

PROJECT INFORMATION SHEET

PIP No :

1266

(To be allocated by MOP)

PART A : BASIC PROJECT INFORMATION

(Must be completed in all cases)

1. PROJECT NAME: **Enlargement Project of National Road No.6 (Phase II: Kampong Thom-Siem Reap) in Cambodia**
2. PROJECT DATES:
- PROJECT START: **10/1/2024**
- ESTIMATED COMPLETION: **4/1/2028**
3. TOTAL PROJECT COST: **\$278,000,000**
4. RESPONSIBLE MINISTRY: **Ministry of Public Works & Transport**
- RESPONSIBLE UNIT: **General Department of Public Works**
- អង្គភាពទទួលខុសត្រូវ: **អគ្គនាយកដ្ឋានសាធារណការ**
5. PROJECT STATUS: **Deleted**

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:
- Construct the physical infrastructure to the isolated area of Kampong Thom and Siem Reap Province, supporting the socioeconomic development and urbanization process ។**
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 Thom, Siem Reap,

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

- (1)Improve the travel condition for residents along the route;**
(2)Promote the economic development along the route and promote the comprehensive development of social economy.
(3)Enhance the connection between phnom penh and siem reap and improve tourism condition and drive tourism with rapid development.
(4)Improve the structure of the regional highway network, Improve the traffic network in central and northern Cambodia,

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

The total length of main line of No.6 (Phase II: Kampong Thom-Siem Reap) is 137.407km.The design criteria for the road is based on highway Class I with a design speed of 80km/h(Local section speed limit 60km/h), the top width of the subgrade is 25m and arranged as: 2x3.5m carriageway + 2x0.25m marginal strip + 2.5m medial divider + 2x3.0m motor lane +2x1.0m soil shoulder=25m. AC is adopted for the surface course.

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

NR6 is the main national road of Cambodia connecting Phnom Penh and Siem Reap, the two most important cities in Cambodia, and connecting important cities such as Skun and Kampong Thom. The project is from Kampong Thom to Siem Rea. The total length of main line of NR6 (Phase II: Kampong Thom-Siem Reap) is 137.407km. The subgrade width is 25m for four-lane sections (Pavement width 20.5m). There are 28 bridges with total length of 920m, 150 culverts, and 233 intersections. At present, for sections from Kampong Thom to Siem Reap, except for about 2.0km 3 lanes sections, the other are two-way two lanes sections with subgrade width of 13 m and pavement width of 11 m. At present, the overall condition of the road along the project is well with the design speed of 80 km/h, and the design speed of 60 km/h for some urban or historic sections. With the development of social economy and the development of rich tourism resources, the traffic volume of NR6 is becoming more and more saturated, and the two-lane highway has gradually been unable to meet the traffic requirements. Therefore, it is urgent to expand the existing roads to meet the needs of local economic and tourism development. After the expansion of the project, the road grade and service level will be improved, which is of great significance for improving the structure of the regional highway network, improving the traffic network in central and northern Cambodia, promoting regional economic exchanges and promoting the comprehensive development of social economy.

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

The people who live in this region. The national road network of Cambodia and the urban infrastructure of project region.

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 Social & Environment Impact Report is being prepared. A certain quantity of house demolishing and land acquisition shall be conducted during construction. However, the completion of this project will exert positive influence on land utilization of this region, giving a strong support to the development of this region. Corresponding measures against adverse environmental impact factors will be taken during the design period, construction period and operation period, so as to eliminate, retard or reduce the adverse impacts on environment and to achieve the purpose of environmental protection.

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?)

On the construction phase of this project, it will provide large quantity of employment opportunities for local people, causing income increasing for both men and women in the project area.

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

Yes, the MPWT has the best capacity and rich experience on Road Infrastructure projects.

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.)

**Preliminary Design Has been preliminarily completed
Feasibility Study Report has been completed.**

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.)

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

INVESTMENT COST	2020		2021 Budget	2022 Estimate	2023 Estimate	2024 Estimate	3yr Total 2022-2024	Recurrent Cost Est.
	Budget	Actual						
Operational Expenditure	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
Capital Expenditure	0.0	0.0	0.0	0.0	0.0	55,600.0	55,600.0	0.0
Construction	0.0	0.0	0.0	0.0	0.0	55,600.0	55,600.0	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
TOTAL COST	0.0	0.0	0.0	0.0	0.0	55,600.0	55,600.0	0.0
FUNDING SOURCES	2020		2021 Budget	2022 Estimate	2023 Estimate	2024 Estimate	3yr Total 2022-2024	
	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	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	
Donor Funding	0.0	0.0	0.0	0.0	0.0	55,600.0	55,600.0	
China	0.0	0.0	0.0	0.0	0.0	55,600.0	55,600.0	
TOTAL COMMITTED FUNDING	0.0	0.0	0.0	0.0	0.0	55,600.0	55,600.0	
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 :