

## PART A : BASIC PROJECT INFORMATION

*(Must be completed in all cases)*

1. PROJECT NAME: **Road Connectivity Improvement Project (RCIP: NR7,73,PR377-377A)**
2. PROJECT DATES:
- PROJECT START: **12/1/2020**
- ESTIMATED COMPLETION: **6/1/2027**
3. TOTAL PROJECT COST: **\$100,000,000**
4. RESPONSIBLE MINISTRY: **Ministry of Public Works & Transport**
- RESPONSIBLE UNIT: **Project Management Unit 3**
- អង្គភាពទទួលខុសត្រូវ: **អង្គភាពស្ថាបនាផ្លូវថ្នល់ PMU3**
5. PROJECT STATUS: **On Going**

### *DETAILED PROJECT INFORMATION*

6. TYPE OF PROJECT: **Investment project**
7. SOURCE OF PROJECT FUNDING: **Mix of RGC, Grant and Loan**
8. THE POLICY AREA OF THE PENTAGON STRATEGY PHASE I THAT THIS PROJECT FALLS UNDER:V  
**Side 5. Strengthening of Quality of Citizenship of a Highly Civilized Society with Morality, Equity, and Inclusiveness**
9. THE CONTRIBUTION OF THE PROJECT TO ACHIEVE THE ABOVE POLICY:  
**The Project will significantly the rural poor, including women, living in the project 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, Tbong Khmum, Kampong Cham,**

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

**To improve the condition, safety and climate resilience of selection national road corridors in Cambodia.**

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

**Improvement of the National Road No.7, 61 km (Skun-Thnal Toteung), National Road 73, 50km (Proheat-Kompong Reang, Cross border Tboung Khmum - Kratie Province), Provincial Road No. 377, 36km (Preap Sar Roundabout-Sambo district Kratie Province) and provincial road No.377A, 13.6 km (Sandán village-Sambo village Kratie province).**

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

**The proposed of this project would support the following: (a) Periodic maintenance and strengthening of an additional road, National Road 7 plus introduction of overloading control and a range of road safety interventions; (b) additional support to incorporate climate resilience aspects and operationalize the road assets management system, which is in the process of being upgrade and simplified under RAMP II; and (c) extend the Contingent Emergency Response would not be involved.**

16. BENIFITS: (Who will benefit, directly and indirectly, from the project?)

**The project will benefit local residents in the three Cambodia provinces of Kompong Cham Province, Kratie Province and Tboung Khmum Province. It will do so through shorter travel times, less arduous journeys, reduction of flood risk, and better connectivity along the national road network. Direct beneficiaries of the improvement to the selected NR7, NR73, PR 377, PR377A will include residents and their farms and businesses along the road. These residents and their local communities will benefit from improved serviceability of length 160.6 km of roads along the selected national road corridors, as evidenced in fewer service disruptions in flood prone areas, safer and more reliable transport options, and lower transport costs. Residents and businesses along the roads will avoid recurrent damage and loss of property due to flooding of road surfaces and adjacent areas during the rainy seasons. Indirect beneficiaries will include consumers and producers of freight hauled on the project's road sections due to more reliable delivery times and reduced operating costs.**

17. FEASIBILITY STUDY

Is a Feasibility Study for the project required? **Yes**

If YES, has it been carried out? **Not yet**

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 world Bank's policy on Involuntary Resettlement (OP/BP 4.12) and Indigenous People (OP/BP 4.10) are triggered under the RAMP II. An impact screening conducted along the NR7, NR73, PR 377,PR377A reveals that no major social impacts and concerns are envisaged because the proposed road rehabilitation will be mainly carried out on the existing road alignments and within the ROW. Communities in the project area could be potentially impacted by short term disturbance to their livelihood and daily business activities. None of the PAHs are expected to lose more than 10% of their total productive assets. During the screening, the MPWT also carry out free, prior and informed consultation to establish community broad support for the project.**

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?)

**A household survey was conducted as part of the preparation of RAMP II that identified specific concerns of women regarding vehicular speeding and traffic safety aspects. The survey overlapped with some sections of NR7 rehabilitated under RAMP, and for those sections indicated that rehabilitation works under RAMP have had positive impacts on household income generation and small-home business development. Households also reports reduced vulnerability to flooding**

22. CAPACITY TO IMPLEMENT: (Does the Ministry have the skills and experience required to implement the project?)

**The MPWT will be the executing agency of the project. The project management unit 3 (PMU3), as a part of the General Department of Public Works of MPWT, will be the implementing agency of the project. The PMU3 has 20 years of experience in project management finance by various financial institutions.**

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.)

**The project under load approved.**

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

**40**

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

**World Bank**



**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>	196.5	196.5	226.5	166.5	166.5	0.0	333.0	0.0
Salaries	36.5	36.5	36.5	36.5	36.5	0.0	73.0	0.0
Materials + Admin	150.0	150.0	180.0	120.0	120.0	0.0	240.0	0.0
Other	10.0	10.0	10.0	10.0	10.0	0.0	20.0	0.0
<b>Capital Expenditure</b>	10,333.0	10,333.0	39,773.5	9,833.5	9,833.5	5,000.0	24,667.0	0.0
Construction	8,800.0	8,800.0	15,400.0	4,400.0	4,400.0	5,000.0	13,800.0	0.0
Consultancy (i.e. TA) + Admin	1,173.0	1,173.0	1,082.0	632.0	632.0	0.0	1,264.0	0.0
Equipment+ Furniture	350.0	350.0	200.0	50.0	50.0	0.0	100.0	0.0
Training	10.0	10.0	10.0	0.0	0.0	0.0	0.0	0.0
Other	0.0	0.0	23,081.5	4,751.5	4,751.5	0.0	9,503.0	0.0
<b>TOTAL COST</b>	10,529.5	10,529.5	40,000.0	10,000.0	10,000.0	5,000.0	25,000.0	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>	46.5	46.5	0.0	0.0	0.0	0.0	0.0	
Cash Input	46.5	46.5	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>	10,483.0	10,483.0	40,000.0	10,000.0	10,000.0	5,000.0	25,000.0	
World Bank	10,483.0	10,483.0	40,000.0	10,000.0	10,000.0	5,000.0	25,000.0	
<b>TOTAL COMMITTED FUNDING</b>	10,529.5	10,529.5	40,000.0	10,000.0	10,000.0	5,000.0	25,000.0	
<b>FUNDING REQUIRED</b>	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 :