

PART A : BASIC PROJECT INFORMATION

(Must be completed in all cases)

1. PROJECT NAME: **Rehabilitation Project of National Road No.7 (Ponhea Kraek-Snuol-Kratie)**

2. PROJECT DATES:

PROJECT START: **10/1/2019**

ESTIMATED COMPLETION: **5/1/2022**

3. TOTAL PROJECT COST: **\$120,000,000**

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 of Kratie Province and Tboung Khmum 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.)

Kratie,

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

- 1. Improving National Road Network in Cambodia.**
- 2. Promoting Transport Construction Development of New Tbong Khmum Province.**
- 3. Encouraging Comprehensive Development of Society and Economy of project region.**
- 4. Necessary to drive the Development of Cambodia's Tourism in the north and eastern parts.**
- 5. Enhance Cambodia-Vietnam border area economic and trade exchanges.**

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

The length of NR7 (Ponhea Kraek-Snuol-Kratie) is 150Km. The design criteria for the road is based on highway Class II with a design speed of 80km/h, the top width of the subgrade is 12m. The subgrade width is arranged as: 1.0m soil shoulder + 1.5m hard shoulder + 2x3.5m carriageway + 1.5m hard shoulder + 1.0m soil shoulder = 12m. The proposed pavement structure is Asphalt Concrete. Roadbed will be repaired and new pavement will be constructed as following:

7cm asphalt concrete surface course + 20cm graded crushed stone base course (CBR \geq 100) + 30cm gravel soil subbase course (CBR \geq 30) + 20cm gravel soil bedding course (CBR \geq 10).

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

Bridge width: 12m.

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

National Road No.7 (Ponhea Kraek-Snuol-Kratie) is an important south-north transportation route among Northeast Cambodia, connecting Kratie Province and Tboung Khmum Province. However, the traffic situation of National Road No.7 is poor currently with low-grade pavement (Double bituminous surface treatment in deteriorated condition). It is of urgent need to upgrade the National Road No.7 with asphalt concrete in the near future to improve the local traffic conditions and strengthen the economic development.

After completion, the project would improve the traffic conditions of Kratie Province and Tboung Khmum Province, strengthen economic and trade growth, stimulate tourism resource development. Meanwhile, construction of this project would greatly promote the urbanization process of the region along the route.

The route passes through the border area between Cambodia and Vietnam at Snuol of Kratie Province (Connecting NR74 leading to Vietnam) and Ponhea Kraek of Tboung Khmum Province (Connecting NR72 leading to Vietnam). After completion, the project will enhance border area economic and trade exchanges, promote communication between people from Cambodia and Vietnam, stimulate the economic development of border provinces and improve traffic conditions 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? 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	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	0.0	1,000.0	3,000.0	4,000.0	0.0
Construction	0.0	0.0	0.0	0.0	1,000.0	3,000.0	4,000.0	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	1,000.0	3,000.0	4,000.0	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	0.0	1,000.0	3,000.0	4,000.0	
(Total Cost - Funding Available)								

**Seen and Approved by
Minister**

(Signature)

Date :