



Draft Design and Monitoring Framework

Project Number: 37269-02
August 2009

CAM: Rehabilitation of the Railway in Cambodia Project (Supplementary)

A design and monitoring framework is an active document, progressively updated and revised as necessary, particularly following any changes in project design and implementation. In accordance with ADB's public communications policy (2005), it is disclosed before appraisal of the project or program. This draft framework may change during processing of the project or program, and the revised version will be disclosed as an appendix to the report and recommendation of the President.

Asian Development Bank

DESIGN AND MONITORING FRAMEWORK

Design Summary	Performance Targets/Indicators	Data Sources/Reporting Mechanisms	Assumptions and Risks
<p>Impact Domestic and regional trade movement via the railway increases; and the railway system is sustainable</p>	<p>The railway captures 15% of container and 5% of dry bulk traffic between Thailand and Viet Nam by 2015.</p> <p>The railway captures 80% of the freight market for bulk products between the capital and Sihanoukville and Thailand by 2015.</p> <p>90% of dangerous cargo (fuel, liquefied petroleum gas, chemicals) and at least half of all bulk cargo transports on national roads 3, 4 and 5 are diverted to rail by 2015.</p> <p>Government's deficit coverage for the railway is eliminated by 2010.</p> <p>Resettlement Plans, including gender and vulnerable group strategies are in place and fully implemented by the end of 2010.</p>	<p>Customs and railway records Railway operator's physical and financial performance results Road traffic surveys Railway traffic statistics Government accounts Railway agency accounts, records, training manuals Railway agency monitoring data on environmental issues, grievances, commercial disputes and safety Railway agency regulations Updated Resettlement Plans. Independent resettlement monitor reports disaggregated by gender.</p>	<p>Assumptions</p> <ul style="list-style-type: none"> • The railway is efficiently operated and competitive. <p>Risks</p> <ul style="list-style-type: none"> • Economic growth and socioeconomic development setback by external factors. • Effective cross-border interconnection with Thailand does not materialize. • Resettlement not completed in accordance with the Project's resettlement plan. The Project loan agreement contains the provision that no construction work is to begin on any specific section of the project, until resettlement has been completed in that section.
<p>Outcome An improved railway system is operational.</p>	<p>All works are satisfactorily completed by 2013. A railway agency is established by the end of 2009. The railway agency is fully equipped and trained to effectively plan, monitor and administer (i) the concession agreement; (ii) environmental and safety compliance; (iii) railway infrastructure and assets and</p>	<p>Executing Agency progress reports Project supervision and TA consultant reports Disbursement records Project reviews</p>	<p>Assumptions</p> <ul style="list-style-type: none"> • Satisfactory restructuring of the railway subsector completed. • An effective railway agency is established and operating.

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	(iv) resolution of grievances and commercial disputes over rail transport by 2012.															
<p>Outputs</p> <ol style="list-style-type: none"> 1. Existing railway line rehabilitated and partially upgraded, enabling safe operations at a mainline speed of at least 50 km/hour. 2. Railway link to Thailand is reconstructed. 3. Rail links to Sihanoukville port and the port in Phnom Penh rehabilitated and extended. 4. Freight facilities in Samrong and Phnom Penh constructed. 5. Affected households living within the railway ROW and stations satisfactorily compensation and assisted. 6. Railway agency is staffed and operational. 	<ul style="list-style-type: none"> • About 600 km of existing railway line completed by 2013. • About 48 km of railway line from Sisophon to the Thai border reconstructed by 2013. • About 15 km of rail links to Sihanoukville container port and the port in Phnom Penh rehabilitated by 2013. • 98 hectare of freight and maintenance depot constructed by 2013. • About 1 km of new sidings to dry ports in Phnom Penh constructed by 2013. • 232 affected persons in Samrong satisfactorily compensation and assisted by 2010. • ___ staff transferred to the railway agency and adequately trained by 2012. 	<p>Project reports, railway accounts, and user surveys</p> <p>Reports by the restructuring technical assistance consultants</p> <p>Reports of project supervision consultants</p> <p>Project completion report</p>	<p>Assumptions</p> <ul style="list-style-type: none"> • The railway agency is established by the end of 2009. • Sufficient staff appointed or transferred to the railway agency to make it operational. <p>Risks</p> <ul style="list-style-type: none"> • The Government of Thailand does not reestablish the rail connection on time. • Price increase or cost overrun leads to reduction of project scope. • Implementation is delayed. 													
<p>Activities with Milestones</p> <ol style="list-style-type: none"> 1.1 Transaction preparation, public bidding, selection and signing of concession agreement for the railway operator (concession agreement signed in June 2009) 1.2 Selection of consultants for design and supervision (completed in 2007) 1.3 Prequalification and award of civil works contracts (completed in 2007) 1.4 Acquisition of land and resettlement of affected persons for the original project (to be completed by end of 2010) 2.1 Reconstruction of the link to the border with Thailand, including earthworks, ballasting, track laying, stations, and repairs to bridges and culverts (to be completed by end of 2012) 		<table border="0"> <tr> <td>Inputs</td> <td style="text-align: right;">\$ million</td> </tr> <tr> <td>ADB</td> <td style="text-align: right;">89.9</td> </tr> <tr> <td>OFID</td> <td style="text-align: right;">13.0</td> </tr> <tr> <td>Government of Malaysia</td> <td style="text-align: right;">2.8</td> </tr> <tr> <td>Government of Australia</td> <td style="text-align: right;">21.8</td> </tr> <tr> <td>Government of Cambodia</td> <td style="text-align: right;">20.3</td> </tr> <tr> <td>Total</td> <td style="text-align: right;">147.8</td> </tr> </table>	Inputs	\$ million	ADB	89.9	OFID	13.0	Government of Malaysia	2.8	Government of Australia	21.8	Government of Cambodia	20.3	Total	147.8
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<ul style="list-style-type: none"> 2.2 Rehabilitation and partial upgrade of the Northern Line, including embankment repairs, ballasting, providing missing fittings, and replacement of track to improve the riding quality for a minimum operational speed of 50 km/hour (to be completed by end of 2012) 3.1 Rehabilitation of the Southern Line, including repairs to embankments, renewal of track with concrete sleepers, rehabilitation of bridges and culverts, (to be completed by end of 2012) 3.2 Rehabilitation of existing siding tracks and provision of additional tracks for efficient loading and unloading of containers in the Sihanoukville container port (to be completed in March 2013) 4.1 Updating and Implementation of the Resettlement Plan for Samrong (to be completed by mid 2010) 4.2 Design and construction of the new freight facility in Samrong (to be completed in March 2013) 4.3 Design and construction of the new spur lines to freight terminals in Phnom Penh (to be completed in March 2013) 5.1 A monitoring and Evaluation Framework is established and regular monitoring is ongoing (December 2015) 6.1 The railway agency established, staffed, trained and operational (to be completed in December 2012) 			

ADB = Asian Development Bank, OFID = OPEC Fund for International Development.