

PROJECT INFORMATION SHEET

PIP No :

104

(To be allocated by MOP)

PART A : BASIC PROJECT INFORMATION

(Must be completed in all cases)

1. PROJECT NAME: **Flood Damaging Road Rehabilitation Project of NR7 from Kla Stus to O Chalang (South Section) Length 93.565 km**
2. PROJECT DATES:
- PROJECT START: **1/1/2017**
- ESTIMATED COMPLETION: **5/30/2019**
3. TOTAL PROJECT COST: **\$36,593,800**
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: **Grant**
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 upgrade this important National Road and perfect the road network, promoting the development of Kratie Province.
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.)

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. Strengthen the communication between border area and inland area of Cambodia, of great importance for improving the border traffic and promoting the development of border economy of Cambodia;**
- 4. Upgrade the existing National Road leading to the Laos, forming a fast transport line along the east bank of the Mekong River between Cambodia and Laos.**

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

The total length of south section is 93.69km. The subgrade width is 11m and arranged as: 0.5m soil shoulder + 1.5m hard shoulder +2×3.5m carriageway + 1.5m hard shoulder + 0.5m soil shoulder = 11m.

For sections which were completed rehabilitation by MPWT in the year of 2015, 10cm asphalt concrete will be paved on existing pavement (DBST).

For unrepaired sections, roadbed will be repaired by gravel soil and new pavement will be constructed as following: 10cm asphalt concrete + 20cm graded crushed stone base course (CBR≥100) + 20cm crushed stone subbase course (CBR≥80).

Meanwhile, parts of bridges & culverts, side slope, drainage facilities and safety facilities shall be reconstructed or rehabilitated.

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

This project is an essential part of Asia Highway No.7. By rehabilitation and improvement, the traffic capacity and service level of the road shall be further enhanced, which will promote the economic development in Greater Mekong Subregion effectively.

NR7 of Cambodia is a truck road in the northeast Cambodia. The damaging situation of NR7 impacts the traffic capacity seriously. Completion of this project is of important significance for improving local traffic conditions and facilitating the development of local economy and tourism.

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 traffic 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 completion of this project will upgrade the Highway Grade of the existing NR7, saving the traffic time for local people, 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.)

Status of project implementation. Local management method has been adopted for this project (the first time for china-aid project).

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

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

Grant from China Government.

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

INVESTMENT COST	2018		2019 Budget	2020 Estimate	2021 Estimate	2022 Estimate	3yr Total 2020-2022	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	5,463.6	0.0	1,821.2	0.0	0.0	0.0	0.0	0.0
Construction	5,463.6	0.0	1,821.2	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	5,463.6	0.0	1,821.2	0.0	0.0	0.0	0.0	0.0
FUNDING SOURCES	2018		2019 Budget	2020 Estimate	2021 Estimate	2022 Estimate	3yr Total 2020-2022	
	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	5,463.6	0.0	1,821.2	0.0	0.0	0.0	0.0	
China	5,463.6	0.0	1,821.2	0.0	0.0	0.0	0.0	
TOTAL COMMITTED FUNDING	5,463.6	0.0	1,821.2	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 :