

# **PROJECT INFORMATION SHEET**

PIP No :

1223

(To be allocated by MOP)

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

(Must be completed in all cases)

1. PROJECT NAME: **Road Connectivity Improvement Project**
2. PROJECT DATES:
- PROJECT START: **6/1/2020**
- ESTIMATED COMPLETION: **7/7/2027**
3. TOTAL PROJECT COST: **\$50,000,000**
4. RESPONSIBLE MINISTRY: **Ministry of Rural Development**
- RESPONSIBLE UNIT: **Project Implementation unit**
- អង្គភាពទទួលខុសត្រូវ: **អង្គភាពអនុវត្តគម្រោង**
5. PROJECT STATUS: **Completed**

### *DETAILED PROJECT INFORMATION*

6. TYPE OF PROJECT: **Investment project**
7. SOURCE OF PROJECT FUNDING: **Non-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:  
**expand and improve sustainable infrastructure services; foster human development; and improve agricultural productivity.**
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, Kampong Cham, Tbong Khmum,**
13. PROJECT OBJECTIVE: (Describe the major purpose of the project.)
- (a) **Facilities with improved climate resilient road access (number, disaggregated by facility):**
- (i) **Economic facilities: markets (number);**
- (ii) **Human development facilities: schools (number);**
- (iii) **Human development facilities: hospitals (number);**
- (b) **Direct beneficiaries with reduced travel time to reach the closest facilities (number);**
- (c) **Travel time reduction along the project-financed national and provincial roads (percentage);**
- (d) **Project-financed assets (road and bridges) have a sustained resilience with service level maintained under the OPBRC (percentage).**
14. PROJECT DESCRIPTION: (Provide a description of the project and all its components.)

the project consists of two components

**Component 1: National and Provincial Roads Improvement (estimated cost US\$47.0 million equivalent)**

The component will be implemented by MPWT and includes the following subcomponents:

- **Subcomponent 1.1: Improvement and Maintenance of National and Provincial Roads (estimated cost US\$44.0 million equivalent).** This subcomponent will finance improvement and maintenance of the following road sections: National Road (NR) 73, Provincial Road (PR) 377; PR377A, and NR7 section of km 300–331.
- **Subcomponent 1.2: Design and Supervision Services for the National and Provincial Roads (estimated cost US\$3.0 million equivalent).** This subcomponent will finance costs of supervision and design activities of the MPWT project roads.

**Component 2: Rural Roads Improvement (estimated cost US\$47.0 million equivalent)**

The component will be implemented by MRD and includes the following subcomponents:

- **Subcomponent 2.1: Improvement and Maintenance of Rural Roads (estimated cost US\$44.0 million equivalent).** This subcomponent will support improvement and maintenance of prioritized rural roads with climate resilience measures.
- **Subcomponent 2.2: Design and Supervision Services for the Rural Roads (estimated cost US\$3.0 million equivalent).** This subcomponent will finance costs of supervision and design activities of the MRD project roads.

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

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

**The proposed project is expected to benefit over 2 million people (about 12 percent of total country population), predominately the rural population, across three provinces using the targeted road network**

17. FEASIBILITY STUDY

Is a Feasibility Study for the project required? **No**

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 environment. Will the project assist in alleviating poverty?)

**the proposed investment does not cause major negative environmental and social impacts and maximizes development gains for the beneficiaries.**

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
<b>4. Climate change proofing of Infrastructure</b>	<b>50</b>	<b>Moderate</b>

20. DISASTER RISK REDUCTION

Is any activity or output of the project related to Disaster Risk Reduction? **Yes**

If Yes, please indicate **Prevention**

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?)

As part of the gender gap analysis, field interviews were conducted in May 2019 with 135 respondents from 6 communes in three project provinces. Discussions focused on a wide range of issues affecting women related to roads and transportation including access to education, healthcare and markets, employment and income generation opportunities, road safety as well as risks related to GBV.

The findings indicate that rural women heavily depend on road transport in the project area. During the rainy season, traveling becomes more difficult as roads are muddy and slippery, and sometimes access is impossible due to floods. During dry season the roads are also difficult to navigate due to potholes and excessive dust from earth roads affects health of women and men in communities.

Some women reported that with road improvement they could travel to health centers for regular ante-natal and health check-ups. Examples were given of pregnant women who could not reach the health center on time to deliver their baby. Some transportation owners hesitate to provide transport to pregnant women due to the risks related to difficult road condition. A community at Srak commune in Kampong Cham province reported that in late 2018 and early 2019, three pregnant women gave birth on the way to health center. Some other women and their family decided to go to private health facilities in their localities despite the much higher cost.

Difficult roads cause late arrival at school, absenteeism and dropouts. Women and men in the community as well as high school teachers and students reported that some high school students drop out of school (more girls than boys) because of the difficult road conditions, distance, safety and security on the road. In Lapeak village in Kampong Cham province, due to bad road condition and distance to travel to school every day, some students rent a house close to their school, increasing their family's financial burden. Parents are also concerned about their daughters' security and safety when they live away from home. The community gender consultations also revealed that there are concerns about the GBV risks for female students traveling to school along the road, suggesting a need for increased GBV awareness and prevention in the communities.

Women are increasingly involved in commercially-oriented agricultural production particularly in horticulture value chains, in both wholesale and retail marketing. They are involved as collectors and/or traders and are the principal retail sellers, working in markets. Thus, women need to travel to the fields to harvest crops, and to markets for purchasing inputs and selling their produce. Many women explained that prices of their crops at farmgate is much lower than markets, sometimes up to 50 percent due to high transportation costs. Transportation is particularly hard during the rainy season, when women report having to depend on male drivers for transportation as the roads are too difficult to navigate alone. Women, particularly from poor families, indicated interest in paid roadworks to generate income.

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

**MRD Established the Project Implementation Unit for supporting and improving rural road infrastructure and there are qualified and capable staffs for proceeding 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.)

**Project is ongoing and it is disrupted by Covid 19 Epidemic**

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.)

**World Bank loaned**

**PART B : PROJECT COSTS AND FUNDING SOURCES**  
(In US\$'000)

INVESTMENT COST	2022		2023 Budget	2024 Estimate	2025 Estimate	2026 Estimate	3yr Total 2024-2026	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>	20,000.0	0.0	12,500.0	20,000.0	5,000.0	0.0	25,000.0	0.0
Construction	20,000.0	0.0	12,500.0	20,000.0	5,000.0	0.0	25,000.0	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
<b>TOTAL COST</b>	20,000.0	0.0	12,500.0	20,000.0	5,000.0	0.0	25,000.0	0.0
FUNDING SOURCES	2022		2023 Budget	2024 Estimate	2025 Estimate	2026 Estimate	3yr Total 2024-2026	
	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>	20,000.0	0.0	12,500.0	20,000.0	5,000.0	0.0	25,000.0	
World Bank	20,000.0	0.0	12,500.0	20,000.0	5,000.0	0.0	25,000.0	
<b>TOTAL COMMITTED FUNDING</b>	20,000.0	0.0	12,500.0	20,000.0	5,000.0	0.0	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 :