

Comments on “The Future of LAMAT in Asia” -from the viewpoints of JICA’s cooperation -



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Background (1)

- Rapid increase of population in Asian cities
- LAMAT jobs are less entry limitation

Largest 10 Year Historical Growth Rates
WORLD METROPOLITAN REGIONS

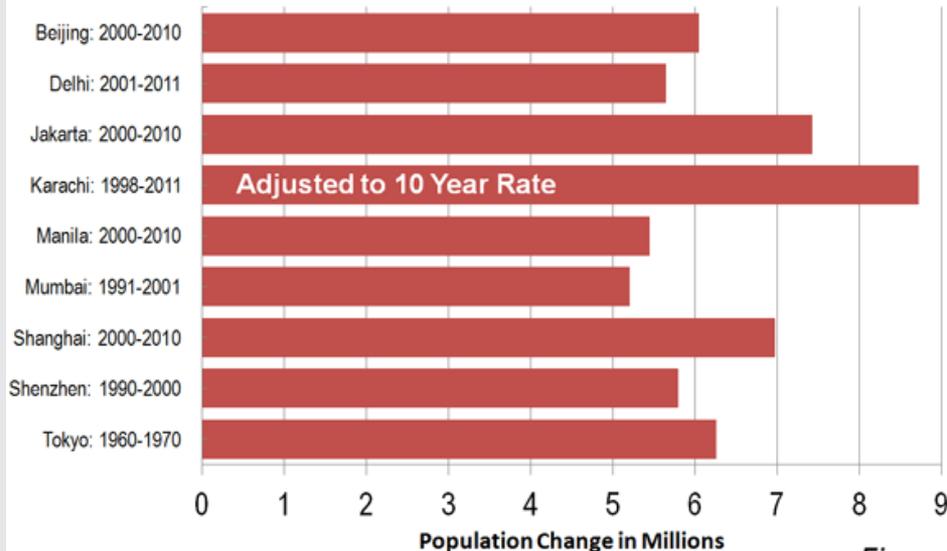


Figure 3



Jakarta, Indonesia

Background (2)

- Many railway projects are under construction and/or are consideration in Asian cities.
- However, less people get direct benefit from such projects if less consideration of access/egress



Summary of presentation

- Make definition of “LAMAT”
 - Review of present situation with 2.7 mill. trips in 11 Asian cities.
 - Analysis perspective of future LAMAT from the viewpoints of 4 aspects
 - Taking into consideration of innovation (IC ticket, App, e-vehicle etc)
- **LAMAT should be sustained for a certain time!**

Phnom Penh at a glance

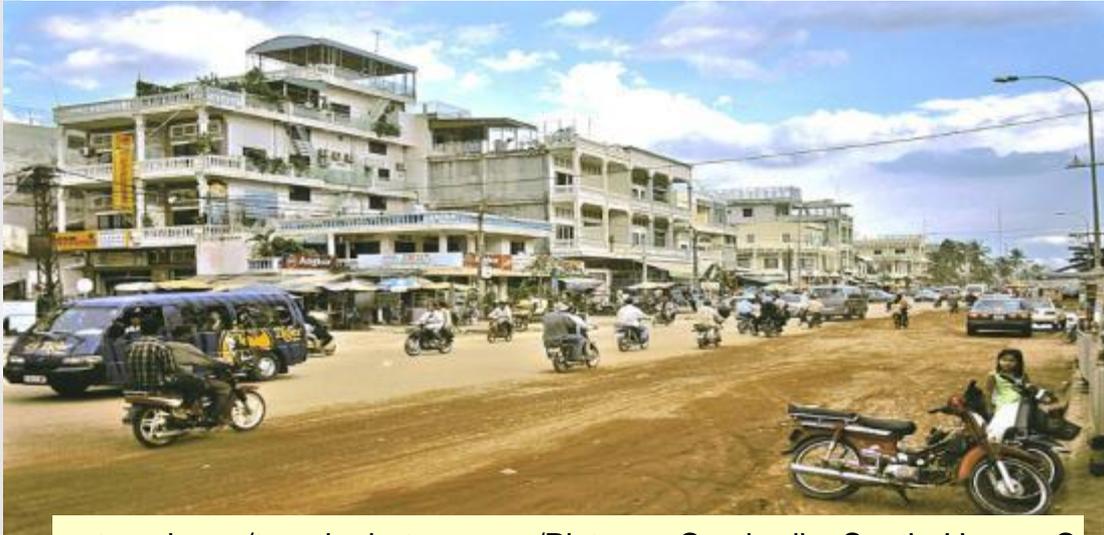


Phnom Penh



- GDP/cap: \$ 1,230 (2012)
→ \$7,053 (2035)
- Population: 1.85mill.(2012)
→ 2.87mill.(2035)
- Newly registered vehicle in past 5 years: 1.4 million
- Public bus : 5 route
→10 route
- LAMAT: Motodop, Cycro, Motorumok etc

Phnom Penh at a glance



Phnom Penh in 2000

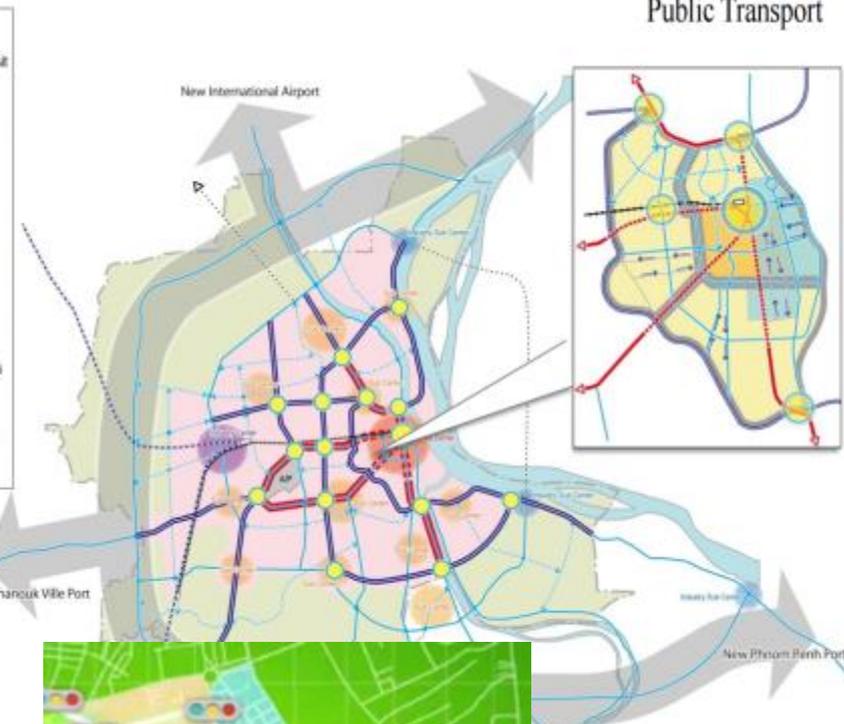
http://www.rontravel.com/travel_photo_pages/Pictures_Cambodia_South_Happy_Cannibal.htm



Phnom Penh in 2014

JICA's approach

Public Transport



- Master plan in 2001, 2014
- Public bus trial in 2001, 2014
- Enforcement of citizens
- Controlled **traffic light systems** to be installed
- Support Phnom Penh Public Bus with **80 bus vehicles** to be provided
- **AGT** as trunk public transport system in mid-long term

2014 Masterplan

AGT and role of LAMAT



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AGT is estimated to carry 75,000/day in 2035.

Modal share of LAMAT will be **11.4%** in 2035, while it is 13.4% in 2012.

- “As one of feeder level transport, para-transit (LAMAT) still plays vital role”
- Para-transit (LAMAT) services are entitled to growing concern for its support of the informal economy.