

PROJECT INFORMATION SHEET

PIP No :

1431

(To be allocated by MOP)

PART A : BASIC PROJECT INFORMATION

(Must be completed in all cases)

1. PROJECT NAME: **Rural Road Connectivity Improvement Project Phase 2**

2. PROJECT DATES:

PROJECT START: **1/4/2027**

ESTIMATED COMPLETION: **12/31/2030**

3. TOTAL PROJECT COST: **\$100,000,000**

4. RESPONSIBLE MINISTRY: **Ministry of Rural Development**

RESPONSIBLE UNIT: **Project Management(PMU)**

អង្គភាពទទួលខុសត្រូវ: **អង្គភាពគ្រប់គ្រងគម្រោង**

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 2. Promotion of Micro, Small, and Medium Enterprises, Startups, Entrepreneurship, and Development of Informal Economy

9. THE CONTRIBUTION OF THE PROJECT TO ACHIEVE THE ABOVE POLICY:

Improving climate resilience of the road infrastructure by enabling all-season along the high priority roads. The proposed investment will contribute to sustainable economic growth and poverty reduction efforts of the government through enhanced connectivity to markets, jobs, improved all-season 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-season access to school, hospital/health centres, commune centres and reduce road crush-related fatalities and disabilities.**

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

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

Kampong Chhnang, Banteay Meanchey, Pursat, Battambang,

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

The project development objective is to improve climate resilient road access to economic and social facilities in targeted provinces; the achievement of PDO is proposed to be measured through the following PDO-level indicators:

- Rural road upgraded with climate resilience measures (kilometer)
- Bridges repaired/upgraded with climate resilience measures (number)
- People with reduced travel time to economic and social facilities (number)
 - ☐ Economic facility: people with reduced travel time to market (number)
 - ☐ Social facility: people with reduced travel time to schools, referral hospitals, health centers, commune centers, posts, public conveniences
- Ensure all-year round access for rural population (accessibility)
- Total project beneficiaries (number)

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

1. The principle mode of transport in Cambodia is by roads and for the time being, the total road network is inventoried and accumulated as of 63,134 km included (i) National Road (ii) Provincial Road and (iii) Rural Roads. About 7,261 km is National Road, Provincial Road is 9,031 km and 46,842 km is Rural Road. Ministry of Rural Development is responsible for rural roads while Ministry of Public Work and Transport is responsible for national and provincial roads. Among the total rural road network, about 5% are paved and dominating 95% are unpaved and among the unpaved rural road, 72% are laterite or gravel roads. The majority of rural roads particularly unpaved are in poor condition and those roads are further deteriorated due to insufficient maintenance.

2. Cambodia experienced the terrible civil war and vulnerable economic situation in the past decades, and infrastructure particularly rural roads have been severely deteriorated. Rural roads served as the arterial and backbone for micro and macro-economic growth, then RGC has sharpened its rectangular strategy prior for further rehabilitation and construction of physical infrastructure in order to recover the economy and handle with the deficit. Development partners and friendship countries have financed or provided grants to Cambodia for road sector development and JICA is one of the key players that involved in rehabilitation and improvement of national and provincial roads toward climate resilience and all-year round access. Currently, JICA is financing for NR5 improvement, and MRD is requesting JICA to provide financial support to build connectivity between NR5 and rural roads toward districts and communes with the concept of climate resilient and lifeline to enhance economic corridor and social welfare, as well as in response to the restoration of flood damages located in the provinces along the NR5. JICA is going to support MRD for rural road rehabilitation and improvement project and its feasibility study toward the resilient infrastructure since the above provinces has recently suffered by the 2020 flood.

3. The recent flood has been jeopardized to rural roads along/peri-NR5 and caused the disruption and inaccessibility due to magnitude of effect that lead to huge economic loss and social inconveniences. MRD had taken immediate action to reconnect the collapsed/disrupted roads to ensure the emergency connectivity of rural transports and being approached to Build Back Better the backbone roads in the most vulnerable provinces along the NR5 including Kampong Chhnang, Pursat, Battambang and Banteay Meanchey. The proposed project roads for rehabilitation are approximately 531.40 km. The RGC is requesting JICA for the assistance of the “Climate Resilience Rural Road Connectivity Improvement Project” which will upgrade the existing laterite/gravel roads into DBST/Reinforced Cement concrete including drainage structures.

The project component will include:

- Component 1: Rural Road Improvement
- Component 2: Road Safety
- Component 3: Institution Strengthening and Project Management

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

This project is mainly developed toward the climate resilience rural road connectivity and ensure the all-season access for integrated rural development. Build back better the rural roads that have been jeopardized by recent flood and targeted for most affected provinces. Among many roads, only backbone roads are prioritized to improve toward sustainability and climate resilience and serving for economic corridor. Improved rural connectivity is to promote lifeline of national economic development with inclusive growth of social and economic.

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

The project is expected to benefit over 2.8 million people, predominantly a rural population across four provinces using the targeted road network. About 1.43 million people are women living in these four provinces (Cambodia census 2019) as follow:

Population Distribution by Provinces

No. Provinces	Male	Female	Total
1 Kampong Chhnang	252,185	274,842	527,027
2 Pursat	204,172	215,780	419,952
3 Battambang	490,424	506,745	997,169
4 Banteay Meanchey	427,945	433,938	861,883
Total	1,374,726	1,431,305	2,806,031

The communities in the targeted provinces will benefit from improved accessibility to crucial human development facilities such as hospitals, schools and significantly reduce the risks of connectivity disruption caused by increasing heavy rainfall and flooding during the rainy season. In rural areas, the health condition of rural residents along the project roads is also expected to be improved with priority rural roads to be paved, which will reduce dust from traffic, thus providing better air quality for people living along the road. The population across four provinces will benefit from both physical works that make roads safer to use and road safety awareness programs.

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 environment. Will the project assist in alleviating poverty?)

Applied network-wider approach for rural road improvement will be considered on all typical aspect, especially environmental and social impact with all stakeholders and communities through the public consultation.

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
15. Road improvement (including Climate Change proofing)	50	Moderate

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?)

The Gender Analysis will be applied and gender mainstreaming will be empowered for this project. At least 20% of local women are employed by contractors/sub-contractor for roadwork with safety measurement. With this regards, GBV and VAC related series of training will be organized by the project team. The Gender Action Plan will be developed and implemented by project team and their GMAG, respectively.

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

Yes of course. MRD has qualified technical 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.)

as planned and feasibility of study is being prepared

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.)

JAPAN INTERNATIONAL COOPERATION AGENCY (JICA)

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	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	500.0	14,500.0	15,000.0	0.0
Construction	0.0	0.0	0.0	0.0	500.0	14,500.0	15,000.0	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	0.0	500.0	14,500.0	15,000.0	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	0.0	0.0	0.0	0.0	500.0	12,000.0	12,500.0	
Japanse International Cooperation Agency	0.0	0.0	0.0	0.0	500.0	12,000.0	12,500.0	
TOTAL COMMITTED FUNDING	0.0	0.0	0.0	0.0	500.0	12,000.0	12,500.0	
FUNDING REQUIRED	0.0	0.0	0.0	0.0	0.0	2,500.0	2,500.0	
(Total Cost - Funding Available)								

**Seen and Approved by
Minister**

(Signature)

Date :