project had opened doors for opportunities for new activities to fit the project; however, those needed further financial resources.

COVID-19 Pandemic

With the outbreak of COVID-19 in March of 2020, activities were delayed and the project became less active. For example, consultation with stakeholders on the NLTP and workshops have been delayed. As well as production of results from the Youth Impact Challenge winners as data collection was put on hold due to the situation and safety restrictions imposed.

Innovation and Experimentation

The project wanted to focus on innovation and be able to introduce new, trendy, and techy opportunities to the project. With deliverables and project outputs expecting concrete results, it became a challenge to produce those tangible results due to the enthusiasm of the of project team to keep exploring. For example, the production of air quality devices were not achieved due to high expectations and limited timeline.

Event(s) Organized – Urban Mobility Forum

With the events introduced by the project, there was inconsistency in terms of dialogues and concrete call to action. The events had gathered local and regional experts to share experiences. However, there needed to be further dialogues to help promote more awareness and knowledge sharing on the sector.

B. Lessons Learned

Understanding private sector

By working with Grab, the project was able to learn from the perspective of Grab (as the main private sector partner). Being able to understand the objectives of the private sector can enhance the relationship and priorities of partners for the project.

UNDP's Value Added and Value Proposition

The project has enabled UNDP to realise its added value in policy development, research, innovation, and experimentation. Through the various activities and stakeholders involved in the project, it had provided UNDP an insight on its added value in those areas focusing on the sustainable development goals.

Policy and regulatory reform processes require longer term engagement. UNDP may consider focused, longer term technical support in areas where the project has generated opportunities for policy or regulatory reforms (e.g. standards).

Internal Capacity

Transport or air quality expertise was provided through short term consultancies. Given the technical nature of many project activities, it is recommended to integrate longer term technical expertise as part of the core team for any future programming.

Partnerships & Engagement

The project was able to learn that building partnerships is vital to achieving project outcome. A key takeaway from this front is to be able to cooperate with existing development partners working on similar objectives to avoid redundancy of the work, and to build a stronger project collectively. Moreover, the project learned that engaging with the youth created a much powerful effect to communicate road safety and sustainable transport, as they are active citizens eager to learn.

Innovation and Experimentation

The project learned how to work with innovation and technology. Through the data analysis work, air quality devices, transformation of the Abili-Tuk, Road Care App, SUMAI saw the opportunity to further support these activities through experimentation. Initiatives with high potential should then be connected to longer term, growth stage support to allow them achieve impact at scale.

FINANCIAL STATUS AND UTILIZATION

Table 1: Contribution overview [01 June 2018 to 30 June 2021]

SOURCE OF FUND	CONTRIBUTIONS		
	Committed Resources	Received	Contribution Balance
04000 - TRAC	389,827.40	389,827.40	-
04010 - TRAC2	206,600.06	206,600.06	-
30000 - GRAB	150,000.00	150,000.00	-
Total:	746,427.46	746,427.46	-

Table 2: Compare Initial Budget with Latest Budget Revision [1 June 2018 to 30 June 2021]

SOURCE OF FUND	Initial Budget	Increase/Decrease	Budget Revision
04000 - TRAC	320.000,00	69.827,40	389.827,40
04010 - TRAC2		206.600,06	206.600,06
30000 - GRAB	150.000,00	-	150.000,00
Total	470.000,00	276.427,46	746.427,46

Table 3: Cumulative expenditure [01 June 2018 to 31 Dec 2020]

OUTPUT/FUND	2018-2020 BUDGET	2018-2020 EXPENDITURE	BALANCE	DELIVERY (%)
By Output				
Output 1: MPWT's capacity in traffic management and urban transport planning reinforced	196,830.81	196,830.81	-	100%
Output 2: Air pollution monitoring and clean fleet management solutions applied	217,324.71	217,324.71	-	100%
Output 3: Innovative urban transport solution launched	201,075.27	201,075.27	-	100%
Project Management	57,185.98	57,185.98	-	100%
Total By Output	672,416.77	672,416.77	-	100%
By Fund				
04000 - TRAC1	353,560.40	353,560.40	-	100%
04010 - TRAC2	206,600.06	206,600.06	-	100%
30000 - GRAB	112,256.31	112,256.31	-	100%
Total By Fund	672,416.77	672,416.77	-	100%

Table 4: Budget Utilization [01 Jan to 31 May 2020]

OUTPUT/FUND	2021 APPROVED BUDGET	2020 Carried forward Commitment	TOTAL	EXPENDITURE 1 Jan to 31 Jun 2021	2021 Outstanding Commitment	Total Expenditure & Commitment	Balance	DELIVERY (%) including commitment
By Output								
Output 1: MPWT's capacity in traffic management and urban transport planning reinforced	45,543.00	2,000.00	47,543.00	22,161.16	10,500.00	32,661.16	14,881.84	69%
Output 2: Air pollution monitoring and clean fleet management solutions applied	7,560.00	-	7,560.00	(78.94)		(78.94)	7,638.94	-1%
Output 3: Innovative urban transport solution launched	3,183.69	-	3,183.69	14,001.18		14,001.18	(10,817.49)	440%
Project Management	15,724.00	-	15,724.00	8,351.57	3,000.00	11,351.57	4,372.43	72%
Total By Output	72,010.69	2,000.00	74,010.69	44,434.97	13,500.00	57,934.97	16,075.72	78%
By Fund								
04000 - TRAC	34,267.00	2,000.00	36,267.00	19,391.88	2,000.00	21,391.88	14,875.12	59%
30000 - GRAB	37,743.69	-	37,743.69	25,043.09	11,500.00	36,543.09	1,200.60	97%
Total By Fund	72,010.69	2,000.00	74,010.69	44,434.97	13,500.00	57,934.97	16,075.72	78%

Table 5: Multi-Year Budget [2018 - 2023]

OUTPUT/FUND	2018	2019	2020	2020 Commitment	2021	TOTAL
By Output						
Output 1: MPWT's capacity in traffic management and urban transport planning reinforced	17,901.00	113,528.01	65,401.80	2,000.00	45,543.00	244,373.81
Output 2: Air pollution monitoring and clean fleet management solutions applied	87,935.24	92,479.42	36,910.05		7,560.00	224,884.71
Output 3: Innovative urban transport solution launched	20,663.00	143,272.19	37,140.08		3,183.69	204,258.96
Project Management	1,098.24	29,679.24	26,408.50		15,724.00	72,909.98
Total By Output	127,597.48	378,958.86	165,860.43	2,000.00	72,010.69	746,427.46
By Fund						
04000 - TRAC1	97,597.24	112,797.63	143,165.53	2,000.00	34,267.00	389,827.40
04010 - TRAC2		207,150.06	(550.00)			206,600.06
30000 - GRAB	30,000.24	59,011.17	23,244.90		37,743.69	150,000.00
Total By Fund	127,597.48	378,958.86	165,860.43	2,000.00	72,010.69	746,427.46

Sovanna CHI

From: Nimnuon IvEk
Sent: Tuesday, March 29, 2022 3:57 PM
To: Sovanna CHI
Subject: FW: Invitation to SUMAI Final Stakeholders Meeting, 28 June at 2:00-3:30 PM
Attachments: Minutes SUMAI Final Stakeholders Meeting - FINAL.docx

From: Lang Sok <lang.sok@undp.org>
Sent: Tuesday, July 27, 2021 9:38 AM
To: Voun Chhoun <voun.chhoun@gmail.com>; Pich CHHIENG <chhiengpich@gmail.com>; vantha prum <vantha_prum@yahoo.com>; ponsokuntheara@gmail.com; Rith72@yahoo.com; Chea Nara <cheanara@online.com.kh>; choek vi chet <choekvichet@yahoo.com>; pentonat007@yahoo.com; Andrew Woo <andrew.woo@grab.com>; Hashim Alkaff <hashim.alkaff@grab.com>; VAN David (Vichet) <vandavid@online.com.kh>; melissa@energylab.asia; bridget@energylab.asia; 'Natharoun NGO' <natharoun.ngo@khmerstudies.org>; Laube Lukáš <lukas.laube@peopleinneed.cz>; melanie.mossard@impacthub.net; yann@voltramotors.com; borey@lumasystem.com; Ian Jones <ian@agiledg.com>; meysamith@ppcil.org; monika.mak@cdpo.org; Kathleen Dematera <kathleen.dematera@cleanairasia.org>; Glynda Bathan <glynda@cleanairasia.org>; taing@itc.edu.kh; tsmey16@gmail.com; limmengheang99@gmail.com; ourn.vimoil@gmail.com; seneykun11@gmail.com; Kak Vonn <kak.vonn@gmail.com>; Chanbandith Pich <chanbandith@yahoo.com>; Seakly Toek <seaklytoek1196@gmail.com>; Sokphalkun Out <phalkun@energylab.asia>; Moly <or.moly@itc.edu.kh>; THANH Channmuny <channmuny@itc.edu.kh>; leakhena_hang@yahoo.com; sreanaun@gmail.com; Rithy KAN <rithy_kan@hotmail.com>; 'Vong Monea' <admin@cdpo.org>; 'Chhor Bonnaroath' <pm@cdpo.org>; Chandath Him <hcdmoe@gmail.com>; Legarta Johanna <johanna.legarta@peopleinneed.cz>
Cc: Nick Beresford <nick.beresford@undp.org>; Nimnuon IvEk <nimnuon.ivek@undp.org>; Julien Chevillard <julien.chevillard@undp.org>; Dany Vinh <dany.vinh@undp.org>; Samruol Im <samruol.im@undp.org>; Sovanna CHI <sovanna.chi@undp.org>; Bora Phat <bora.phat@undp.org>
Subject: RE: Invitation to SUMAI Final Stakeholders Meeting, 28 June at 2:00-3:30 PM

Dear Excellencies and colleagues,

Apology for delay in sending the meeting minutes. Attached please find the minutes for your kind information.

Thank you and best regards,
Lang

From: Lang Sok
Sent: Monday, June 28, 2021 3:40 PM
To: 'Voun Chhoun' <voun.chhoun@gmail.com>; 'Pich CHHIENG' <chhiengpich@gmail.com>; 'vantha prum' <vantha_prum@yahoo.com>; 'ponsokuntheara@gmail.com' <ponsokuntheara@gmail.com>; 'Rith72@yahoo.com' <Rith72@yahoo.com>; 'Chea Nara' <cheanara@online.com.kh>; 'choek vi chet' <choekvichet@yahoo.com>; 'pentonat007@yahoo.com' <pentonat007@yahoo.com>; 'Andrew Woo' <andrew.woo@grab.com>; 'Hashim Alkaff' <hashim.alkaff@grab.com>; 'VAN David (Vichet)' <vandavid@online.com.kh>; 'melissa@energylab.asia' <melissa@energylab.asia>; 'bridget@energylab.asia' <bridget@energylab.asia>; 'Natharoun NGO' <natharoun.ngo@khmerstudies.org>; 'Laube Lukáš' <lukas.laube@peopleinneed.cz>; 'melanie.mossard@impacthub.net' <melanie.mossard@impacthub.net>; 'yann@voltramotors.com' <yann@voltramotors.com>; 'borey@lumasystem.com' <borey@lumasystem.com>; 'Ian Jones' <ian@agiledg.com>; 'meysamith@ppcil.org' <meysamith@ppcil.org>; 'monika.mak@cdpo.org' <monika.mak@cdpo.org>; 'Kathleen Dematera' <kathleen.dematera@cleanairasia.org>; 'Glynda Bathan' <glynda@cleanairasia.org>; 'taing@itc.edu.kh' <taing@itc.edu.kh>; 'tsmey16@gmail.com' <tsmey16@gmail.com>; 'limmengheang99@gmail.com'

<limmengheang99@gmail.com>; 'ourn.vimoil@gmail.com' <ourn.vimoil@gmail.com>; 'seneykun11@gmail.com' <seneykun11@gmail.com>; 'Kak Vonn' <kak.vonn@gmail.com>; 'Chanbandith Pich' <chanbandith@yahoo.com>; 'Seakly Toek' <seaklytoek1196@gmail.com>; 'Sokphalkun Out' <phalkun@energylab.asia>; 'Moly' <or.moly@itc.edu.kh>; 'THANH Channmuny' <channmuny@itc.edu.kh>; 'leakhena_hang@yahoo.com' <leakhena_hang@yahoo.com>; 'sreanaun@gmail.com' <sreanaun@gmail.com>; 'Rithy KAN' <rithy_kan@hotmail.com>; 'Vong Monea' <admin@cdpo.org>; 'Chhor Bonnaroath' <pm@cdpo.org>; 'Chandath Him' <hcdmoe@gmail.com>; 'Legarta Johanna' <johanna.legarta@peopleinneed.cz>

Cc: Nick Beresford <nick.beresford@undp.org>; Nimnuon IvEk <nimnuon.ivek@undp.org>; Julien Chevillard <julien.chevillard@undp.org>; Dany Vinh <dany.vinh@undp.org>; Samruol Im <samruol.im@undp.org>; Sovanna CHI <sovanna.chi@undp.org>; Bora Phat <bora.phat@undp.org>

Subject: RE: Invitation to SUMAI Final Stakeholders Meeting, 28 June at 2:00-3:30 PM

Dear Excellencies and colleagues,

Many thanks for joining and contributing to the meeting's discussion. It was a very engaging session.

We will share minutes of the meeting when it becomes available.

Have a nice Monday.

Best, Lang

From: Lang Sok

Sent: Monday, June 28, 2021 10:09 AM

To: 'Voun Chhoun' <voun.chhoun@gmail.com>; 'Pich CHHIENG' <chhiengpich@gmail.com>; 'vantha prum' <vantha_prum@yahoo.com>; 'ponsokuntheara@gmail.com' <ponsokuntheara@gmail.com>; 'Rith72@yahoo.com' <Rith72@yahoo.com>; 'Chea Nara' <cheanara@online.com.kh>; 'choek vi chet' <choekvichet@yahoo.com>; 'pentonat007@yahoo.com' <pentonat007@yahoo.com>; 'Andrew Woo' <andrew.woo@grab.com>; 'Hashim Alkaff' <hashim.alkaff@grab.com>; 'VAN David (Vichet)' <vandavid@online.com.kh>; 'melissa@energylab.asia' <melissa@energylab.asia>; 'bridget@energylab.asia' <bridget@energylab.asia>; 'Natharoun NGO' <natharoun.ngo@khmerstudies.org>; 'Laube Lukáš' <lukas.laube@peopleinneed.cz>; 'melanie.mossard@impacthub.net' <melanie.mossard@impacthub.net>; 'yann@voltramotors.com' <yann@voltramotors.com>; 'borey@lumasystem.com' <borey@lumasystem.com>; 'Ian Jones' <ian@agiledg.com>; 'meysamith@ppcil.org' <meysamith@ppcil.org>; 'monika.mak@cdpo.org' <monika.mak@cdpo.org>; 'Kathleen Dematera' <kathleen.dematera@cleanairasia.org>; 'Glynda Bathan' <glynda@cleanairasia.org>; 'taing@itc.edu.kh' <taing@itc.edu.kh>; 'tsmey16@gmail.com' <tsmey16@gmail.com>; 'limmengheang99@gmail.com' <limmengheang99@gmail.com>; 'ourn.vimoil@gmail.com' <ourn.vimoil@gmail.com>; 'seneykun11@gmail.com' <seneykun11@gmail.com>; 'Kak Vonn' <kak.vonn@gmail.com>; 'Chanbandith Pich' <chanbandith@yahoo.com>; 'Seakly Toek' <seaklytoek1196@gmail.com>; 'Sokphalkun Out' <phalkun@energylab.asia>; 'Moly' <or.moly@itc.edu.kh>; 'THANH Channmuny' <channmuny@itc.edu.kh>; 'leakhena_hang@yahoo.com' <leakhena_hang@yahoo.com>; 'sreanaun@gmail.com' <sreanaun@gmail.com>; 'Rithy KAN' <rithy_kan@hotmail.com>; 'Vong Monea' <admin@cdpo.org>; 'Chhor Bonnaroath' <pm@cdpo.org>; 'Chandath Him' <hcdmoe@gmail.com>; 'Legarta Johanna' <johanna.legarta@peopleinneed.cz>

Cc: Nick Beresford <nick.beresford@undp.org>; Nimnuon IvEk <nimnuon.ivek@undp.org>; Julien Chevillard <julien.chevillard@undp.org>; Dany Vinh <dany.vinh@undp.org>; Samruol Im <samruol.im@undp.org>; Sovanna CHI <sovanna.chi@undp.org>; Bora Phat <bora.phat@undp.org>

Subject: RE: Invitation to SUMAI Final Stakeholders Meeting, 28 June at 2:00-3:30 PM

Dear Excellencies and colleagues,

This is a gentle reminder for the final SUMAI meeting this afternoon from 2:00PM; with zoom link

<https://undp.zoom.us/j/83544378311?pwd=amZ6QlphNlVPektPd2lOdzByejhFZz09>

Relevant materials can be found through this link:

https://drive.google.com/drive/folders/1BA20oI6P5IU33RVaS_tkmf9U5CA-tqj?usp=sharing

Thank you and best regards,

Lang

From: Lang Sok

Sent: Friday, June 25, 2021 12:33 PM

To: Voun Chhoun <voun.chhoun@gmail.com>; Pich CHHIENG <chhiengpich@gmail.com>; vantha prum <vantha_prum@yahoo.com>; ponsokuntheara@gmail.com; Rith72@yahoo.com; Chea Nara <cheanara@online.com.kh>; choek vi chet <choekvichet@yahoo.com>; pentonat007@yahoo.com; Andrew Woo <andrew.woo@grab.com>; Hashim Alkaff <hashim.alkaff@grab.com>; VAN David (Vichet) <vandavid@online.com.kh>; melissa@energylab.asia; bridget@energylab.asia; 'Natharoun NGO' <natharoun.ngo@khmerstudies.org>; Laube Lukáš <lukas.laube@peopleinneed.cz>; melanie.mossard@impacthub.net; yann@voltramotors.com; borey@lumasystem.com; Ian Jones <ian@agiledg.com>; meysamith@ppcil.org; monika.mak@cdpo.org; Kathleen Dematera <kathleen.dematera@cleanairasia.org>; Glynda Bathan <glynda@cleanairasia.org>; taing@itc.edu.kh; tsmey16@gmail.com; limmengheang99@gmail.com; ourn.vimoil@gmail.com; seneykun11@gmail.com; Kak Vonn <kak.vonn@gmail.com>; Chanbandith Pich <chanbandith@yahoo.com>; Seakly Toek <seaklytoek1196@gmail.com>; Sokphalkun Out <phalkun@energylab.asia>; Moly <or.moly@itc.edu.kh>; THANH Channmuny <channmuny@itc.edu.kh>; leakhena_hang@yahoo.com; sreanaun@gmail.com; Rithy KAN <rithy_kan@hotmail.com>; 'Vong Monea' <admin@cdpo.org>; 'Chhor Bonnaroath' <pm@cdpo.org>; Chandath Him <hcdmoe@gmail.com>

Cc: Nick Beresford <nick.beresford@undp.org>; Nimnuon IvEk <nimnuon.ivek@undp.org>; Julien Chevillard <julien.chevillard@undp.org>; Dany Vinh <dany.vinh@undp.org>; Samruol Im <samruol.im@undp.org>; Sovanna CHI <sovanna.chi@undp.org>; Bora Phat <bora.phat@undp.org>

Subject: RE: Invitation to SUMAI Final Stakeholders Meeting, 28 June at 2:00-3:30 PM

Dear Excellencies and colleagues,

Thank you very much for your confirmation and/or delegating your representatives to this virtual meeting (zoom link <https://undp.zoom.us/j/83544378311?pwd=amZ6QlphNlVPektPd2lOdzByejhFZz09>).

You may find relevant materials for the meeting through this link https://drive.google.com/drive/u/0/folders/1BA20oI6IP5IU33RVaS_tkmf9U5CA-tqj

Happy Friday and weekend ahead.
Best, Lang

From: Lang Sok

Sent: Monday, June 21, 2021 2:57 PM

To: Voun Chhoun <voun.chhoun@gmail.com>; Pich CHHIENG <chhiengpich@gmail.com>; vantha prum <vantha_prum@yahoo.com>; ponsokuntheara@gmail.com; Rith72@yahoo.com; Chea Nara <cheanara@online.com.kh>; choek vi chet <choekvichet@yahoo.com>; pentonat007@yahoo.com; Andrew Woo <andrew.woo@grab.com>; Hashim Alkaff <hashim.alkaff@grab.com>; VAN David (Vichet) <vandavid@online.com.kh>; melissa@energylab.asia; bridget@energylab.asia; 'Natharoun NGO' <natharoun.ngo@khmerstudies.org>; Laube Lukáš <lukas.laube@peopleinneed.cz>; melanie.mossard@impacthub.net; yann@voltramotors.com; borey@lumasystem.com; Ian Jones <ian@agiledg.com>; meysamith@ppcil.org; monika.mak@cdpo.org; Kathleen Dematera <kathleen.dematera@cleanairasia.org>; Glynda Bathan <glynda@cleanairasia.org>; taing@itc.edu.kh; tsmey16@gmail.com; limmengheang99@gmail.com; ourn.vimoil@gmail.com; seneykun11@gmail.com

Cc: Nick Beresford <nick.beresford@undp.org>; Nimnuon IvEk <nimnuon.ivek@undp.org>; Julien Chevillard <julien.chevillard@undp.org>; Dany Vinh <dany.vinh@undp.org>; Samruol Im <samruol.im@undp.org>; Bora Phat <bora.phat@undp.org>

Subject: Invitation to SUMAI Final Stakeholders Meeting, 28 June at 2:00-3:30 PM

Dear Excellencies and Colleagues,

UNDP would like to invite you to join the Sustainable Urban Mobility for All Initiative (SUMAI) Final Stakeholders Meeting which will be held on Monday 28th June 2021 between 2:00 – 3:30 pm by Zoom (Link:

<https://undp.zoom.us/j/83544378311?pwd=amZ6QlphNlVPektPd2lOdzByejhFZz09>). The purpose of the meeting is to review and assess performance, lessons learnt and sustainability of its results. Please find enclosed Agenda of the meeting.

SUMAI has been approved and started implementation in June 2018. Seen as a catalytic investment, SUMAI aims to provide the means to plan and improve the present urban traffic and transport systems through the generation of data on traffic and air quality in the city to guide policy and regulatory decisions. The intended impact would be better-informed policies and investment decisions in support of sustainable and smart urban mobility and transport solutions.

SUMAI has the following outputs:

- Output 1: Harness data to equip governments to develop informed policies
- Output 2: Address the urgency to combat air pollution & promote better air quality
- Output 3: Promote innovative and smart solutions for urban mobility & transport.

I would like to attach for your background reference, the project document and the 2020 Annual Progress Report.

Further documents that will be discussed at the meeting will be shared in the coming days.

Thank you and best regards,

Lang



Lang Sok (Ms.)

Policy Analyst – SDGs and Private Sector Engagement

United Nations Development Programme (UNDP)

53 Pasteur Street, BKK1

Phnom Penh, Cambodia

Tel: +855 23 216 167, ext:1432

Cell: +855 (0)17 663 006

E-mail: lang.sok@undp.org

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