

PROJECT INFORMATION SHEET

PIP No :

1349

(To be allocated by MOP)

PART A : BASIC PROJECT INFORMATION

(Must be completed in all cases)

1. PROJECT NAME: **Tourism Infrastructure Development Project for Environmental Growth in the Greater Mekong Sub-region, Phase 2**
2. PROJECT DATES:
- PROJECT START: **10/24/2025**
- ESTIMATED COMPLETION: **6/30/2027**
3. TOTAL PROJECT COST: **\$30,890,000**
4. RESPONSIBLE MINISTRY: **Ministry of Public Works & Transport**
- RESPONSIBLE UNIT: **General Department of Public Works**
- អង្គភាពទទួលខុសត្រូវ: **អគ្គនាយកដ្ឋានសាធារណការ**
5. PROJECT STATUS: **Planned**

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:

Improve road transport infrastructure and municipal infrastructure

10. SUPPORT TO CAMBODIA INDUSTRIAL DEVELOPEMENT POLICY:

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

Yes

Four Key Concrete Measures (Energy, Transport, and Transport Policy and Management)

11. SECTOR:

Transport

Roads

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

Kep,

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

The Project objective is to help transform secondary GMS southern corridor towns into economically inclusive, competitive international tourism destinations by improving road and water transport infrastructure, urban environmental services, and capacity to sustainably manage tourism growth.

SDG Goals: SDG1, SDG5, SDG8, SDG9, SDG13

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

The project will help transform secondary GMS central and southern corridor towns into economically inclusive, competitive tourism destinations by improving transport infrastructure, urban environmental services, and capacity to sustainably manage tourism growth. It will boost trade in services by promoting cross-border tourism, and deepen GMS and Association of Southeast Asian Nations (ASEAN) regional cooperation and integration.

The output 1 of the project includes: urban-rural access infrastructure and urban environmental services improved (MPWT); Kep Solid Waste Management Improvements in Kep, Kep Coastal Road and Koh Tonsai Pier in Kep.

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

The project will help transform secondary GMS central and southern corridor towns into economically inclusive, competitive international tourism destinations by improving road and water transport infrastructure, urban environmental services, and capacity to sustainably manage tourism growth. It will boost trade in services and deepen regional cooperation and integration among the GMS and Association of Southeast Asian Nations (ASEAN).

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

About 97,000 residents are expected to directly benefit from climate-resilient infrastructure development and increased access to economic opportunities.

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?)

Yes, Environment conditions at tourist destinations will be improved to boost tourist arrivals and receipts and catalyze additional private investment in accommodations and other tourism-related enterprises.

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 **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?)

The project categorized as effective gender mainstreaming (EGM) with Gender Action Plan (GAP)

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

For Output 1, The Ministry of Public Works and Transport (MPWT), through Infrastructure Project Management Unit (IPMU), will be the Executing Agency (EA) for the component of urban-rural access infrastructure and urban environmental services improved. The PMU director will be designated. The PMU will be execute and provide overall supervision of the subprojects.

The PMU is supported by Project Management and Civil Engineering Support (PCMES) recruited in accordance with ADB Guidelines on the Use of Consultant.

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.)

As of 31 December 2021, the cumulative disbursement was USD14.23 million with overall physical progress is estimated at around 57%.

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.)

Asian Development Bank: Conduct semi-annual reviews; Review and approve procurement and disbursement documents; Conduct mid-term review; Conduct project completion mission.

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	102.0	74.0	102.0	51.0	0.0	0.0	51.0	227.0
Salaries	21.0	21.0	21.0	10.0	0.0	0.0	10.0	52.0
Materials + Admin	81.0	53.0	81.0	41.0	0.0	0.0	41.0	175.0
Other	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capital Expenditure	9,314.0	7,309.0	7,063.0	24.0	0.0	0.0	24.0	14,396.0
Construction	8,751.0	6,730.0	6,520.0	0.0	0.0	0.0	0.0	13,250.0
Consultancy (i.e. TA) + Admin	543.0	558.0	543.0	24.0	0.0	0.0	24.0	1,125.0
Equipment+ Furniture	20.0	21.0	0.0	0.0	0.0	0.0	0.0	21.0
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	9,416.0	7,383.0	7,165.0	75.0	0.0	0.0	75.0	14,623.0
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	21.0	21.0	21.0	10.0	0.0	0.0	10.0	
Cash Input	21.0	21.0	21.0	10.0	0.0	0.0	10.0	
Other Resources	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Donor Funding	9,395.0	7,362.0	7,144.0	65.0	0.0	0.0	65.0	
Asian Development Bank	9,395.0	7,362.0	7,144.0	65.0	0.0	0.0	65.0	
TOTAL COMMITTED FUNDING	9,416.0	7,383.0	7,165.0	75.0	0.0	0.0	75.0	
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 :