

PROJECT INFORMATION SHEET

PIP No :

1325

(To be allocated by MOP)

PART A : BASIC PROJECT INFORMATION

(Must be completed in all cases)

1. PROJECT NAME: **Road Connectivity Improvement Project, Phase II**
2. PROJECT DATES:
- PROJECT START: **1/1/2025**
- ESTIMATED COMPLETION: **12/31/2029**
3. TOTAL PROJECT COST: **\$70,000,000**
4. RESPONSIBLE MINISTRY: **Ministry of Rural Development**
- RESPONSIBLE UNIT: **Project Management Unit**
- អង្គភាពទទួលខុសត្រូវ: **អង្គភាពគ្រប់គ្រងគម្រោង**
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:
- Improving climate resilience of road infrastructure by enabling all-year round access along the high priority roads.
 - Contribute to sustainable economic growth and poverty reduction efforts of the government through enhanced connectivity to markets, jobs, improved all-year round accessibility to education and medical facilities and reduced transportation cost and time of population and business in the project areas
 - Enhance market access for agricultural farmers who are mostly cultivating high-value crops in the project areas
 - Supporting human capital development and social services through improved all-year round access to school, hospital/health centres, commune centre and reduce road crush-related fatalities
10. SUPPORT TO CAMBODIA INDUSTRIAL DEVELOPEMENT POLICY:

Does this Project support to the implementation of the Cambodia Industrial Development Policy? **Yes**

Investment Promotion (Investment climate and Development of Special Economic Zones (SEZs) and Preparation of Industrial Zones)

11. SECTOR:
- Transport** **Roads**
- Roads**
- Roads**

12. PROJECT LOCATION: (Describe the location of the project and its components.)

Kampong Cham, Tbong Khmum, Kratie,

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

The Project Development Objective (PDO) is to improve climate resilient road access to economic and human development facilities in targeted provinces.

The achievement of PDO is proposed to be measured through the following PDO-level indicators:

(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 RCIP-Phase II will have two component including:

- Component 1: National and Provincial Roads Improvement, will be implemented by MPWT

- Component 2: Rural Roads Improvement (Estimated cost USD 70.00 million), will be implemented by MRD

- Subcomponent 2.1: Improve and Maintenance of Rural Road

- Subcomponent 2.2: Design and Supervision Services for Rural Roads

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

The Phase I of RCIP is being implemented by MRD with remarkable progress and rating as very good performance.

According to the performance-based evaluation, there are needs for further improvement of rural roads to build more connectivity between rural road, national roads and provincial roads toward improving economic corridor. Moreover, most of the rural roads are dominated by unpaved roads while paved rural road is only 9.17% and 90.83% remaining unpaved, while the unpaved is less likely resilient with climate change. With this regards, improving rural roads to be resilient with climate change is a strategic consideration, ensuring all-season access-market acceleration and improved rural livelihood.

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

The Project is expecting to benefit over 2 million people (about 12% 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? **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 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
-------------------------------	------------	--------------------------

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?)

At least 20% of local women will be employed by contractors/subcontractors for roadwork with safety measurement. GBV and VAC related series of training will be organized, the gender action plan will be developed and implemented by project team and their GMAG.

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

MRD has qualified staff 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.)

On-going for Phase I and Being proposed for Phase II

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

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

INVESTMENT COST	2024		2025 Budget	2026 Estimate	2027 Estimate	2028 Estimate	3yr Total 2026-2028	Recurrent Cost Est.
	Budget	Actual						
Operational Expenditure	0.0	0.0	0.0	70.0	60.0	173.0	303.0	0.0
Salaries	0.0	0.0	0.0	50.0	50.0	50.0	150.0	0.0
Materials + Admin	0.0	0.0	0.0	20.0	10.0	10.0	40.0	0.0
Other	0.0	0.0	0.0	0.0	0.0	113.0	113.0	0.0
Capital Expenditure	0.0	0.0	0.0	3,200.0	5,900.0	6,727.0	15,827.0	0.0
Construction	0.0	0.0	0.0	1,000.0	4,000.0	5,000.0	10,000.0	0.0
Consultancy (i.e. TA) + Admin	0.0	0.0	0.0	1,000.0	1,000.0	1,000.0	3,000.0	0.0
Equipment+ Furniture	0.0	0.0	0.0	100.0	100.0	100.0	300.0	0.0
Training	0.0	0.0	0.0	100.0	100.0	117.0	317.0	0.0
Other	0.0	0.0	0.0	1,000.0	700.0	510.0	2,210.0	0.0
TOTAL COST	0.0	0.0	0.0	3,270.0	5,960.0	6,900.0	16,130.0	0.0
FUNDING SOURCES	2024		2025 Budget	2026 Estimate	2027 Estimate	2028 Estimate	3yr Total 2026-2028	
	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								
TOTAL COMMITTED FUNDING	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
FUNDING REQUIRED	0.0	0.0	0.0	3,270.0	5,960.0	6,900.0	16,130.0	
(Total Cost - Funding Available)								

**Seen and Approved by
Minister**

(Signature)

Date :