

PROJECT INFORMATION SHEET

PIP No :

1428

(To be allocated by MOP)

PART A : BASIC PROJECT INFORMATION

(Must be completed in all cases)

1. PROJECT NAME: **Rural Road Connectivity Improvement Project to the Coastal Provinces**

2. PROJECT DATES:

PROJECT START: **1/1/2025**

ESTIMATED COMPLETION: **12/31/2027**

3. TOTAL PROJECT COST: **\$75,000,000**

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

RESPONSIBLE UNIT: **Rural Road Department**

អង្គភាពទទួលខុសត្រូវ: **នាយកដ្ឋានផ្លូវលំជនបទ**

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 3. Promotion of Agriculture and Rural Development

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

Improving climate resilience of the rural transport system by connecting road network to the coastline zone. 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.

- 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.)

Koh Kong, Kep, Preah Sihanouk, Kampot,

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 coastline 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 road access for rural population (accessibility)
- Total beneficiaries of project(number)

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

Roads are vitally important for transportation in Cambodia, both in urban and rural areas. Roads in Cambodia are jointly connected from urban to rural areas with a total length of about 63,134 km, including: (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, in the coastal zone, it is about 2760km, entirely 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. the scope of work for coastal road improvement is length of 300km.

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 in the coastline zone . Build back better the rural roads that have been jeopardized by recent flood and targeted for most affected coastline 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 1 million people, predominantly a rural population across four provinces using the targeted road network. About 70% are women living in these four provinces.

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?)

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/RRD 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.)

Being Started the Feasibility Study

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.)

Mix of RGC, Grants or Loan

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	1,000.0	1,000.0	1,000.0	3,000.0	0.0
Salaries	0.0	0.0	0.0	700.0	700.0	700.0	2,100.0	0.0
Materials + Admin	0.0	0.0	0.0	300.0	300.0	300.0	900.0	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	11,980.0	28,980.0	31,040.0	72,000.0	0.0
Construction	0.0	0.0	0.0	10,000.0	27,000.0	29,000.0	66,000.0	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	650.0	650.0	700.0	2,000.0	0.0
Training	0.0	0.0	0.0	330.0	330.0	340.0	1,000.0	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	12,980.0	29,980.0	32,040.0	75,000.0	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								
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	12,980.0	29,980.0	32,040.0	75,000.0	
(Total Cost - Funding Available)								

**Seen and Approved by
Minister**

(Signature)

Date :