

PROJECT INFORMATION SHEET

PIP No :

1152

(To be allocated by MOP)

PART A : BASIC PROJECT INFORMATION

(Must be completed in all cases)

1. PROJECT NAME: **Siem Reap Urban Bypass Road Project**
2. PROJECT DATES:
- PROJECT START: **1/1/2025**
- ESTIMATED COMPLETION: **12/31/2027**
3. TOTAL PROJECT COST: **\$91,329,000**
4. RESPONSIBLE MINISTRY: **Ministry of Public Works & Transport**
- RESPONSIBLE UNIT: **General Department of Public Works**
- អង្គភាពទទួលខុសត្រូវ: **អង្គភាពគ្រប់គ្រងគម្រោងផ្លូវ ឯ.ឧ សួរ រ៉ូចទ័រ**
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 4. Strengthening of Social Protection System and Food System
9. THE CONTRIBUTION OF THE PROJECT TO ACHIEVE THE ABOVE POLICY:
Particularly for Siem Reap, where a world-famous cultural heritage Angkor Wat is located, the GKC formulated detailed provincial road network plans through 'Green Urban Transport & Road Master Plan in Siem Reap, Cambodia' with the assistance of the Ministry of Land, Infrastructure and Transport (MoLIT) of Korea in 2018. In the master plan, the Urban Siem Reap Bypass has been assessed as the 1st priority of investment in Siem Reap.
10. SUPPORT TO CAMBODIA INDUSTRIAL DEVELOPEMENT POLICY:
Does this Project support to the implementation of the Cambodia Industrial Development Policy? **Yes**
- Coordination of Supporting Policies (Skills and Human Resource Development, Sciences, Technology and Innovation Promotion, Establishment and Development of Industrial Infrastructure, and Financing Measures)**
11. SECTOR:
Transport **Roads**
12. PROJECT LOCATION: (Describe the location of the project and its components.)
Siem Reap,
13. PROJECT OBJECTIVE: (Describe the major purpose of the project.)
The main objectives of the Project are as follows:
(i) To mitigate traffic congestion and air pollution in the downtown of Siem Reap;
(ii) To promote regional economic development by elevating inter-regional accessibility;
(iii) To strengthen competitiveness of Siem Reap as a tourist city;
(iv) To expand residential areas and stimulate commercial activities in the southern areas of Siem Reap, in the long term.
14. PROJECT DESCRIPTION: (Provide a description of the project and all its components.)

- National Road No. 6 (“NR6”) crossing Siem Reap city center is a major national arterial road which serves as the axis of economic development connecting Phnom Penh, Siem Reap and Thailand. The insufficient capacity of NR6 to meet increased traffic demand has caused serious inconvenience in commercial activities such as trade between Cambodia and Thailand. In addition, traffic congestion and air pollution along the NR6 in the city center blemished the reputation of Siem Reap as a tourist city.

- The Urban Siem Reap Bypass (“NR6-1”) has been suggested under these circumstances, (i) to divert the traffic flow on NR6 away from the Siem Reap city center, with particular focus on the long-distance heavy goods vehicles traversing between Phnom Penh and the borders to Thailand in the East, (ii) to mitigate traffic congestion in downtown of Siem Reap, (iii) to increase transit traffic, reduce transport costs and travel time, and improve road safety, and (iv) to establish the outer circular road network based in Siem Reap.

- The long term effect of NR6-1 is (i) to generate commercial activities and expand the residential areas to the southern part of the city, (ii) to promote sustainable economic and world-class tourism development in Siem Reap, as well as facilitate regional connectivity in the Mekong Region, particularly the Greater Mekong Sub-region (GMS)’s Southern Economic Corridor, (iii) to establish a new town and commercial sphere based on the Siem Reap Bypass, and (iv) to give rise to increased use of NR63 which leads to the Great Tonle Sap Lake to the South from the city via its junction with the proposed bypass.

- The MPWT first introduced this project to KEXIM Phnom Penh Representative Office through EDCF Quarterly Portfolio Review Meeting in May 2019, as part of the new project list seeking EDCF financing. Followed by further consultation with the MEF and the KEXIM Headquarter Mission during EDCF Working Level Discussions in Cambodia in June 2019, EDCF and the MEF agreed to support EDCF feasibility study for the Project. And later, the MEF requested for EDCF assistance for the project feasibility study on October 2, 2019.

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

National Road No. 6 (“NR6”) crossing Siem Reap city center is a major national arterial road which serves as the axis of economic development connecting Phnom Penh, Siem Reap and Thailand. The insufficient capacity of NR6 to meet increased traffic demand has caused serious inconvenience in commercial activities such as trade between Cambodia and Thailand. In addition, traffic congestion and air pollution along the NR6 in the city center blemished the reputation of Siem Reap as a tourist city.

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

Local People and Siem Reap Governor will directly benefit from this project. The Cambodian peoples who are in difference province will indirectly benefit from this project.

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 project will alleviate such:

- 1- improve the transportation facility in the city**
- 2- improve the fresh environment in the city**
- 3- to minimize traffic congestion in the city**

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
4. Climate change proofing of Infrastructure	0	No Relevance

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.)

1

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						
Operational Expenditure	0.0	0.0	1,381.0	2,766.0	2,766.0	1,152.0	6,684.0	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	1,381.0	2,766.0	2,766.0	1,152.0	6,684.0	0.0
Capital Expenditure	0.0	0.0	11,828.0	25,412.0	25,412.0	12,728.0	63,552.0	18,512.0
Construction	0.0	0.0	0.0	23,906.0	23,906.0	11,953.0	59,765.0	0.0
Consultancy (i.e. TA) + Admin	0.0	0.0	11,828.0	1,506.0	1,506.0	775.0	3,787.0	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	18,512.0
TOTAL COST	0.0	0.0	13,209.0	28,178.0	28,178.0	13,880.0	70,236.0	18,512.0
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	1,381.0	2,766.0	2,766.0	1,152.0	6,684.0	
Cash Input	0.0	0.0	1,381.0	2,766.0	2,766.0	1,152.0	6,684.0	
Other Resources	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Donor Funding	0.0	0.0	11,828.0	25,412.0	25,412.0	12,728.0	63,552.0	
Republic of Korea	0.0	0.0	11,828.0	25,412.0	25,412.0	12,728.0	63,552.0	
TOTAL COMMITTED FUNDING	0.0	0.0	13,209.0	28,178.0	28,178.0	13,880.0	70,236.0	
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 :