### Cambodia: Road Network Improvement Project

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Road Network Improvement Project</th>
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<tbody>
<tr>
<td>Project Number</td>
<td>41123-015</td>
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<tr>
<td>Country</td>
<td>Cambodia</td>
</tr>
<tr>
<td>Project Status</td>
<td>Active</td>
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<tr>
<td>Project Type / Modality of Assistance</td>
<td>Loan</td>
</tr>
<tr>
<td>Source of Funding / Amount</td>
<td>Loan 3576-CAM: Road Network Improvement Project</td>
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<tbody>
<tr>
<td>concessional ordinary capital resources lending / Asian Development Fund</td>
<td>US$ 70.00 million</td>
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#### Strategic Agendas
- Environmentally sustainable growth
- Inclusive economic growth
- Regional integration

#### Drivers of Change
- Governance and capacity development
- Knowledge solutions
- Private sector development

#### Sector / Subsector
- Transport - Road transport (non-urban)

#### Gender Equity and Mainstreaming
- Effective gender mainstreaming

#### Description
The project aims to provide efficient transportation on the Greater Mekong Subregion (GMS) Southern Economic Corridor (SEC), which passes through Cambodia, through the improvement of the national road sections in Prey Veng, Siem Reap, and Svay Rieng provinces of Cambodia that are unsafe and prone to flooding. The project will also (i) support the Ministry of Public Works and Transport (MPWT) in road asset management by (a) strengthening its axle load control operation, (b) introducing a quality assurance system, and (c) improving road maintenance execution; and (ii) help project communities in improving their safety and health by implementing a gender-responsive community-based road safety program and an HIV/AIDS and human trafficking awareness and prevention program (HTAP).

#### Project Rationale and Linkage to Country/Regional Strategy
The project aligns with the priorities in the country partnership strategy, 2014-2018 to reduce poverty and vulnerability in Cambodia. The project supports the government’s Rectangular Strategy Phase III for 2013-2018 that emphasizes the need for development of physical infrastructure along with three other core areas (agriculture sector promotion, private sector development and employment, and capacity building and human resource development) by improving national and regional connectivity and building institutional capacity, and the National Strategic Development Plan 2014-2018. The project contributes to the GMS network development priorities and to ADB’s climate adaptation finance targets.

#### Impact

#### Project Outcome
- Description of Outcome: Transport efficiency increased on the national road sections along Greater Mekong Subregion Southern Economic Corridor.

#### Implementation Progress
- Description of Project Outputs: More safe and climate-resilient national roads delivered
- Axle load control enhanced
- Quality assurance for civil works in the Ministry of Public Works and Transport strengthened
- Road safety enforcement in project communes improved

#### Status of Implementation Progress (Outputs, Activities, and Issues)
1. Civil works activities commenced in Q1 2019 for the 3 packages (CW-1: NR1 East, CW-2: NR 2 West, CW-3: NR6). Procurement of other civil works packages has been initiated.
2. Activities under axle load control output activities are ongoing.
3. Quality assurance for civil works in MPWT - initial activities ongoing.
4. Road safety enforcement in project communes - the recruitment of consultant for road safety is ongoing and will be awarded in Q2 2019.

#### Geographical Location
Nation-wide

#### Safeguard Categories
- Environment: B
- Involuntary Resettlement: C
- Indigenous Peoples: C

#### Summary of Environmental and Social Aspects
Environmental Aspects

The project roads generally pass through agricultural land, rice paddy, and plantations crossing number of minor rivers. No protected areas or species have been identified within the project area of influence. The construction of four regional laboratories will be within existing provincial public works and transport departments’ premises. The adverse environmental impacts will primarily come during construction from dust, noise, vibration, removal of vegetation, disposal of construction spoil, worker and community health and safety hazards, increased traffic, and disruption of access. The EMP includes (i) mitigation measures during construction and operational phases including (a) waste management and spoil disposal, (b) materials management, (c) drainage management, (d) temporary transport management, (e) noise and dust control, and (f) worker and public safety; and (ii) identifies responsible parties and budget for implementation and monitoring.

Involuntary Resettlement

The proposed project involves civil works for one-digit national roads (NR1 and NR6). For NR 1 and NR6, road repair works will be undertaken on the existing road pavements, with some ancillary works (drainage and slope protection) expected to take place on unoccupied land within the road right of way. Resettlement impacts are not expected. However, a resettlement framework has been prepared for the project to address any unanticipated impacts. The framework requires the preparation of a resettlement plan in the event that any involuntary resettlement impacts are later identified. In such a case the involuntary resettlement categorization for the project would be revised as needed. A due diligence report will be prepared by the General Department of Resettlement (GDR) and Project Management Unit (PMU) following detailed engineering design to assess if there are any resettlement impacts or confirm that there are no resettlement impacts.

Indigenous Peoples

In the project area, less than 1% of the total project beneficiaries are from ethnic minority groups (Cham or Vietnamese); they are socially and economically integrated with Khmer communities. No ethnic minorities or indigenous peoples will be adversely affected by the proposed project. The ethnic minorities near the project areas live in villages far from the roads but they will indirectly benefit from the improved roads.

Stakeholder Communication, Participation, and Consultation

During Project Design

Public consultations were carried out to inform the project design and environmental assessment process; and will continue during project implementation. Consulting services will provide support for environmental management plan (EMP) implementation. Environmental complaints will be handled through a grievance redress mechanism (GRM).

Two rounds of public consultations also have been conducted with various stakeholders comprising government agencies, local authorities, and affected households; and will continue during the updating and implementation of the detailed resettlement plan (DRP). The summary draft basic resettlement plan (BRP) has been disclosed in the form of public information booklets (PIBs) to the affected communities in November 2016.

During Project Implementation

Business Opportunities

Consulting Services

Recruitment will follow Guidelines on the Use of Consultants by Asian Development Bank and Its Borrowers (March 2013, amended from time to time).

Procurement

Procurement will follow ADB’s Procurement Guidelines (April 2015, amended from time to time).

Responsible ADB Officer

Takeshi Fukayama

Responsible ADB Department

Southeast Asia Department

Responsible ADB Division

Transport and Communications Division, SERD

Executing Agencies

Ministry of Public Works and Transport

PSOVICHEANO@ONLINE.COM.KH

4th Floor Eastern Building

Corner Norodom Boulevard Street 106

Phnom Penh, Cambodia

Timetable

Concept Clearance

11 Dec 2014

Fact Finding

22 Nov 2016 to 01 Dec 2016

MRM

18 Jul 2017

Approval

28 Sep 2017

Last Review Mission

-

Last PDS Update

29 Mar 2019

Loan 3576-CAM

Milestones

Approval

Signing Date

Effectivity Date

Closing

Original

Revised

Actual

28 Sep 2017

09 Jan 2018

20 Mar 2018

30 Jun 2023

- -

Financing Plan

<table>
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<th>Others</th>
<th>Net Percentage</th>
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Project Page

https://www.adb.org/projects/41123-015/main

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