

PART A : BASIC PROJECT INFORMATION

(Must be completed in all cases)

1. PROJECT NAME: **Reconstruction Project National Road No.378 (DongKralor–Siem Pang–Voeun Sai–O Chum–Banlung) length 141km , Tonle Kong and Tonle San Bridge**
2. PROJECT DATES:
- PROJECT START: **10/1/2025**
- ESTIMATED COMPLETION: **4/1/2027**
3. TOTAL PROJECT COST: **\$123,000,000**
4. RESPONSIBLE MINISTRY: **Ministry of Public Works & Transport**
- RESPONSIBLE UNIT: **General Department of Public Works**
- 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 Stung Treng Province and Rattanak Kiri Province Province, promoting the development of border economy of Cambodia.
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.)

Ratanak Kiri, Stung Treng,

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

The main objective of this project is to connect the Lao- Cambodia-Vietnam together in this region within the GMS (Great Mekong Subregion) framework. At the same time, it can increase the trade and tourism in Stung Treng Province, Ratanak Kiri province and the northeast area of Cambodia by connecting National Road No.7 and National Road No.78.

Being at the border area between Cambodia, Laos and Vietnam, the project has a very significant geographical location. After completion, the project will enhance border area economic and trade exchanges, promote communication between people from above three countries, stimulate the economic development of border provinces and improve traffic conditions along the route.

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

The total length is 132.3km. There will be two large bridges within this project, which are San Bridge & Kong Bridge are with the same length of 646m.

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 and arranged as: 2×3.5m carriageway +2×1.5m hard shoulder +2×1.0m earth shoulder =12m. The DBST is adopted for the surface course. The bridge width will be 12m.

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

Road No.378 is a connection line between National Road No.7 and National Road No.78, connecting Stung Treng Province and Ratanak Kiri Province. Meanwhile, Road No.378 links with NR76 on the east leading to Moudul Kiri Province, links with NR9 on the west leading to Preah Vihear Province, which will contribute a lot for perfecting the national road network in Cambodia.

The construction of Road No.378 is in need of the development of north-eastern Cambodia, communication between north region of Cambodia and southeast region of Laos and the middle region of Vietnam, and perfecting the road network of border area between above three country. It is also in need of improving living and production conditions along the route, improving the local travel conditions, promote the social economic development and reduce poverty, improve the basic conditions of national defense, and promote peaceful development in border areas.

So far, the only means to cross the Tonle Kong River at Siem Pang District City and the Tonle San River at Veun Sai District City is by ferry. Therefore, the construction of the project is of great importance for improving the traffic condition in the above districts, strengthening the transversal connection of Stung Treng Province and Ratanak Kiri 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 **Adaptation**

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.)

Preliminary Design Scheme 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.)

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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						
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	4,600.0	10,900.0	20,750.0	36,250.0	0.0
Construction	0.0	0.0	0.0	4,600.0	10,900.0	20,750.0	36,250.0	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	4,600.0	10,900.0	20,750.0	36,250.0	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	4,600.0	10,900.0	20,750.0	36,250.0	
China	0.0	0.0	0.0	4,600.0	10,900.0	20,750.0	36,250.0	
TOTAL COMMITTED FUNDING	0.0	0.0	0.0	4,600.0	10,900.0	20,750.0	36,250.0	
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 :