

# **PROJECT INFORMATION SHEET**

PIP No :

1366

(To be allocated by MOP)

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

(Must be completed in all cases)

1. PROJECT NAME: **Design-Build of National Road No.33 Reconstruction and Upgrading Project**
2. PROJECT DATES:
- PROJECT START: **1/1/2023**
- ESTIMATED COMPLETION: **12/31/2026**
3. TOTAL PROJECT COST: **\$59,980,000**
4. RESPONSIBLE MINISTRY: **Ministry of Public Works & Transport**
- RESPONSIBLE UNIT: **China Road and Bridge Corporation**
- អង្គភាពទទួលខុសត្រូវ: **អង្គភាពគ្រប់គ្រងគម្រោង ឯ.ខ ប៉ាល់ ចន្ទតារា**
5. PROJECT STATUS: **On Going**

### *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:
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.)

**Kampot, Kep,**

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

**The NR33 from Kampot (NR3, K148+100) - Lok (Cambodia-Vietnam Border) Reconstruction and Upgrading Project in Cambodia is located in the southwest of Cambodia. The NR33 in the Kingdom of Cambodia is an important road connecting Kampot Province and Kep City, and also an important link between the provinces and cities along the route and the border of Vietnam.**

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

The NR33 from Kampot (NR3, K148+100) — Lok (Cambodia-Vietnam Border) Reconstruction and Upgrading Project in Cambodia is located in the southwest of Cambodia. And the NR33 starts from Durian Roundabout, Kampot City, with the design chainage of K0+000 (Existing Road chainage is PK0+000). The route runs south along NR33 and enters Kep City at Chainage K11+913 (existing road chainage is PK11+916), passes through Tuek Chhou, Krong Kaeb, Damnak Chang aeur and other towns, leaves Kep City at K26+793 (existing road chainage is PK27+073) and enters Kampot Province, turns south after crossing the NR31 in Kampong Trach Town, and ends at the border of Cambodia and Vietnam after passing through the towns of KAMPUL MEAS, LOK, THKOV, etc., with the design chainage of K51+860.904 (existing road chainage is PK51+882). The existing road is used for the whole route. The Kampot connection line is located in the urban area of Kampot, starts at the intersection of NR3 and NR33, with the design chainage of GK0+000, runs south along the existing road, and ends at the Durian. and has a total length of 52.577km.

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

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

**The construction and successful implementation of the Project will be an important part of implementation for "Rectangular Strategy" proposed at the Third Legislative Conference of the Kingdom of Cambodia, meeting China's "the Belt and Road" Initiative; it will help to realize the development strategy of national road network integration and international traffic integration in Cambodia; it is vital to promote the formation of a multi-polar economic model, support and promote the economic and social development of Cambodia, effectively implement and link up the construction of sub-regional economic corridors and accelerate the integration of Cambodia into regional and world economies; it is the need of perfecting road network structure of the Kingdom of Cambodia, giving full play to the overall benefit of traffic infrastructure investment, and promoting the development of resources and tourism; the project construction meets the overall traffic planning of Cambodia, with the concern and support of governments at all levels, and the residents along the route look forward to the early project implementation.**

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?)

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?)

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

24. PROJECT PRIORITY: (Please indicates the priority ranking of the project decided by the ministry/agency.)

25. DONOR INVOLVEMENT: (Provide any information on current or potential donor involvement in the project.)

**China**

**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						
<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>	0.0	20,993.0	12,993.0	12,993.0	12,993.0	0.0	25,986.0	0.0
Construction	0.0	20,993.0	12,993.0	12,993.0	12,993.0	0.0	25,986.0	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>	0.0	20,993.0	12,993.0	12,993.0	12,993.0	0.0	25,986.0	0.0
FUNDING SOURCES	2023		2024 Budget	2025 Estimate	2026 Estimate	2027 Estimate	3yr Total 2025-2027	
	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>	0.0	20,993.0	12,993.0	12,993.0	12,993.0	0.0	25,986.0	
China	0.0	20,993.0	12,993.0	12,993.0	12,993.0	0.0	25,986.0	
<b>TOTAL COMMITTED FUNDING</b>	0.0	20,993.0	12,993.0	12,993.0	12,993.0	0.0	25,986.0	
<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 :