

PROJECT INFORMATION SHEET

PIP No :

862

(To be allocated by MOP)

PART A : BASIC PROJECT INFORMATION

(Must be completed in all cases)

1. PROJECT NAME: **Less than container load (LCL) enhancement Project**
2. PROJECT DATES:
- PROJECT START: **1/1/2025**
- ESTIMATED COMPLETION: **12/31/2027**
3. TOTAL PROJECT COST: **\$1,000,000**
4. RESPONSIBLE MINISTRY: **Ministry of Public Works & Transport**
- RESPONSIBLE UNIT: **General Department of Logistic**
- អង្គភាពទទួលខុសត្រូវ: **នាយកដ្ឋានភ័ស្តុភារកម្ម នៃអគ្គនាយកដ្ឋានភស្តុភារកម្ម**
5. PROJECT STATUS: **Planned**

DETAILED PROJECT INFORMATION

6. TYPE OF PROJECT: **Free-standing technical assistance**
7. SOURCE OF PROJECT FUNDING: **Donor Sought**
8. THE POLICY AREA OF THE PENTAGON STRATEGY PHASE I THAT THIS PROJECT FALLS UNDER:V
Side 4. Strengthening of Social Protection System and Food System
9. THE CONTRIBUTION OF THE PROJECT TO ACHIEVE THE ABOVE POLICY:
Human resources development short courses training and update new technology on transport and logistics.
10. SUPPORT TO CAMBODIA INDUSTRIAL DEVELOPEMENT POLICY:
Does this Project support to the implementation of the Cambodia Industrial Development Policy? **No**

11. SECTOR:

Transport

**Railways
Logistic
Ports and Waterways
Logistic
Roads
Logistic**

12. PROJECT LOCATION: (Describe the location of the project and its components.)

All Provinces,

13. PROJECT OBJECTIVE: (Describe the major purpose of the project.)

The project aims to increase the availability of logistics hub services which is a core objective in the Strategy 2: Development of Logistics Hubs for Multi-Modal Transport. Moreover, the project is also expected to reduce of logistics costs by establishing efficient logistics services fits well with the strategy objectives.

14. PROJECT DESCRIPTION: (Provide a description of the project and all its components.)

The project aims to enhance the availability of Less than Container Load (LCL) service and reduce the costs of LCL. There are two possible components:

- One called "Milk-Run": LCL needs to be gathered in one place for container to be sealed (and the seal cannot be broken till the final destination). With the deregulation from the General Department of Custom and Excise, it becomes possible, for example, to collect half of the goods in Phnom Penh and collect the other half in Bavet, then send the full container to Japan or China form a Vietnam Port. This will open an new business opportunity in LCL market.

- The other called "LCL one-stop-service": the LCL market is fragmented. There are specialized dry ports in the market and each of them operates separately without any coordination—that ends up with market inefficiency in the small and fragile market. The idea is to establish one-stop service so that anyone can tap the door to fine the most efficiency deal in the LCL market.

15. PROJECT JUSTIFICATION: (Give reasons why this particular project is considered worthwhile.)

98% of enterprises in Cambodia are SMEs. While large and international companies have large amounts of goods to transport with full containers, small companies do not have enough goods to fill the full container on a daily/regular basis, and may have to wait for a long time before shipping goods to the next destination. There are already some LCL activities available in Cambodia; however, these efforts are limited to large companies and it seems that the supply does not meet the large demand in the LCL market. Overall, the availability of business cases in the LCL market remains limited. Therefore, the LCL prices are considered as high (often as high as for Full Container Load services).

16. BENIFITS: (Who will benefit, directly and indirectly, from the project?)

- o Cambodia country,
- o Cambodia people,
- o MPWT, and
- o Private sector, especially SMEs .

17. FEASIBILITY STUDY

Is a Feasibility Study for the project required? **Yes**

If YES, has it been carried out? **Not yet**

18. SOCIAL & ENVIRONMENT IMPACT: (Briefly describe the effects of the project, if any, on the people and the surrounding enviroment. Will the project assist in alleviating poverty?)

people and the surrounding environment. Will the project assist in alleviating poverty?)

The project will not be effected the environment and local people because the project aims to build capacity and enhance transport and logistics service.

19. CLIMATE CHANGE

a. Is any activity or output of the project related to Climate Change? **Yes**

If Yes, please indicate **Mitigation**

b. How is the project relevant to Climate Change?

Please select a Climate Change related sector of the project and fill up the contribution of the climate change related expenditure compared to the total project cost.

Climate Change-Related Sector	Percentage	Climate Change Relevance
-------------------------------	------------	--------------------------

20. DISASTER RISK REDUCTION

Is any activity or output of the project related to Disaster Risk Reduction? **Yes**

If Yes, please indicate **Preparedness**

21. GENDER ANALYSIS: (How does the project affect the roles of the men and women in the project area? Will women be actively involved in the implementation of the project?)

Wherever the project is, it will not be effected for the men and women. It will be provided the works and knowledge for the locale people for both gender.

22. CAPACITY TO IMPLEMENT: (Does the Ministry have the skills and experience required to implement the project?)

Ministry has some skills and experiences, yet we still need some more experienced people, experts, and oversea trained to assist because the project seems to be new in Cambodia and needs more experience from oversea operation.

23. STATUS OF PROJECT IMPLEMENTATION: (Provide a brief update on the progress of the project to date. Discuss any major problems causing delays in project implementation.)

គម្រោងនឹងដំណើរការតាមការគ្រោងទុកបើសិនជាមានថវិកាគ្រប់គ្រាន់សម្រាប់ការអនុវត្តគម្រោង ។

24. PROJECT PRIORITY: (Please indicates the priority ranking of the project decided by the ministry/agency.)

10

25. DONOR INVOLVEMENT: (Provide any information on current or potential donor involvement in the project.)

- o China,**
- o Korea,**
- o Japan.**

PART B : PROJECT COSTS AND FUNDING SOURCES
(In US\$'000)

INVESTMENT COST	2023		2024 Budget	2025 Estimate	2026 Estimate	2027 Estimate	3yr Total 2025-2027	Recurrent Cost Est.
	Budget	Actual						
Operational Expenditure	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Salaries	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Materials + Admin	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capital Expenditure	0.0	0.0	0.0	500.0	500.0	0.0	1,000.0	0.0
Construction	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Consultancy (i.e. TA) + Admin	0.0	0.0	0.0	500.0	500.0	0.0	1,000.0	0.0
Equipment+ Furniture	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Training	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL COST	0.0	0.0	0.0	500.0	500.0	0.0	1,000.0	0.0
FUNDING SOURCES	2023		2024 Budget	2025 Estimate	2026 Estimate	2027 Estimate	3yr Total 2025-2027	
	Budget	Actual						
Project Revenue	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Government Funding	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Cash Input	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Other Resources	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Donor Funding								
TOTAL COMMITTED FUNDING	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
FUNDING REQUIRED	0.0	0.0	0.0	500.0	500.0	0.0	1,000.0	
(Total Cost - Funding Available)								

**Seen and Approved by
Minister**

(Signature)

Date :