

PART A : BASIC PROJECT INFORMATION

(Must be completed in all cases)

1. PROJECT NAME: **Phnom Penh Ring Road No.3 (NR4 to NR1) With Main Line 47.608 Km and Branch Line 5.375 Km**
2. PROJECT DATES:
- PROJECT START: **1/1/2019**
- ESTIMATED COMPLETION: **9/6/2023**
3. TOTAL PROJECT COST: **\$267,670,000**
4. RESPONSIBLE MINISTRY: **Ministry of Public Works & Transport**
- RESPONSIBLE UNIT: **General Department of Public Works**
- អង្គភាពទទួលខុសត្រូវ: **អគ្គនាយកដ្ឋានសាធារណការ**
5. PROJECT STATUS: **Completed**

DETAILED PROJECT INFORMATION

6. TYPE OF PROJECT: **Investment project**
7. SOURCE OF PROJECT FUNDING: **Concessional Loan**
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:
Construct the physical infrastructure of Phnom Penh Capital Region, easing the south-north traffic pressure in the urban area and east-west traffic pressure crossing the Bassac River, supporting the socioeconomic development and urbanization process.
10. SUPPORT TO CAMBODIA INDUSTRIAL DEVELOPEMENT POLICY:
Does this Project support to the implementation of the Cambodia Industrial Development Policy? **No**
11. SECTOR:
Transport **Roads**
12. PROJECT LOCATION: (Describe the location of the project and its components.)
Phnom Penh, Kandal,
13. PROJECT OBJECTIVE: (Describe the major purpose of the project.)
- 1. Improving National Road Network in Cambodia**
 - 2. Accelerating Urbanization, Enhancing Development of the City, Promoting City Status and Building Phnom Penh Metropolitan Area**
 - 3. Implementing Overall Plan of Phnom Penh city and Improving Ring Road Network**
 - 4. Achieving Fast Transit, Easing Traffic Pressure on Urban Area and Relieving Traffic Bottleneck on Existing Urban Roads**
 - 5. Enhancing Connection among Phnom Penh Airport, Railway Station and Phnom Penh Port New Container Terminal, Improving Collecting and Dispatching Capacity**
 - 6. Encouraging Comprehensive Development of Society and Economy**
14. PROJECT DESCRIPTION: (Provide a description of the project and all its components.)

The total length of the Phnom Penh Ring Road No.3 (NR4~NR1) is 47.608Km, and branch line is 5.375Km. concrete surface course for branch line.

Bridges & Culverts: For mainline, 11 bridges with total length of 1541m, 4 grade separations with total length of 1000m, totally 15 bridges with the total length of 2541m, and 113 culverts are proposed. For branch line, 2 bridges with total length of 130m, and 14 culverts are proposed.

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

This project is the important part of the planned third ring road, connects with NR5, NR4, NR3, NR2, NR21&NR1 directly, and links to NR6 with other roads, forms the traffic main road of southwest Phnom Penh, which will reduce the traffic pressure of Phnom Penh City.

The construction of this project will make a traffic diversion at City Area and connect with Port Area by branch line. It is the significance for improving logistics, reducing traffic pressure and alleviating traffic jams effectively.

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

The people who live in this region. The national road network of Cambodia and the urban infrastructure of Phnom Penh Capital.

17. FEASIBILITY STUDY

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

If YES, has it been carried out? **Has been done**

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?)

The Social & Environment Impact Report is being prepared. A certain quantity of house demolishing and land acquisition shall be conducted during construction. However, the completion of this project will exert positive influence on land utilization of this region, giving a strong support to the development of this region.

Corresponding measures against adverse environmental impact factors will be taken during the design period, construction period and operation period, so as to eliminate, retard or reduce the adverse impacts on environment and to achieve the purpose of environmental protection.

19. CLIMATE CHANGE

a. Is any activity or output of the project related to Climate Change? **No**

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
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20. DISASTER RISK REDUCTION

Is any activity or output of the project related to Disaster Risk Reduction? **No**

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?)

On the construction phase of this project, it will provide large quantity of employment opportunities for local people, causing income increasing for both men and women in the project area.

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

Yes, the MPWT has the best capacity and rich experience on Road Infrastructure projects.

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.)

Has completed Preliminary Design Scheme in April, 2015.

Has completed Preliminary Design and Feasibility Study Report in February, 2016.

Negotiation of Design and Construction Contract and Loan Agreement may cause delays in project implementation.

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

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

China

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

INVESTMENT COST	2022		2023 Budget	2024 Estimate	2025 Estimate	2026 Estimate	3yr Total 2024-2026	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	65,917.5	0.0	1,000.0	0.0	0.0	0.0	0.0	0.0
Construction	65,917.5	0.0	1,000.0	0.0	0.0	0.0	0.0	0.0
Consultancy (i.e. TA) + Admin	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	65,917.5	0.0	1,000.0	0.0	0.0	0.0	0.0	0.0
FUNDING SOURCES	2022		2023 Budget	2024 Estimate	2025 Estimate	2026 Estimate	3yr Total 2024-2026	
	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	65,917.5	0.0	1,000.0	0.0	0.0	0.0	0.0	
China	65,917.5	0.0	1,000.0	0.0	0.0	0.0	0.0	
TOTAL COMMITTED FUNDING	65,917.5	0.0	1,000.0	0.0	0.0	0.0	0.0	
FUNDING REQUIRED	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
(Total Cost - Funding Available)								

**Seen and Approved by
Minister**

(Signature)

Date :