

PROJECT INFORMATION SHEET

PIP No :

1356

(To be allocated by MOP)

PART A : BASIC PROJECT INFORMATION

(Must be completed in all cases)

1. PROJECT NAME: **The Upgrading National Road No.8 Project (Vihear Sour National Road No.8-Krack National Road No.7)**
2. PROJECT DATES:
- PROJECT START: **10/1/2025**
- ESTIMATED COMPLETION: **4/1/2029**
3. TOTAL PROJECT COST: **\$235,000,000**
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: **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:
Improve and upgrade the national highway network in Cambodia
The need to alleviate traffic pressure and meet the demand of increasing traffic volume
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**
Roads
12. PROJECT LOCATION: (Describe the location of the project and its components.)
Kandal, Tbong Khmum, Prey Veng,
13. PROJECT OBJECTIVE: (Describe the major purpose of the project.)
(1) important impact on local economy. Promoted the industrial park development within route area.
(2) Local agricultural goods can be export to other provinces and nations after the operation of NR8.
(3) Drives the development of infrastructure and irrigation facilities along NR8.
(4) Driving effect on urbanization process.
14. PROJECT DESCRIPTION: (Provide a description of the project and all its components.)
Starts from Prek Tamak Bridge over Mekong River, ends at the intersection with the National Road No.7, total length is about 123.4km.
15. PROJECT JUSTIFICATION: (Give reasons why this particular project is considered worthwhile.)

The current NR8 and Preak Tamak Mekong River Bridge were started construction in 2007, most part were completed and opened traffic in 2010. This road has played an important role in the developing of route area.

1) Important impact on local economy

Promoted the Industrial park development with route area.

Route area have developed rapidly from 2008 to 2022.

2) Promoting the agriculture development

Local agricultural goods can be export to other provinces and nationals after the operation of NR8

Drives the development of infrastructure and irrigation facilities along NR8.

Existing Problems: After the operation of NR8 (in 2010), 3 new canals (including overpass bridges) intersect with NR8 and 1 water retaining dam along NR8 has completed by local government.

Treatment Measures: at the 4 locations intersect with irrigation facilities, new roadbed & bridge protection works will be conducted, in the following Rehabilitation and Enlargement Project of NR8.

3) Driving effect on urbanization process

NR8 has greatly promote urbanization process along route.

The town sections of NR8 has increased more than 20km from 2008 to 2022

Existing Problems: For the increased town sections, current road is lack of drainage facilities, which caused the water damage of pavement works.

Treatment Measures: New drainage works with large quantities will be conducted in the following Rehabilitation and Enlargement Project of NR8.

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?)

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? **No**

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? **No**

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 apportunities 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 Scheme and 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	2023		2024 Budget	2025 Estimate	2026 Estimate	2027 Estimate	3yr Total 2025-2027	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	47,000.0	70,500.0	70,500.0	188,000.0	0.0
Construction	0.0	0.0	0.0	47,000.0	70,500.0	70,500.0	188,000.0	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
TOTAL COST	0.0	0.0	0.0	47,000.0	70,500.0	70,500.0	188,000.0	0.0
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	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	47,000.0	70,500.0	70,500.0	188,000.0	
China	0.0	0.0	0.0	47,000.0	70,500.0	70,500.0	188,000.0	
TOTAL COMMITTED FUNDING	0.0	0.0	0.0	47,000.0	70,500.0	70,500.0	188,000.0	
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 :