

PART A : BASIC PROJECT INFORMATION

(Must be completed in all cases)

1. PROJECT NAME: **The Project of Stueng Trang - Krauch Chhmar Bridge over Mekong River in Cambodia (Phase I of National Road No. 71c) Bridge Length 1131m.**
2. PROJECT DATES:
- PROJECT START: **12/1/2017**
- ESTIMATED COMPLETION: **6/1/2021**
3. TOTAL PROJECT COST: **\$56,998,000**
4. RESPONSIBLE MINISTRY: **Ministry of Public Works & Transport**
- RESPONSIBLE UNIT: **General Department of Public Works**
- អង្គភាពទទួលខុសត្រូវ: **អគ្គនាយកដ្ឋានសាធារណការ**
5. PROJECT STATUS: **Completed**

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:
Construct the physical infrastructure of areas along the route, supporting the socioeconomic development and urbanization process.
10. SUPPORT TO CAMBODIA INDUSTRIAL DEVELOPEMENT POLICY:
Does this Project support to the implementation of the Cambodia Industrial Development Policy? **No**
11. SECTOR:
Transport **Roads**
12. PROJECT LOCATION: (Describe the location of the project and its components.)
Kampong Cham, Tbong Khmum,
13. PROJECT OBJECTIVE: (Describe the major purpose of the project.)
- 1. Improving National Road Network in Cambodia.**
 - 2. Promoting Transport Construction Development of New Tbong Khmum Province.**
 - 3. Encouraging Comprehensive Development of Society and Economy of project region.**
 - 4. Necessary to Drive the Development of Cambodia's Tourism in the middle and eastern parts.**
14. PROJECT DESCRIPTION: (Provide a description of the project and all its components.)

The Project starts from PK64.2 of NR71C in Krauch Chhmar District of Tbaung Khmum Province, ends at PK69.2 of NR71C in Stueng Trang District of Kampong Cham Province, including the Stueng Trang - Krauch Chhmar Bridge over Mekong River. Besides, there are 2 Branch lines with total length of 4.454km. There are also 12 culverts, including 8 pipe culverts and 4 slab culverts. Design standard for this project shall comply with Class □ highway Standard of the Design Code of the People's Republic of China.

The length of Main line is 5.0km. The Bridge over Mekong River is 1131m in length (including bridge abutment) and 13.5m in width. The bridge is arranged as: 7×30m T-Girder + 6×50m T-Girder + (75+3×135+75)m Continuous rigid framework combination system box girder + 2×30m T-Girder. The connecting road is 3.869km in length, road width 12m (pavement width 10m).

Branch line No.10 and No.11 of NR71C: connecting Main line to local roads along the Mekong River, with total length 4.454km, road width 9m (pavement width 7m).

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

It is of urgent need to upgrade this important national road with asphalt concrete in the near future to improve the local traffic conditions and strengthen the economic development. The construction of the project can also enhance the construction of infrastructures along the route, promote the social and economic development of areas along the route and the development of inland areas, and enlarge the economic radiation scope. After completion, the project would improve the traffic conditions of regions along the route, strengthen economic and trade growth, stimulate tourism resource development. Meanwhile, construction of this project would greatly promote the urbanization process of the region along the route.

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?)

The Social & Environment Impact Report is being prepared. A certain quantity of house demolishing and land acquisition shall be conducted during construction. However, the completion of this project will exert positive influence on land utilization of this region, giving a strong support to the development of this region.

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? **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? **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 opportunities 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.)

Under Construction.

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	2020		2021 Budget	2022 Estimate	2023 Estimate	2024 Estimate	3yr Total 2022-2024	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	14,249.5	0.0	11,399.6	0.0	0.0	0.0	0.0	0.0
Construction	14,249.5	0.0	11,399.6	0.0	0.0	0.0	0.0	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	14,249.5	0.0	11,399.6	0.0	0.0	0.0	0.0	0.0
FUNDING SOURCES	2020		2021 Budget	2022 Estimate	2023 Estimate	2024 Estimate	3yr Total 2022-2024	
	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	14,249.5	0.0	11,399.6	0.0	0.0	0.0	0.0	
China	14,249.5	0.0	11,399.6	0.0	0.0	0.0	0.0	
TOTAL COMMITTED FUNDING	14,249.5	0.0	11,399.6	0.0	0.0	0.0	0.0	
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 :