

PROJECT INFORMATION SHEET

PIP No :

1132

(To be allocated by MOP)

PART A : BASIC PROJECT INFORMATION

(Must be completed in all cases)

1. PROJECT NAME: **Road Network Improvement Project Phase 3 (RNIP Phase 3)**
2. PROJECT DATES:
- PROJECT START: **1/1/2025**
- ESTIMATED COMPLETION: **12/31/2027**
3. TOTAL PROJECT COST: **\$150,000,000**
4. RESPONSIBLE MINISTRY: **Ministry of Public Works & Transport**
- RESPONSIBLE UNIT: **Project Management Unit 3 of MPWT**
- អង្គភាពទទួលខុសត្រូវ: **អង្គភាពស្ថាបនាផ្លូវថ្នល់៣**
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:
The Project is part of the ASEAN Connectivity between Cambodia to Thailand and Vietnam. The project is expect to improve the tourist sector in Siem Reap and to improve the fourth economic pole of Cambodia's North-East Provinces.
10. SUPPORT TO CAMBODIA INDUSTRIAL DEVELOPEMENT POLICY:
Does this Project support to the implementation of the Cambodia Industrial Development Policy? **Yes**
- Four Key Concrete Measures (Energy, Transport, and Transport Policy and Management)**
11. SECTOR:
Transport **Roads**
12. PROJECT LOCATION: (Describe the location of the project and its components.)
Kampong Chhnang, Siem Reap, Kampong Cham,
13. PROJECT OBJECTIVE: (Describe the major purpose of the project.)
The project significantly contribute to the ASEAN Connectivity between Cambodia to Thailand and Vietnam. The project is expected to improve the tourist sector in Siem Reap, and to improve the fourth economic pole of Cambodia's North-East provinces
14. PROJECT DESCRIPTION: (Provide a description of the project and all its components.)

The Royal Government of Cambodia (RGC) through the Ministry of Economy and Finance and the Ministry of Public Works and Transport (MPWT) prepares a Road Network Improvement Project Phase 3. The Project implementation will be over a 7 year period beginning in 2023 till 2030, with the support of the Asian Development Bank.

The project aims to provide efficient transportation on the Greater Mekong Subregion (GMS) Southern Economic Corridors (SECs) passing through Cambodia and connecting feeder roads to extend the benefit of GMS SECs to northwestern and southeastern provinces through the improvement of the national roads that are unsafe and prone to flooding. The project will (i) improve safety and climate resilience of national roads in Siem Reap province, Kampong Cham province and Kampong Chhnang province; (ii) support Ministry of Public Works and Transport (MPWT) in road asset management by (a) strengthening axle load control operation; (b) introducing quality assurance system for civil works; and (iii) help project communities improve their safety and health through a gender responsive community-based road safety program, and HIV/AIDS and human trafficking awareness and prevention program (HTAP).

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

The Proposed of this project would support the following: (a) significantly contribute to the ASEAN connectivity between Cambodia to Thailand and Vietnam, (b) improve the tourist sector in Siem Reap, and to improve the fourth pole of Cambodia's North-East provinces, (c) provide shorter access between National Road 6, and National Road 5, (d) strengthen axle load control operation and a range of road safety interventions; (e) provide 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 RNIP Phase III; and (f) extent 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 Siem Reap Province, Kampong Cham Province and Kampong Chhnang 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 NR64, NR6, and NR5 will include residents and their farms and businesses along the road. These residents and their local communities will benefit from improved serviceability of length 87KM (plus 01 major Bridge across Tolesap River at Tackes Commune) 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 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? **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 Project has well address the issue of social and environment by working closely with (i) Ministry of Environment, (ii) Ministry of Culture and Fine Arts, (iii) Apsara Authority, (iv) Ministry of Economy and Finance (General Department of Resettlement). The Project will greatly contribute to the alleviation of the prvertu.

19. CLIMATE CHANGE

a. Is any activity or output of the project related to Climate Change? **Yes**

If Yes, please indicate **Both**

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 **Mitigation**

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?)

The project is classified as effective gender mainstreaming and a gender action plan (GAP) as been development. 14 the project will directly benefit women through (i) access to unskilled employment in civil works with equal pay for work of equal value; (ii) opportunities for meaningful and active participation in consultations; (iii) implementation of a gender responsive HTAP, which will target 100% of the road works and the majority of the affected communities, including 20% women; and (iv) implementation of a community based gender responsive road safety awareness program

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), will be the implementing agency of the project. The PMU3 has more than 20 years of experience in project management financed 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.)

Project is in the ADB country portfolio program for 2023

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.)

Asian Development Bank (ADB)

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	160.0	230.0	230.0	620.0	1,540.0
Salaries	0.0	0.0	0.0	60.0	60.0	60.0	180.0	480.0
Materials + Admin	0.0	0.0	0.0	80.0	150.0	150.0	380.0	960.0
Other	0.0	0.0	0.0	20.0	20.0	20.0	60.0	100.0
Capital Expenditure	0.0	0.0	0.0	10,620.0	52,820.0	31,700.0	95,140.0	157,560.0
Construction	0.0	0.0	0.0	10,000.0	50,000.0	30,000.0	90,000.0	150,000.0
Consultancy (i.e. TA) + Admin	0.0	0.0	0.0	600.0	1,800.0	1,500.0	3,900.0	6,000.0
Equipment+ Furniture	0.0	0.0	0.0	0.0	1,000.0	200.0	1,200.0	1,500.0
Training	0.0	0.0	0.0	20.0	20.0	0.0	40.0	60.0
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	10,780.0	53,050.0	31,930.0	95,760.0	159,100.0
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	70.0	70.0	70.0	210.0	
Cash Input	0.0	0.0	0.0	60.0	60.0	60.0	180.0	
Other Resources	0.0	0.0	0.0	10.0	10.0	10.0	30.0	
Donor Funding	0.0	0.0	0.0	10,710.0	52,980.0	31,860.0	95,550.0	
Asian Development Bank	0.0	0.0	0.0	10,710.0	52,980.0	31,860.0	95,550.0	
TOTAL COMMITTED FUNDING	0.0	0.0	0.0	10,780.0	53,050.0	31,930.0	95,760.0	
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 :