



## Cambodia: Road Network Improvement Project (formerly Second Road Asset Management Project)

Project Name	Road Network Improvement Project (formerly Second Road Asset Management Project)	
Project Number	41123-015	
Country	Cambodia	
Project Status	Approved	
Project Type / Modality of Assistance	Loan	
Source of Funding / Amount	<b>Loan 3576-CAM: Road Network Improvement Project (formerly Second Road Asset Management Project)</b> concessional ordinary capital resources lending / Asian Development Fund <span style="float: right;">US\$ 70.00 million</span>	
Strategic Agendas	Environmentally sustainable growth Inclusive economic growth Regional integration	
Drivers of Change	Governance and capacity development Knowledge solutions Private sector development	
Sector / Subsector	<b>Transport</b> - Road transport (non-urban)	
Gender Equity and Mainstreaming	Effective gender mainstreaming	
Description	<p>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).</p>	
Project Rationale and Linkage to Country/Regional Strategy	<p>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.</p>	
Impact	Transport infrastructure to enhance national competitiveness and people's welfare developed. (National Strategic Development Plan 2014 2018).	

### Project Outcome

Description of Outcome	Transport efficiency increased on the national road sections along Greater Mekong Subregion Southern Economic Corridor.
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Progress Toward Outcome

### 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
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Status of Implementation Progress (Outputs, Activities, and Issues)

Geographical Location

### 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 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** Civil works for NR1 and NR6 and weigh stations will be confined to existing road widths while regional laboratories will be built in the provincial public works departments' premises. There may be temporary impacts on the passage of the residences' entrance and public facilities. Some moveable stores may be partially affected during the civil works. No permanently or severely affected households were identified during the field observation and the public consultations. Furthermore, under the previous ADB-financed projects, the households along these roads have already received compensation from the government. As a result, expected land acquisition and resettlement impacts are minimal.

**Indigenous Peoples** No indigenous peoples or ethnic minorities will be adversely affected by the project. In the project area, less than 1% of the total project beneficiaries are ethnic minorities (276 Khmer Cham and 107 Vietnamese); and live in villages far from the road sides, 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	Erdene, Oyunchimeg
Responsible ADB Department	Southeast Asia Department
Responsible ADB Division	Transport and Communications Division, SERD
Executing Agencies	<i>Ministry of Public Works and Transport 4th Floor Eastern Building Corner Norodom Boulevard Street 106 Phnom Penh, Cambodia</i>

<b>Timetable</b>	
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	02 Oct 2017

#### Loan 3576-CAM

<b>Financing Plan</b>		<b>Loan Utilization</b>			
	Total (Amount in US\$ million)	Date	ADB	Others	Net Percentage
Project Cost	76.70	Cumulative Contract Awards			
ADB	70.00	-	0.00	0.00	%
Counterpart	6.70	Cumulative Disbursements			
Cofinancing	0.00	-	0.00	0.00	%

Project Page	<a href="https://www.adb.org/projects/41123-015/main">https://www.adb.org/projects/41123-015/main</a>
Request for Information	<a href="http://www.adb.org/forms/request-information-form?subject=41123-015">http://www.adb.org/forms/request-information-form?subject=41123-015</a>
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