

## PART A : BASIC PROJECT INFORMATION

*(Must be completed in all cases)*

1. PROJECT NAME: **Construction of Cambodia–Vietnam Border Road (NR310-NR1)**
2. PROJECT DATES:
- PROJECT START: **12/1/2025**
- ESTIMATED COMPLETION: **6/1/2027**
3. TOTAL PROJECT COST: **\$184,000,000**
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 Svay Rieng Province and Prey Veng 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.)

**Svay Rieng,**

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

- 1. Improve the travel condition for residents along the route, promote the border area trading and tourism;**
- 2. Promote the economic development along the route and reduce the poverty;**
- 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. Accelerate the traffic transit among the southeastern border area in Svay Rieng Province and Prey Veng Province and make the traffic network in Cambodia more perfect by adding a high grade road along Cambodia-Vietnam border.**

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

The total length of Cambodia – Vietnam Border Road (NR310~NR1) is 170km. About 50km of the route locates in flood retention area, so the construction cost of this project is large.

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 9m and arranged as: 1.0m soil shoulder +2×3.5m carriageway+ 1.0m soil shoulder = 9m

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).

The bridge width will be 10m. To satisfy the requirements of concentrate precasting and convenient transportation, prestressed concrete hollow slabs are adopted for the superstructure of bridges. Column piers, column or U-shaped abutments are adopted for the substructure. Pile foundations are mainly adopted for the substructure.

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

The main objective of this project is a border road along Cambodia-Vietnam border. The Project will intensify the road network from NR1 to the border and change the original linear traffic into network traffic thus dramatically improves the traffic capacity of border area and promotes the border area trading and tourism. Accelerate the traffic collection and dispatching in Southeastern Cambodia.

Running along Cambodia-Vietnam border, the construction of the Project will contribute a lot to improving the traffic condition and enhancing the economic development of the border area. In addition, this project will strengthen the national defense infrastructure and adds a fast transit line for military transportation and logistics support.

Meanwhile, the construction of the project can promote the mutual communication and economic and trade cooperation among countries in the Great Mekong Region, enhance the peaceful development of those countries, and ensure regional safety and stability.

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? Is being prepared

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
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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.)

**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.)

**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>	0.0	0.0	0.0	0.0	1,000.0	1,000.0	2,000.0	0.0
Construction	0.0	0.0	0.0	0.0	1,000.0	1,000.0	2,000.0	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
<b>TOTAL COST</b>	0.0	0.0	0.0	0.0	1,000.0	1,000.0	2,000.0	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>								
<b>TOTAL COMMITTED FUNDING</b>	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
<b>FUNDING REQUIRED</b>	0.0	0.0	0.0	0.0	1,000.0	1,000.0	2,000.0	
(Total Cost - Funding Available)								

**Seen and Approved by  
Minister**

(Signature)

Date :