## Cambodia: Road Network Improvement Project

### Project Name
Road Network Improvement Project

### Project Number
41123-015

### Country
Cambodia

### Project Status
Active

### Project Type / Modality of Assistance
Loan

### Source of Funding / Amount
Loan 3576-CAM: Road Network Improvement Project
concessional ordinary capital resources lending / Asian Development Fund
US$ 70.00 million

### 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
Transport infrastructure to enhance national competitiveness and people’s welfare developed. (National Strategic Development Plan 2014-2018).

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

### Progress Toward Outcome
As of 31 August 2019, the overall progress is 3.9%.

#### Project Implementation and Construction Supervision (PICS) Implementation
- The project implementation and construction supervision (PICS) implementation ongoing and supervising the civil works. Activities for CW1: NR1 East, CW2: NR2 West, CW3: NR6 are ongoing. As of 31 August 2019, ongoing works for packages CW1 (NR1), CW2 (NR1) and CW3 (NR6) are: (i) pavement design is under preparation; (ii) asphalt mixing plant has been installed at site and calibration for operation is ongoing; and (iii) existing road maintenance team ongoing maintenance works. All CEMPs were submitted and implemented.
- Procurement of equipment for the project and other civil works have been initiated.
- ADB fielded a midterm review mission during 27-30 May 2019. The mission reviewed: (i) assessment of proposed minor change in scope for a civil work package, equipment and consulting services package, (ii) assessment of proposed reallocation and partial cancellation of loan, (iii) progress of civil works, (iv) confirmation of safeguards categorization and compliance of civil works packages, (v) procurement plan update and (vi) GAP implementation update.

### 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. More safe and climate-resilient national roads delivered
  - Civil works are ongoing for packages CW1, CW2 and CW3.
  - Axle load control enhanced
  - Portable weigh scale was successfully procured and hand-over inspection has been carried out.
- 2. Weigh Stations Structures (CW6) the drawings and specifications are under preparations.
- 3. Quality assurance for civil works in MPWT strengthened
  - The detailed design for the laboratory building (CW4) has been completed and the draft bidding documents was forwarded to ADB for comments. Due diligence for social safeguards has been prepared.
  - Bidding documents for laboratory equipment (EQ1) have been reviewed by ADB, MPWT to submit revised bidding documents.
- 4. Road safety enforcement in project communes improved
  - The consultant selection for community-based road safety program is scheduled for contract negotiations. Expected award of contract in October 2019.

### Geographical Location
Nation-wide
<table>
<thead>
<tr>
<th>Safeguard Categories</th>
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<tbody>
<tr>
<td>Environment</td>
<td>B</td>
</tr>
<tr>
<td>Involuntary Resettlement</td>
<td>C</td>
</tr>
<tr>
<td>Indigenous Peoples</td>
<td>C</td>
</tr>
</tbody>
</table>

### 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 spoils, 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


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

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Responsible ADB Division Transport and Communications Division, SERD

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### Timetable

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<tr>
<td>Concept Clearance</td>
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<tr>
<td>Fact Finding</td>
<td>22 Nov 2016 to 01 Dec 2016</td>
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<tr>
<td>MRM</td>
<td>18 Jul 2017</td>
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<tr>
<td>Approval</td>
<td>28 Sep 2017</td>
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<td>Last Review Mission</td>
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<td>Last PDS Update</td>
<td>27 Sep 2019</td>
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### Loan 3576-CAM

#### Financing Plan

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<th>Effectivity Date</th>
<th>Closing</th>
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<tr>
<td></td>
<td>28 Sep 2017</td>
<td>09 Jan 2018</td>
<td>20 Mar 2018</td>
<td>30 Jun 2023</td>
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<th>Others</th>
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Cumulative Contract Awards 28 Sep 2017

Cumulative Disbursements 28 Sep 2017
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