

# **PROJECT INFORMATION SHEET**

PIP No :

1136

(To be allocated by MOP)

## **PART A : BASIC PROJECT INFORMATION**

(Must be completed in all cases)

1. PROJECT NAME: **Upgrading of National Road No.7 Project (Skun- Kampong Cham)**
2. PROJECT DATES:
- PROJECT START: **10/1/2025**
- ESTIMATED COMPLETION: **12/31/2027**
3. TOTAL PROJECT COST: **\$114,890,000**
4. RESPONSIBLE MINISTRY: **Ministry of Public Works & Transport**
- RESPONSIBLE UNIT: **General Department of Public Works**
- អង្គភាពទទួលខុសត្រូវ: **អគ្គនាយកដ្ឋានសាធារណការ**
5. PROJECT STATUS: **On Going**

### ***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:
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.)

**Kampong Cham,**

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

**NR.7 in Cambodia is the main national highway, one of the eight main highways radiated from Phnom Penh, the capital of Cambodia, as the center of these highways. this project is the section of the existing NR7 from Skun to Provincial city of Kampong Cham. As the rapid economic advancement the traffic volume growth is conspicuous. Traffic jam always happens on the existing road. The existing road is unable to meet the needs of the growing traffic. The construction of the project will greatly improve the traffic capacity between Kampong Cham and Phnom Penh, strengthen the communication between Kampong Cham and cities and towns around, accelerate tourism and fishery development in Kampong Cham, enrich and complete the road network in this region, better the integral transportation capacity inside the region, and leave a profound influence to the development in the region. Besides, this project is an important constituent of the AII1 highway to Asia, and contributes to completing the overall Asian road network.**

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

The project of Rehabilitation of NR.7 in Cambodia (Skun-Kampong Cham) is located in the middle east of Cambodia. The beginning point of the project is located in the central roundabout at Skun, the district capital of Cheung Prey District in Kampong Cham Province, forming a roundabout with NR.6. The alignment will be set towards east along the existing NR.7, intersecting NR.60 and NR.70 at Prey Chhor District at around K20+340. Then it remains moving east to around K31+200, intersecting NR.71 at Traeung District. After that, it turns to southeast, entering into the provincial capital of Kampong Cham Province at around K43+260. The ending point of the project is located in the roundabout intersection, west of the Kizuna Bridge. The total length of the main alignment is about 45.489km.

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

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

The Rehabilitation of NR.7 in Cambodia is located in the mid-east of Cambodia, being one of the eight main highways radiated from Phnom Penh, the capital of Cambodia, as the center of the these highways. Main highways that connect this project along the alignment include NR.6 at the beginning point, which leads to Phnom Penh, the capital city, towards north and to Siem Reap, the scenic spot for tourists, towards south; the intersection with NR.60 and NR.70 at around K20+340, within which, the NR.60 leads to Siem Reap towards north and NR.70 leads to north bank of Mekong River towards south; NR.7 forms a T shape intersection with NR.71 at around K31+200 and NR.71 leads to Siem Reap towards north. Construction of this project will enable the completion of the radiated highway network in Cambodia and enormously enhance the standard level and overall service level of the highway in Mid-Cambodia.

Kampong Cham province is an important economic region. The implementation of the Rehabilitation of NR.7 in Cambodia has great significance in the formation of regional economic structure and in rapid economic development along the alignment and in economic region in mid-Cambodia.

There is the biggest rubber plantation field on the east bank of Mekong River in Kampong Cham province. The production of rice, corn, bananas, tobacco, jute, sugar cane and locust is also plentiful. The highland is in rich production of wood. Fisheries along the bank of Mekong River matter as an important constituent. There are factories for rubber, weaving and oil extraction, etc.

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?)

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?)

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

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.)

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

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	4,963.0	4,963.0	4,963.0	14,889.0	0.0
Construction	0.0	0.0	0.0	4,963.0	4,963.0	4,963.0	14,889.0	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	4,963.0	4,963.0	4,963.0	14,889.0	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>	0.0	0.0	0.0	4,963.0	4,963.0	4,963.0	14,889.0	
China	0.0	0.0	0.0	4,963.0	4,963.0	4,963.0	14,889.0	
<b>TOTAL COMMITTED FUNDING</b>	0.0	0.0	0.0	4,963.0	4,963.0	4,963.0	14,889.0	
<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 :