

## PART A : BASIC PROJECT INFORMATION

*(Must be completed in all cases)*

1. PROJECT NAME: **The Design and Construction of National Road No. 71C length 117.5 Km ( Phase II)**
2. PROJECT DATES:
- PROJECT START: **4/2/2021**
- ESTIMATED COMPLETION: **11/1/2025**
3. TOTAL PROJECT COST: **\$129,980,000**
4. RESPONSIBLE MINISTRY: **Ministry of Public Works & Transport**
- RESPONSIBLE UNIT: **Shanghai Construction Group (SCG)**
- អង្គភាពទទួលខុសត្រូវ: **អគ្គនាយកដ្ឋានសាធារណការ**
5. PROJECT STATUS: **On Going**

### *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 to the isolated area of Kampong Cham Province and Tbong Khmum Province, 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.)

**Tbong Khmum, Kampong Cham,**

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

- 1. Improving National Road Network in Cambodia.**
- 2. Promoting Transport Construction Development of New Tbong Khmum Province.**
- 3. Encouraging Comprehensive Development of Society and Economy of project region.**
- 4. Necessary to Drive the Development of Cambodia's Tourism in the middle and eastern parts.**

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

The total length of main line of NR71C is 93.3Km, and branch line is 24Km. The design criteria for the road is based on highway Class □ with a design speed of 60km/h, the top width of the subgrade is 12m. The proposed pavement structure is Double bituminous surface treatment.

The proposed pavement structure is: DBST surface course+ 18cm graded crushed stone base course (CBR≥100) + 32cm gravel soil subbase course (CBR≥30) + 20cm gravel soil cushion (CBR≥10).

Bridge width : 12m or 13.5m (for Mekong River Bridge).

The length of Steung Trang-Krouch Chhmar Bridge over the Mekong River which is phase I of NR No 71C is 1331m.

There are 167 culverts for main line and 14 culverts for branch line. There are 14 bridges (excluding Mekong River Bridge) with total length of 866m for main line, one bridge with length of 25m for branch line.

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

Tboung Khmum Province is newly split out from the original Kampong Cham Province. The scarcity of existing roads transport is a strong restrict for the development of new province. As it is newly founded, it urgently needs to improve road network with neighboring provinces. The construction of this project will facilitate a deeper communication for people along the route area and strengthen a closer connection for Kampong Cham Province and Tboung Khmum Province. Thus, it can help these two provinces share a joint development.

Also this project can promote the social economic development and reduce the poverty, further improve infrastructure development and economic development. It can accelerate the traffic transit among Kampong Cham and Tboung Khmum Province and make the traffic network in Cambodia more rational and perfect by adding a high-grade road in the middle and eastern parts.

So far, the only means to cross the Mekong River between Krouch Chhmar District and Stueng Trang District is by ferry, and the nearest bridge crossing the Mekong River is the Kampong Cham Bridge on NR7 which is about 30km downstream from the project. Therefore, the construction of the Stueng Trang -Krouch Chhmar Bridge over Mekong River is of great importance for improving the local traffic conditions, strengthening the transversal connection of Kampong Cham province and Tboung Khmum Province, and enhancing the economic development in areas along the route.

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 project region.**

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? **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
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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?)

**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 December, 2015.**

**Preliminary Design and Feasibility Study Report has been completed.**

**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	2023		2024 Budget	2025 Estimate	2026 Estimate	2027 Estimate	3yr Total 2025-2027	Recurrent Cost Est.
	Budget	Actual						
<b>Operational Expenditure</b>	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
<b>Capital Expenditure</b>	19,497.0	19,500.0	19,497.0	19,497.0	0.0	0.0	19,497.0	0.0
Construction	19,497.0	19,500.0	19,497.0	19,497.0	0.0	0.0	19,497.0	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
<b>TOTAL COST</b>	19,497.0	19,500.0	19,497.0	19,497.0	0.0	0.0	19,497.0	0.0
FUNDING SOURCES	2023		2024 Budget	2025 Estimate	2026 Estimate	2027 Estimate	3yr Total 2025-2027	
	Budget	Actual						
<b>Project Revenue</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
<b>Government Funding</b>	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	
<b>Donor Funding</b>	19,497.0	19,500.0	19,497.0	19,497.0	0.0	0.0	19,497.0	
China	19,497.0	19,500.0	19,497.0	19,497.0	0.0	0.0	19,497.0	
<b>TOTAL COMMITTED FUNDING</b>	19,497.0	19,500.0	19,497.0	19,497.0	0.0	0.0	19,497.0	
<b>FUNDING REQUIRED</b>	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 :