## Cambodia: Institutional Capacity Building in the Road Sector

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<thead>
<tr>
<th>Project Name</th>
<th>Institutional Capacity Building in the Road Sector</th>
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<tr>
<td>Project Number</td>
<td>50255-001</td>
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<tr>
<td>Country</td>
<td>Cambodia</td>
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<td>Project Status</td>
<td>Active</td>
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<tr>
<td>Project Type / Modality of Assistance</td>
<td>Technical Assistance</td>
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<td>Source of Funding / Amount</td>
<td>TA 9300-CAM: Institutional Capacity Building in the Road Sector</td>
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<td>Japan Fund for Poverty Reduction</td>
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### Strategic Agendas
- Inclusive economic growth

### Drivers of Change
- Governance and capacity development
- Knowledge solutions
- Partnerships

### Sector / Subsector
- Transport
  - Transport policies and institutional development

### Gender Equity and Mainstreaming
- Some gender elements

### Description
The TA will help MPWT in refining the business process to effectively implement the Road Law and managing the national and provincial road asset through optimizing the organization structure and strengthening staff capacity of the General Department of Public Works (GDPW), the General Department of Administration (GDA) and the NAOCC Secretariat which are involved in managing the road asset and controlling vehicle overloading.

### Project Rationale and Linkage to Country/Regional Strategy
In Cambodia, road transport is the dominant mode of transport. The core development problem in road sub-sector is incomplete legal and regulatory framework, lack of sustainability due to inadequate funding and overloading, and lack of private sector participation.

With the assistance of ADB, JICA, and World Bank, the Government promulgated the Law on Road, commenced a program to control overloading, and initiated outsourcing of road maintenance to private sector. This momentum needs to be maintained. The earlier achievements need to be catalyzed through strengthening the legal and regulatory framework and developing national strategies for controlling overloading and engaging private sector in road maintenance to achieve the goal of delivering better road services to Cambodia, GMS and ASEAN road users.

### Impact
The expected TA impact will be transport infrastructure contributing to the enhancement of national competitiveness and people’s welfare developed.

### Project Outcome

#### Description of Outcome
The expected TA outcome will be MPWT’s capacity in delivering road services strengthened.

#### Progress Toward Outcome
The projected outcome is being implemented.

### Implementation Progress

#### Description of Project Outputs
- Institutional and regulatory frameworks strengthened. TA will help MPWT (i) draft required procedures, regulations, and guidelines for implementing the Road Law; (ii) prepare time bound action plan for approving such procedures, regulation and guidelines; (iii) determine road sector financing needs up to 2025 and preparing a policy note on road sector financing options for future direction; (iv) optimize organizational structure of GDPW, GDA and NAOCC, and (v) update the human resource development plan including strengthening institutional capacity for gender mainstreaming both through the Gender Mainstreaming Action Group and divisions.

- Strategic framework for engaging private sector in road maintenance that give overall direction to MPWT to further outsource road maintenance works in systematic way, (ii) preparing a roadmap for implementing the strategy with clear indicators and targets to monitor the change and performance, (iii) refining the business process of GDPW and GDA in managing outsourcing force account works, and (iv) strengthening the standard bidding documents for road maintenance and the manual for maintenance supervision.

- Axle overload control operations strengthened in Cambodia. The TA will help MPWT in (i) developing a strategy to combat vehicle overloading that give direction to MPWT in introducing implementable and step-wise approaches and cost effective technologies to achieving reduced vehicles overloading, (ii) preparing a roadmap for implementing the strategy with clear indicators and targets to monitor the change and performance, (iii) refining the business process of NAOCC Secretariat, and (iv) preparing procedure for internal calibrating of weigh scales being used in weigh stations and mobile team.

#### Status of Implementation Progress (Outputs, Activities, and Issues)
- Institutional and regulatory frameworks: (i) Government orders for the Road Law have been prepared. (ii) Action plan proposed. (iii) Under preparation. (iv) Institutional structure has been proposed. (v) HR plan including gender mainstreaming has been proposed.
- Strategic framework for engaging private sector in road maintenance: (i) Strategy has been prepared. (ii) A road map has been prepared. (iii) Business process has been prepared. (iv) Technical report has been prepared.
- Axle overload control operations: (i) A technical report for calibrating of weigh scales has been prepared. (ii) There is an ongoing overloading campaign on axle load control. A report will be finalized for the output in strengthening axle load control operations.

### Geographical Location
Nation-wide
Summary of Environmental and Social Aspects

Environmental Aspects

Involuntary Resettlement

Indigenous Peoples

Stakeholder Communication, Participation, and Consultation

During Project Design

Consultations have been held with government agencies including MPWT and Ministry of Economy and Finance; and as well as with development partners such as World Bank and JICA and Embassy of Japan.

During Project Implementation

Business Opportunities

Consulting Services

ADB will recruit consultants in accordance with the Guidelines on the Use of Consultants (2013, as amended from time to time).

Procurement

Procurement packages will be procured in accordance with ADB’s Procurement Guidelines (2015, as 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

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Phnom Penh, Cambodia

Timetable

Concept Clearance

12 Dec 2016

Fact Finding

-

MRM

-

Approval

24 Feb 2017

Last Review Mission

-

Last PDS Update

03 Oct 2019

TA 9300-CAM

Milestones

<table>
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<th>Approval</th>
<th>Signing Date</th>
<th>Effectivity Date</th>
<th>Closing</th>
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<td>24 Feb 2017</td>
<td>03 Apr 2017</td>
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<td>15 May 2019</td>
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Financing Plan/TA Utilization

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Project Page

https://www.adb.org/projects/50255-001/main

Request for Information

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