PROJECT INFORMATION SHEET

PIP No : **107**

(To be allocated by MOP)

PART A : BASIC PROJECT INFORMATION

(Must be completed in all cases)

1. PROJECT NAME: **National Road No.23 (NR3-NR2–NR21–NR110-NR118A)**

2. PROJECT DATES:

PROJECT START: **12/1/2018**

ESTIMATED COMPLETION: **6/1/2021**

3. TOTAL PROJECT COST: **$89,000,000**

4. RESPONSIBLE MINISTRY: **Ministry of Public Works & Transport**

RESPONSIBLE UNIT:

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5. PROJECT STATUS: **Deleted**

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

9. THE CONTRIBUTION OF THE PROJECT TO ACHIEVE THE ABOVE POLICY:

Construct the physical infrastructure to the isolated area of Takeo Province and Kandal Province, supporting the socioeconomic development and prefect road network.

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.)

Kandal, Takeo,

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. Perfect the road network of the southern part of Cambodia, intensify the transversal transportation capacity of southern regions.
4. Encouraging Comprehensive Development of Society, Trade and Tourism of Takeo Province and Kandal Province.

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

The total length of NR23 is about 63.549km, of which the section from K42+917.5～K43+747.5 crossing the Bassac River are not included in the project. Most part of the route locates in flood retention area, so the construction cost of this project is large.
The design speed of this project is 60km/h, the top width of the subgrade is 9m and arranged as: 1.0m soil shoulder + 3.5m carriageway + 3.5m carriageway + 1.0m soil shoulder = 9m. The construction periodt is 42 months.
The proposed pavement structure is: DBST surface course + 20cm graded crushed stone (CBR≥80) base + 32cm gravel soil (CBR≥80) subbase + 20cm gravel soil (CBR≥10) cushion.
The existing bridges and culverts have insufficient width and are to be removed and reconstructed. There are 9 large bridges with total length of 1465m, 7 medium bridges with total length of 329m and 139 new culverts of the whole project.

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

As a connecting line between NR3, NR2, NR21, NR110 and NR118A, as well as NR1 via NR118A, NR23 will integrate the southern part of Cambodia, intensify the transversal transportation capacity of southern regions, perfect the road network in southern regions, and end up the history of travelling by ferry on both banks of Bassac River. The construction of the Project can also enhance the construction of roads along the route, promote the social and economic development of areas along the route and the development of inland areas, and enlarge the economic radiation scope
Since the existing roads is not available. The construction of the project will enhance the traffic condition of areas along the route, promote the social and economic development of areas along the route, and enlarge the economic radical scope.
After the completion of NR23, it can facilitate the fast traffic between Takeo Province and Kandal Province and make the traffic network in Cambodia more reasonable and perfect by adding a high-grade road in the southern part of Cambodia.

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? **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

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 IMPLEMENTION: (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, 2012.
Has completed Feasibility Study Report in March, 2013.
Has completed Preliminary Design in June, 2013.
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.)

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

INVESTMENT COST	2017		2018 Budget	2019 Estimate	2020 Estimate	2021 Estimate	3yr Total 2019-2021	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	1,000.0	1,000.0	3,000.0	5,000.0	0.0
Construction	0.0	0.0	0.0	1,000.0	1,000.0	3,000.0	5,000.0	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	1,000.0	1,000.0	3,000.0	5,000.0	0.0
FUNDING SOURCES	2017		2018 Budget	2019 Estimate	2020 Estimate	2021 Estimate	3yr Total 2019-2021	
	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								
TOTAL COMMITTED FUNDING	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
FUNDING REQUIRED	0.0	0.0	0.0	1,000.0	1,000.0	3,000.0	5,000.0	
(Total Cost - Funding Available)								

Seen and Approved by Minister

(Signature)

Date :