



Additional Financing

Project Number: 42334-017
Loan Number: 3151-CAM
November 2015

Proposed Administration of Loans and Grants Kingdom of Cambodia: Rural Roads Improvement Project II

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Asian Development Bank

CURRENCY EQUIVALENTS

(as of 15 November 2015)

Currency unit	–	riel/s (KR)
KR1.00	=	\$0.00024
\$1.00	=	KR4,044

ABBREVIATIONS

ADB	–	Asian Development Bank
AFD	–	Agence Française de Développement (French Development Agency)
DDIS	–	detailed design and implementation supervision
km	–	kilometer
MRD	–	Ministry of Rural Development
PMU	–	project management unit
SCF	–	Strategic Climate Fund

NOTE

In this report, "\$" refers to US dollars, unless otherwise stated.

Vice-President	S. Groff, Operations 2
Director General	J. Nugent, Southeast Asia Department (SERD)
Director	H. Iwasaki, Transport and Communications Division, SERD
Team leader	S. Date, Senior Transport Specialist, SERD
Team members	C. Clark, Safeguards Specialist (Resettlement), SERD O. Domagas, Financial Control Specialist, Controller's Department S. Kawazu, Senior Counsel, Office of the General Counsel E. Lara, Safeguards Officer (Environment), SERD K. Leung, Finance Specialist, SERD V. Lisack, Transport Specialist, SERD M. Ortega, Project Analyst, SERD N. Ouk, Senior Project Officer, Cambodia Resident Mission (CARM), SERD S. Ouk, Senior Safeguards Officer, CARM, SERD S. Sok, Senior Procurement Officer, CARM, SERD A. Srinivasan, Principal Climate Change Specialist, SERD A. Velasquez, Safeguards Specialist (Environment), SERD A. Veron-Okamoto, Transport Specialist, SERD F. Villanueva, Senior Operations Assistant, SERD
Peer reviewer	S. Khan, Senior Transport Specialist, Pacific Department

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PROJECT AT A GLANCE

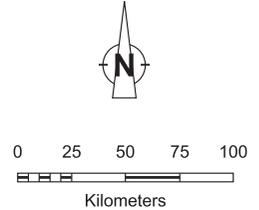
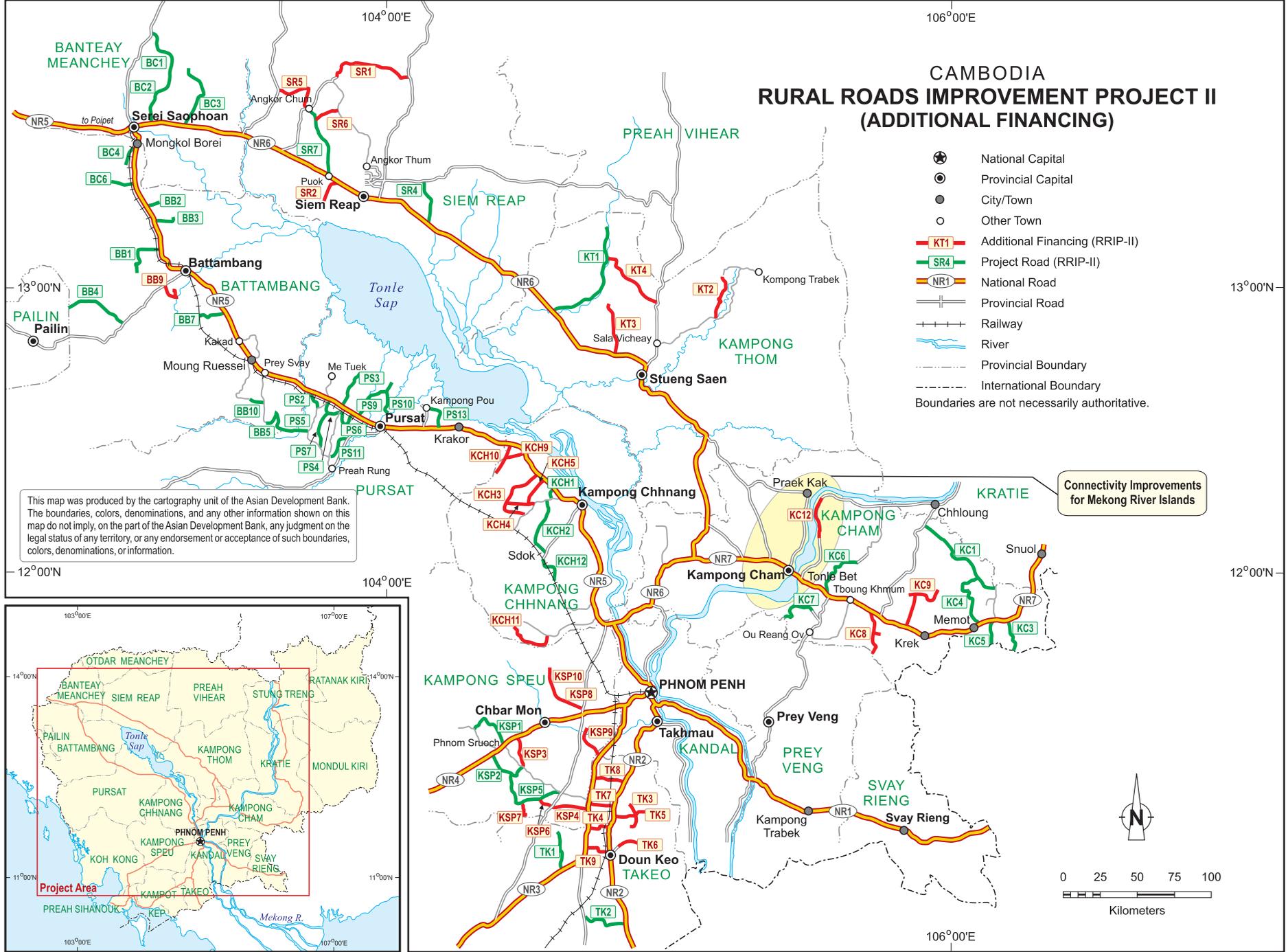
1. Basic Data		Project Number: 42334-017	
Project Name	Rural Roads Improvement Project II (Additional Financing)	Department /Division	SERD/SETC
Country	Cambodia	Executing Agency	Ministry of Rural Development
Borrower	Ministry of Economy and Finance		
2. Sector	Subsector(s)	ADB Financing (\$ million)	
✓ Transport	Road transport (non-urban)		0.00
		Total	0.00
3. Strategic Agenda	Subcomponents	Climate Change Information	
Inclusive economic growth (IEG)	Pillar 2: Access to economic opportunities, including jobs, made more inclusive	Adaptation (\$ million)	16.00
Environmentally sustainable growth (ESG)	Global and regional transboundary environmental concerns	Climate Change impact on the Project	Medium
Regional integration (RCI)	Pillar 2: Trade and investment		
4. Drivers of Change	Components	Gender Equity and Mainstreaming	
Governance and capacity development (GCD)	Anticorruption Institutional development Organizational development	Effective gender mainstreaming (EGM)	✓
Knowledge solutions (KNS)	Application and use of new knowledge solutions in key operational areas		
Partnerships (PAR)	International finance institutions (IFI) Official cofinancing Regional organizations		
5. Poverty Targeting		Location Impact	
Project directly targets poverty	No		
6. Risk Categorization:	Low		
7. Safeguard Categorization	Environment: B Involuntary Resettlement: C Indigenous Peoples: C		
8. Financing			
Modality and Sources		Amount (\$ million)	
ADB		0.00	
Cofinancing		67.85	
Strategic Climate Fund - PPCR		16.00	
Australian Grant		11.85	
Agence Francaise de Developpement		40.00	
Counterpart		6.63	
Government		6.63	
Total		74.48	
9. Effective Development Cooperation			
Use of country procurement systems		No	
Use of country public financial management systems		No	

CAMBODIA RURAL ROADS IMPROVEMENT PROJECT II (ADDITIONAL FINANCING)

- National Capital
 - Provincial Capital
 - City/Town
 - Other Town
 - KT1 Additional Financing (RRIP-II)
 - SR4 Project Road (RRIP-II)
 - NR1 National Road
 - Provincial Road
 - Railway
 - River
 - Provincial Boundary
 - International Boundary
- Boundaries are not necessarily authoritative.

Connectivity Improvements
for Mekong River Islands

This map was produced by the cartography unit of the Asian Development Bank. The boundaries, colors, denominations, and any other information shown on this map do not imply, on the part of the Asian Development Bank, any judgment on the legal status of any territory, or any endorsement or acceptance of such boundaries, colors, denominations, or information.



I. BACKGROUND

1. The Asian Development Bank (ADB) Board of Directors approved the Rural Roads Improvement Project II on 8 August 2014.¹ The current project will rehabilitate and pave 729 kilometers (km) of rural roads in the 10 provinces of Banteay Meanchey, Battambang, Kampong Cham, Kampong Chhnang, Kampong Speu, Kampong Thom, Pursat, Siem Reap, Takeo, and Tboung Khmum. Although the project provinces totaled nine at loan approval, Kampong Cham has since been divided into two provinces—Kampong Cham and Tboung Khmum. The rehabilitated roads will give agricultural areas in these poor rural provinces a safer, cost-effective rural road network that provides all-year access to markets and other social services. The project will also support the development of a sustainable road maintenance regime in the Ministry of Rural Development (MRD), a community-based road safety program, a program to raise awareness of and prevent HIV/AIDS and human trafficking, and measures to adapt to climate change.

2. The current project's impact will be the improved access to markets, jobs, and social services in the 10 project provinces. This is consistent with the results framework of the Cambodia Transport Sector Assessment, Strategy, and Road Map.² The intended outcome is the development of a safe, climate-resilient, cost-effective, all-weather rural roads network in agricultural areas of the 10 project provinces that can be used throughout the year. The current project aims to achieve this outcome by delivering five outputs: the improvement of rural roads (output 1), the improvement of rural road asset management (output 2), expansion of rural road safety and community-awareness programs (output 3), strengthening of project management (output 4), and the upgrading of connectivity on five islands in the Mekong River (output 5).

3. The current project's estimated cost is \$118.23 million (Table 1), including taxes and duties of \$8.66 million. ADB is providing a loan from ADB's Special Funds resources equivalent to SDR34,918,000 (\$54.0 million) to help finance delivery of all five outputs, including detailed design and implementation supervision (DDIS) consulting services, and interest during construction.³

4. Under the current financing plan (Table 2) the Government of Australia will provide grant cofinancing of A\$7.6 million (\$6.67 million), to be administered by ADB, which will help finance the improvement of rural roads, the improvement of rural road asset management, and expansion of rural road safety and community-awareness programs (outputs 1–3). The Government of the Republic of Korea will provide a tied parallel loan equivalent to \$41.0 million through the Export–Import Bank of Korea for rural road improvements (output 1). This will finance civil works and design and implementation supervision consulting services. The Nordic Development Fund will provide grant cofinancing of €4 million (\$5.4 million) to finance the civil works for green planting and climate change adaptation, as well as consulting services for climate change adaptation (output 5). ADB will administer this grant. The Government of Cambodia will provide \$11.16 million for the project by financing taxes and duties through exemptions for all five outputs and supplementary allowances in kind for project management.

5. The loan agreement and grant agreements were signed on 26 October 2014, and the loan became effective on 23 December 2014. The MRD, which is the executing agency, began advance action to recruit the DDIS consultants in May 2014 and awarded the contract on 30 December 2014. This was the first step in project implementation. Project progress is currently rated *satisfactory* overall. The project management unit (PMU) plans to complete the bidding process within 2015. It is

¹ ADB. 2014. *Report and Recommendation of the President to the Board of Directors: Proposed Loan to the Kingdom of Cambodia for the Rural Roads Improvement Project II*. Manila.

² ADB. 2014. *Cambodia Transport Sector Assessment, Strategy, and Road Map*. Manila.

³ ADB may also finance the project's transport and insurance costs.

also close to awarding contracts for climate change adaptation framework design and implementation, financed by the Nordic Development Fund, as well as for the HIV/AIDS and human trafficking awareness and prevention program, which will seek to deal with potential impacts in these areas during the forthcoming civil works.

II. ADDITIONAL FINANCING

A. Rationale

6. The current project was originally designed to rehabilitate about 1,200 km of rural roads, and due diligence for this larger scope was completed during loan processing, for an estimated cost of \$190 million. During the processing, the government requested cofinancing from Agence Française de Développement (AFD) and the Strategic Climate Fund (SCF).⁴ The AFD financing had been proposed for all project activities except for those related to climate change adaptation (output 5). Based on its objectives, the SCF financing had been proposed for strengthening the climate resilience of highly vulnerable rural roads in Kampong Cham and Tboung Khmum provinces, particularly by improving connectivity for Mekong River islands (output 5). The SCF subcommittee endorsed the entire financing envelope for all projects across Cambodia in February 2014, but it needed more time and more requirements had to be met for its approval of the individual subprojects. AFD and the government also needed additional time to agree on the terms of AFD's project financing. Because of this and the fact that the MRD had initiated advance action to recruit the DDIS consultants, the government and ADB agreed to proceed with the project by reducing the scope to the 729 km of rural road rehabilitation that was fully ready for approval by the ADB Board.

7. The AFD and SCF financing were approved in May 2014 and September 2015, respectively. Meanwhile, in October 2014, the Government of Australia informed ADB that it was interested in adding A\$15,000,000 (\$11,850,000) to the grant financing it was providing for outputs 1–3 (para. 4). As a result, all of the financing—the cofinancing from AFD and the SCF and the additional grant financing from the Government of Australia—has been proposed as additional financing to expand the project scope from rehabilitation of 729 km of rural road under the current project to the originally intended scope of rehabilitation of 1,200 km of rural roads under the proposed expanded overall project.

8. In line with the government's priorities, the overarching objective of ADB's country partnership strategy for Cambodia for 2014–2018 is poverty reduction.⁵ ADB will help the government reduce poverty and vulnerability and lay the foundations for Cambodia's future economic and social development. Rehabilitating rural roads and making them more resistant to effects of climate change under the overall project will support inclusive economic growth, help ease poverty, and enhance social development and equity.

B. Impact, Outcome, and Outputs

9. The intended impact, outcome, and outputs for the overall project with the additional financing will remain the same as those for the current project. However, the target for total rural road rehabilitation to deliver outputs 1 and 5 will increase to 1,200 km.

C. Revised Investment and Financing Plans

10. The SCF will provide additional financing through a \$9.0 million grant and a \$7.0 million

⁴ Under the Pilot Program for Climate Resilience.

⁵ ADB. 2014. *Country Partnership Strategy: Cambodia, 2014–2018*. Manila.

loan to fund activities under output 5 to upgrade connectivity on the Mekong River islands. AFD will provide additional financing of €36,400,000 (\$40.0 million), pari passu with ADB financing. The Government of Australia will provide additional grant cofinancing of A\$15.0 million (\$11.85 million) at the exchange rate prevailing at the time of fact-finding in July 2013. The AFD and the Government of Australia financing will be denominated in US dollars, pursuant to ADB's standard accounting practices.⁶ The government's additional financing is similar to its original financing. All additional financing will be administered by ADB, although AFD will manage the disbursement of its loan in accordance with its own disbursement guidelines and procedures.

Table 1: Revised Investment Plan (\$ million)

Item	Current Amount	Additional Financing ^a	Total
A. Base Cost (in 31 March 2015 prices)			
1. Rural road improvements	75.99	56.70	132.69
2. Rural road asset management	1.10	2.71	3.81
3. Rural road safety and community-awareness program	2.26	1.05	3.31
4. Project management support	2.11	0.02	2.13
5. Connectivity improvements for Mekong River islands	13.71	0.57	14.28
Subtotal (A)	95.17	61.05	156.22
B. Contingencies^b			
1. Physical	9.52	5.94	15.46
2. Price	10.61	6.30	16.91
Subtotal (B)	20.13	12.24	32.37
C. Financing Charges During Implementation^c	2.93	1.19	4.12
Total (A+B+C)	118.23	74.48	192.71

Note: The Asian Development Bank and any ADB-administered financing may finance transport and insurance costs under the project. The interest charge for the ADB loan and service charge for the Strategic Climate Fund will be capitalized.

^a Includes taxes and duties of \$6.09 million to be financed from government resources through exemptions. The government will also provide \$0.55 million in kind for the project management cost.

^b Physical contingencies computed at 10% of base costs. Price contingencies computed for foreign exchange costs and local currency costs based on the annual rates in the table below; includes provision for potential exchange rate fluctuation under the assumption of a purchasing power parity exchange rate.

Annual Rate	2014	2015	2016	2017	2018	2019	2020
Foreign currency	1.9%	2.2%	1.9%	1.8%	1.8%	1.8%	1.8%
Local currency	3.0%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%

^c Includes interest of the ADB and Export-Import Bank of Korea loans, administration fee for the Government of Australia and the Nordic Development Fund, and service charge for ADB. The interest rates of the Strategic Climate Fund loan are 1.0% per annum during construction and 0.1% per annum during the grace period.

Source: Asian Development Bank.

Table 2: Revised Financing Plan (\$ million)

Source	Current		Additional Financing		Total	
	Amount	% Share	Amount	% Share	Amount	% Share
ADB Special Funds (loan)	54.00	46.00			54.00	28.00
Government of Australia (grant) ^a	6.67	6.00	11.85	16.00	18.52	10.00
KEXIM (loan)	41.00	35.00			41.00	21.00
NDF (grant) ^a	5.40	5.00			5.40	3.00
AFD (loan)			40.00	54.00	40.00	21.00
SCF (loan) ^b			7.00	9.00	7.00	4.00
SCF (grant) ^b			9.00	12.00	9.00	5.00
Government	11.16	9.00	6.63	9.00	17.79	9.00
Total	118.23	100.00	74.48	100.00	192.71	100.00

D. Due Diligence

11. Due diligence was conducted on all aspects and the entire scope of the overall project during the fact-finding mission for the current project in July 2013 (para. 6). The findings were reconfirmed

⁶ This amount may be adjusted for currency fluctuations to match the grant amount received by ADB.

through a mission to Cambodia in March 2015.⁷ While the executing agency made good progress in advance action to recruit consultants, ADB observed inconsistencies in executing agency's application of evaluation criteria to DDIS consultant proposals. Upon ADB's advice, the executing agency addressed the inconsistencies and the DDIS consultant selection was concluded in December 2014, about the same time as loan effectiveness. ADB will monitor future consultant selection processes more intensely to ensure that there are no issues in any consulting selection evaluations.

E. Implementation Arrangements

12. Implementation arrangements will not change with the additional project financing. All goods and civil works and all consultants funded by ADB will be subject to eligibility requirements waiver.⁸

Table 3: Implementation Arrangements

Aspects	Arrangements									
Implementation period	August 2014–December 2020									
Loan and grant closing date	31 December 2020									
Estimated completion date	31 December 2020									
Management: Oversight body	Ministry of Economy and Finance									
Executing agency	Ministry of Rural Development									
Key implementing agencies	Project management unit, Phnom Penh: staff of 82									
Procurement ^a	<table border="0"> <tr> <td>ICB</td> <td>7 contracts</td> <td>\$108.31 million</td> </tr> <tr> <td>NCB</td> <td>7 contracts</td> <td>\$9.85 million</td> </tr> <tr> <td>Shopping</td> <td>6 contracts</td> <td>\$1.89 million</td> </tr> </table>	ICB	7 contracts	\$108.31 million	NCB	7 contracts	\$9.85 million	Shopping	6 contracts	\$1.89 million
ICB	7 contracts	\$108.31 million								
NCB	7 contracts	\$9.85 million								
Shopping	6 contracts	\$1.89 million								
Consulting services ^a	QCBS 2,674 person-months \$20.01 million									
Advance contracting	Detailed design and implementation supervision consultant recruitment (completed during processing of the current project; consultant services ongoing)									
Disbursement	The ADB loan and the Government of Australia, NDF, and SCF cofinancing loan and grants will be disbursed in accordance with ADB's <i>Loan Disbursement Handbook</i> (2015, as amended from time to time) and detailed arrangements agreed between the government and ADB.									

ADB = Asian Development Bank, ICB = international competitive bidding, NCB = national competitive bidding, NDF = Nordic Development Fund, QCBS = quality- and cost-based selection, SCF = Strategic Climate Fund.

^a The Export–Import Bank of Korea is financing Civil Works Package 5 amounting to \$40.94 million, and Consulting Services 1B for \$4.11 million.

Source: Asian Development Bank.

III. THE PRESIDENT'S RECOMMENDATION

13. The President recommends that the Board approve ADB administering

- (i) a loan not exceeding the equivalent of €36,400,000 to be provided by the Agence Française de Développement,
- (ii) a loan not exceeding the equivalent of \$7,000,000 to be provided by the Strategic Climate Fund,
- (iii) a grant not exceeding the equivalent of \$9,000,000 to be provided by the Strategic Climate Fund, and
- (iv) a grant not exceeding the equivalent of A\$15,000,000 to be provided by the Government of Australia

to the Kingdom of Cambodia for the additional financing of the Rural Roads Improvement Project II.

⁷ Due diligence on updating cost estimates with current prices conducted in March 2015 (Table 1).

⁸ ADB. 2013. *Blanket Waiver of Member Country Procurement Eligibility Restrictions in Cases of Cofinancing for Operations Financed from Asian Development Fund Resources*. Manila.

REVISED DESIGN AND MONITORING FRAMEWORK

<p>Impact the Project is Aligned with^a</p> <p>Current project Improved access to markets, jobs, and social services in nine project provinces</p> <p>Overall project Unchanged, except for 1 million beneficiaries who will have improved access to markets, jobs, and social services by 2022 (2013 baseline: 0; this means zero beneficiaries have improved access). Although the project provinces totaled 9 for the current project, Kampong Cham has since been divided into two provinces—Kampong Cham and Tboung Khmum, in January 2015.</p>

Results Chain	Performance Indicators with Targets and Baselines	Data Sources and Reporting Mechanisms	Risks (overall project)
<p>Outcome</p> <p>Current project Safe, climate-resilient, and cost-effective rural road network that provides all-year access in agricultural areas of the nine project provinces</p>	<p>Current project Road crash rate in the project area decreased by 20% by 2020 (2012 baseline: 8.1 crashes per 1,000 beneficiaries)</p> <p>Average travel time per trip on project roads decreased to 30 minutes in 2020 (2015 baseline: 0 minutes, to be confirmed by baseline survey)</p> <p>Share of the climate-resilient rural road network increased to 3.6% in 2020 (2015 baseline: 1.8%)</p> <p>Average number of days per year that the project roads are accessible increased to 365 days in 2020 (2015 baseline: 200 days)</p>	<p>National road safety action plan annual report: National Road Safety Committee</p> <p>Field traffic surveys: MRD</p> <p>Field traffic surveys: MRD</p> <p>Annual reports: MRD</p> <p>Annual reports: MRD</p>	<p>The MRD does not receive the planned maintenance budget for the paved roads.</p>
<p>Overall project (Unchanged)</p>	<p>Overall project (Unchanged)</p>		
<p>Outputs</p> <p>Output 1: Rural roads improvement^b</p> <p>Current project</p>	<p>Current project About 729 km of rural roads rehabilitated with standard provisions for all road users by 2020</p>	<p>Monthly and quarterly project progress reports MRD:</p> <p>Monitoring reports: MRD</p>	

Results Chain	Performance Indicators with Targets and Baselines	Data Sources and Reporting Mechanisms	Risks (overall project)
Overall project (Unchanged)	<p>Average roughness of project roads decreased to 2–3 in 2020 (2015 baseline: 6–14)</p> <p>By 2020, contractors hire women for 20% of the required unskilled labor days</p> <p>Overall project Changed from about 729 km to about 1,200 km of rural roads rehabilitated with standard provisions for all road users by 2020</p> <p>Others targets remain unchanged.</p>	<p>Quarterly progress reports: MRD</p> <p>PCR: ADB</p> <p>Project review missions: ADB</p> <p>Quarterly progress reports: MRD</p> <p>PCR: ADB</p>	
Output 2: Rural road asset management Current project	<p>Current project Overall control mobile teams increased to five in 2020 (2014 baseline: 1)</p> <p>Annual operation and maintenance budget for project roads increased to \$310/km in 2020 (2013 baseline: \$268/km)</p>	<p>Annual reports: MRD</p> <p>Quarterly progress reports: MRD</p> <p>Annual reports: MRD</p>	
Overall project Unchanged	Overall project Unchanged		
Output 3: Rural road safety and community awareness program Current project	<p>Current project By 2020, 40% of residents (50% women) in project provinces and all contractors' personnel participate in an HHTPP before and during civil works construction</p> <p>By 2015, sex-disaggregated baseline socioeconomic data established</p>	<p>Quarterly progress report: MRD</p> <p>PCR: ADB</p> <p>Quarterly progress reports: MRD</p>	

Results Chain	Performance Indicators with Targets and Baselines	Data Sources and Reporting Mechanisms	Risks (overall project)
Overall project Unchanged	Mothers have a 30% share in community participants in road safety awareness programs by 2020 Overall project Unchanged	Quarterly progress reports: MRD PCR: ADB	
Output 4: Project management support Current project	Current project PMU personnel increased to 22 (14 males, 8 females) in 2020 (2013 baseline: 12 [7 males, 5 females]) By 2020, all PMU staff participate in training on social and gender issues (likely 22 with 14 males, 8 females) (2013 baseline: 7 males, 5 females) Overall project Unchanged	Quarterly progress reports: MRD PCR: ADB Quarterly progress reports: MRD PCR: ADB	
Output 5: Connectivity Improvements for the Mekong River islands^b Current project	Current project Emergency-related deaths due to lack of access to health services from islands reduced to 0 in 2020 (2011 baseline: 15) 40% of unskilled workdays created are for women for manual concrete paving of island roads Overall project Unchanged	National health statistics: National Institute of Statistics Quarterly progress reports: MRD PCR: ADB	

Key Activities with Milestones

- 1. Rural road improvements (civil works)**
 - 1.1 MRD selects detailed design and construction supervision consultants: March–September 2014
 - 1.2 MRD prepares tender documents and selects contractors: October 2014–June 2015
 - 1.3 MRD completes 1,200 km of road rehabilitation: June 2015–June 2020
- 2. Rural road asset management**
 - 2.1 MRD completes procurement of mobile weigh pads and enforcement vehicles: March–October 2015
 - 2.2 MRD expands mobile axle-load control: October 2014–December 2016

Key Activities with Milestones					
2.3	MRD awards four road maintenance contracts: August–December 2017				
3.	Rural road safety and community awareness program				
3.1	MRD implements the road safety program: June 2015–December 2019				
3.2	MRD implements the HHTPP: June 2015–June 2020				
3.3	MRD completes the baseline socioeconomic survey with sex-disaggregated data: June 2015–June 2020				
4.	Project management support				
4.1	MRD completes training on social and gender issues for all PMU staff: June 2015–December 2016				
4.2	PMU recruits 10 new staff to increase its efficiency: June 2015–December 2019				
4.3	MRD manages the project efficiently: March 2014–June 2020				
5.	Connectivity improvements for the Mekong River islands				
5.1	MRD completes the concrete roads in Mekong River islands: June 2015–January 2020				
5.2	MRD completes procurement and construction of jetties in Mekong River islands: June 2015–January 2020				
Inputs (million)					
	<table border="1"> <thead> <tr> <th>ADB (Loan)</th> </tr> </thead> <tbody> <tr> <td>\$54.00 (current)</td> </tr> <tr> <td>\$0.00 (additional)</td> </tr> <tr> <td>\$54.00 (overall)</td> </tr> </tbody> </table>	ADB (Loan)	\$54.00 (current)	\$0.00 (additional)	\$54.00 (overall)
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	<table border="1"> <thead> <tr> <th>Government</th> </tr> </thead> <tbody> <tr> <td>\$11.16 (current)</td> </tr> <tr> <td>\$6.63 (additional)</td> </tr> <tr> <td>\$17.79 (overall)</td> </tr> </tbody> </table>	Government	\$11.16 (current)	\$6.63 (additional)	\$17.79 (overall)
Government					
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	<table border="1"> <thead> <tr> <th>Government of Australia (Grant)</th> </tr> </thead> <tbody> <tr> <td>\$6.67 (current)</td> </tr> <tr> <td>\$11.85 (additional)</td> </tr> <tr> <td>\$18.52 (overall)</td> </tr> </tbody> </table>	Government of Australia (Grant)	\$6.67 (current)	\$11.85 (additional)	\$18.52 (overall)
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	<table border="1"> <thead> <tr> <th>Export–Import Bank of Korea (Loan)</th> </tr> </thead> <tbody> <tr> <td>\$41.00 (current)</td> </tr> <tr> <td>\$0.00 (additional)</td> </tr> <tr> <td>\$41.00 (overall)</td> </tr> </tbody> </table>	Export–Import Bank of Korea (Loan)	\$41.00 (current)	\$0.00 (additional)	\$41.00 (overall)
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Assumptions for Partner Financing					
Current project					
None, as the design and monitoring framework for the current project has been approved in August 2014.					
Overall project					
All partner financing amounts do not depreciate due to currency fluctuations.					

ADB = Asian Development Bank, AFD = Agence Française de Développement, HHTPP = HIV/AIDS and human trafficking awareness and prevention program, km = kilometer, MRD = Ministry of Rural Development, PCR = project completion report, PMU = project management unit, SCF = Strategic Climate Fund.

^a ADB. 2014. *Report and Recommendation of the President to the Board of Directors: Proposed Loan to the Kingdom of Cambodia for the Rural Roads Improvement Project II*, Manila (Loan 3151-CAM).

^b Detailed monitoring indicators are included in the SCF final approval document.

Source: Asian Development Bank.