

PART A : BASIC PROJECT INFORMATION

(Must be completed in all cases)

1. PROJECT NAME: **Construction of Road No.10 Project (Samlot-Veal Veng-Koh Kong) 197.363 Km**
2. PROJECT DATES:
- PROJECT START: **1/1/2019**
- ESTIMATED COMPLETION: **1/1/2026**
3. TOTAL PROJECT COST: **\$188,380,000**
4. RESPONSIBLE MINISTRY: **Ministry of Public Works & Transport**
- RESPONSIBLE UNIT: **China Road and Bridge Corporation**
- អង្គភាពទទួលខុសត្រូវ: **អង្គភាពគ្រប់គ្រងគម្រោង ឯ.ខ បុង ប៊ិនហួន**
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:
Reducing poverty between urban and rural network to facilitate the movement to protect the territorial integrity and agro northern central region and the sea port. Cutting travel time between Samlot and Veal Veng.
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.)

Battambang, Pursat, Koh Kong,

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

Road No.1551 in Cambodia is the only way to reach BATTAMBANG-PURSAT-KOH KONG. Before the completion of Road No.1551, it is a must to bypass Phnom Penh to reach BATTAMBANG-PURSAT-KOH KONG; after the completion of the project, it will open up the shortcut to KOH KONG port and the northern inland cities in Cambodia, shortening about 240km from KOH KONG City to BATTAMBANG City. The construction of this project can improve the highway network in the western part of Cambodia, greatly improving the standard grade and overall service level of the highway in the west of Cambodia, and easing traffic jams on NR.4 and NR.5.

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

The project starts from SAMLOT, BATTAMBANG, enters PURSAT Province at K38+000 along the old highway before running to the south, intersects with NR.55 in Veal Veng through OU SAOM to KOH KONG Province, and has a total length of 198.71km.

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

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

PURSAT and KOH KONG with in its range; this project is the main trunk highway to reach BATTAMBANG, PURSAT and KOH KONG and provides services for transportation of most goods and passengers in the province; since most are dirt roads that are potholed and muddy during the rainy days and most bridges are damaged, it cannot guarantee normal operation, and is not commensurate with the needs of economic development. The implementation of this project will greatly improve the original traffic situation, and improve the level of transportation in BATTAMBANG, PURSAT and KOH KONG

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?)

Yes

19. CLIMATE CHANGE

a. Is any activity or output of the project related to Climate Change? **No**

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?)

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 indicate 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.)

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						
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	64,257.0	64,419.0	14,495.0	12,419.0	1,000.0	0.0	13,419.0	0.0
Construction	64,257.0	64,419.0	14,495.0	12,419.0	1,000.0	0.0	13,419.0	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	64,257.0	64,419.0	14,495.0	12,419.0	1,000.0	0.0	13,419.0	0.0
FUNDING SOURCES	2023		2024 Budget	2025 Estimate	2026 Estimate	2027 Estimate	3yr Total 2025-2027	
	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	64,257.0	64,419.0	14,495.0	12,419.0	1,000.0	0.0	13,419.0	
China	64,257.0	64,419.0	14,495.0	12,419.0	1,000.0	0.0	13,419.0	
TOTAL COMMITTED FUNDING	64,257.0	64,419.0	14,495.0	12,419.0	1,000.0	0.0	13,419.0	
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 :