

PART A : BASIC PROJECT INFORMATION

(Must be completed in all cases)

1. PROJECT NAME: **Study on Phnom Penh Port Competitiveness Enhancement Project**
2. PROJECT DATES:
- PROJECT START: **1/1/2021**
- ESTIMATED COMPLETION: **1/1/2022**
3. TOTAL PROJECT COST: **\$9,700,000**
4. RESPONSIBLE MINISTRY: **Ministry of Public Works & Transport**
- RESPONSIBLE UNIT: **General Department of Logistic**
- អង្គភាពទទួលខុសត្រូវ: **អគ្គនាយកដ្ឋានភស្តុភារកម្ម**
5. PROJECT STATUS: **Deleted**

DETAILED PROJECT INFORMATION

6. TYPE OF PROJECT: **Free-standing technical assistance**
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 4. Strengthening of Social Protection System and Food System
9. THE CONTRIBUTION OF THE PROJECT TO ACHIEVE THE ABOVE POLICY:
The project is to construct more quays, jetties and terminals along Mekong and Tonle Sap Rivers at Phnom Penh Autonomous Port (PPAP) Commercial Zone as well as construct warehouses and logistics center at Phnom Penh City.
10. SUPPORT TO CAMBODIA INDUSTRIAL DEVELOPEMENT POLICY:
Does this Project support to the implementation of the Cambodia Industrial Development Policy? **No**
11. SECTOR:
Transport **Ports and Waterways**
12. PROJECT LOCATION: (Describe the location of the project and its components.)
Phnom Penh,
13. PROJECT OBJECTIVE: (Describe the major purpose of the project.)
The project objectives can be summarized as follows:
- Promote international waterborne transport of Mekong River and Tonle Sap Rivers
- Facilitate effective logistics around Phnom Penh City
- Consequently, lower transport cost and provide better logistics services
- Provide safe handling and storage facilities for transit dangerous cargo within port area in compliance with agreement among ASEAN countries
14. PROJECT DESCRIPTION: (Provide a description of the project and all its components.)

The project is to construct more quays, jetties and terminals along Mekong and Tonle Sab Rivers at PPAP Commercial Zone as well as construct warehouses and logistics center at Phnom Penh City. Project contains following seven components:

- Expansion of New Phnom Penh Port
- Port Service improvement such as logistics center etc.
- Dangerous Goods Area Development including its operation and management
- Capacity Building for maintenance of navigation channel
- Vessel Trafficking Management Information System
- Development of Multi-purpose Terminals along the Rivers
- Development of port promotion and sales enhancement strategy

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

New Phnom Penh Port is near origins and destinations of both export products and import materials. Therefore, port expansion to meet demand is effective to make export goods more competitive by reducing transport cost. Due to container cargo demand has been increasing at New Phnom Penh Port, it is necessary to support effective cargo handling for its smooth movement to and from port. Furthermore, ASEAN member countries have agreed upon Protocol Dangerous Goods like explosives, flammable gases, flammable liquids and liquid desensitized explosives, etc. and allow their transit crossing their territory borders each other. In this connection, PPAP must provide safe handling and storage facilities. Besides this, maintenance of navigation aids is particularly necessary because of frequent riverbed a change which is due to annual flooding of the Mekong River. Safe navigation, particularly during night, ensures steady and low-cost waterborne cargo transport, which will make PPAP more competitive.

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

- o Cambodia country,
- o Cambodia people,
- o MPWT, and
- o Next Cambodian youth.

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?)

The project will not be effected the environment and local people; there will be the extra valuable project for the Cambodian country and the Cambodian people because this project will provide them the better transport particularly through waterborne, which is easy and low cost, and will contribute to reduce traffic accidentence on road.

19. CLIMATE CHANGE

a. Is any activity or output of the project related to Climate Change? **Yes**

If Yes, please indicate **Mitigation**

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?)

The project will not be affected for the men and women. Woman and man have equal opportunity to participate in this project.

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

Ministry has some skills and experiences, yet we still need some more experienced people, experts, and oversea trained to assist because the project seems to be new in Cambodia and needs more experience from oversea operation.

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.)

The project will not be the problem or delay if any fund is provided on time.

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

20

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

- o China,**
- o Korea,**
- o Japan.**

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	0.0	0.0	0.0	4,850.0	4,850.0	0.0	9,700.0	0.0
Construction	0.0	0.0	0.0	4,850.0	4,850.0	0.0	9,700.0	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	4,850.0	4,850.0	0.0	9,700.0	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								
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	4,850.0	4,850.0	0.0	9,700.0	
(Total Cost - Funding Available)								

**Seen and Approved by
Minister**

(Signature)

Date :