

PART A : BASIC PROJECT INFORMATION

(Must be completed in all cases)

1. PROJECT NAME: **The Construction of National Road No. 60B (Kampong Thma – Kratie) length 140 km**
2. PROJECT DATES:
- PROJECT START: **11/1/2027**
- ESTIMATED COMPLETION: **5/1/2031**
3. TOTAL PROJECT COST: **\$180,000,000**
4. RESPONSIBLE MINISTRY: **Ministry of Public Works & Transport**
- RESPONSIBLE UNIT: **Shanghai Construction Group (SCG)**
- អង្គភាពទទួលខុសត្រូវ: **អគ្គនាយកដ្ឋានសាធារណការ**
5. PROJECT STATUS: **Planned**

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 Thom Province and Kratie 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.)

Kampong Thom, Kratie,

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

- 1. Improve the travel condition for residents along the route;**
- 2. Promote the economic development along the route;**
- 3. Enhance the connection between Kampong Thom and Kratie and help in attracting tourists from the eastern regions to Siem Reap.**
- 4. Perfect the road network in middle and eastern regions.**

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

The total length of main line of NR60B is 140 Km

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

National Road No.60B will integrate the middle and eastern parts of Cambodia, intensify the transversal transportation capacity of middle and eastern regions, and perfect the road network in middle and eastern regions. Therefore, the traffic flow from the middle and northwest parts to the eastern part can go to Kratie directly via NR No.60B instead of NR71 and NR7, thus shortening the distance by 81km and saving time.

The reconstruction of the NR No.60B linking Kampong Thom and Kratie provinces plays an important role in promoting Cambodia economic integration and driving the economic development in all provinces along the highway, so as to realize a leap-forward economic development in Cambodia.

Kampong Thom, the starting point of the Project, is located in the golden tourist belt from Phnom Penh to Siem Reap, there are dense forests along the route, and the ending point of the Project is located on the side of Mekong River with beautiful scenery. After the completion of the Project, it will enhance the connection between Kampong Thom and Kratie and help in attracting tourists from the eastern regions to Siem Reap, so the construction of the Project plays an important role in improving tourism condition and driving tourism with rapid development

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
-------------------------------	------------	--------------------------

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 May, 2012.

Preliminary Design and Feasibility Study Report is being prepared.

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.)

31

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

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	0.0	0.0	36,000.0	36,000.0	0.0
Construction	0.0	0.0	0.0	0.0	0.0	36,000.0	36,000.0	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	0.0	0.0	0.0	0.0	0.0	36,000.0	36,000.0	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	0.0	0.0	0.0	0.0	0.0	36,000.0	36,000.0	
China	0.0	0.0	0.0	0.0	0.0	36,000.0	36,000.0	
TOTAL COMMITTED FUNDING	0.0	0.0	0.0	0.0	0.0	36,000.0	36,000.0	
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 :