The Kingdom of Cambodia
Ministry of Public Works and Transport

Data Collection Survey on Logistics System Improvement in the Kingdom of Cambodia

Final Report
Appendix

April 2018

Japan International Cooperation Agency

International Development Center of Japan Inc.
PADECO Co., Ltd.

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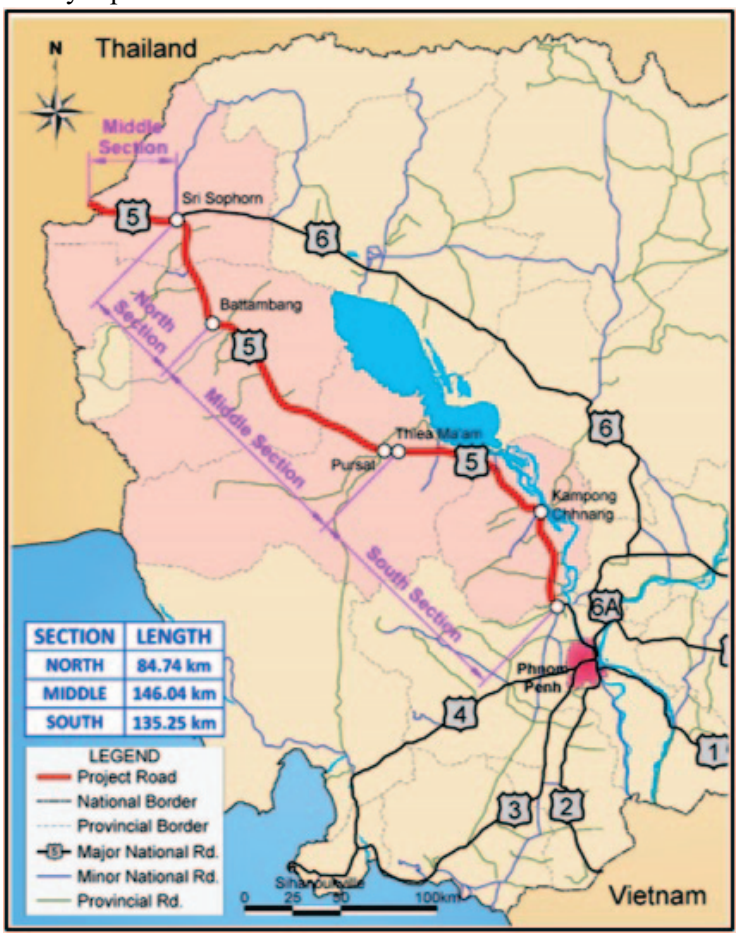
Appendix 1(1)

Project Profiles (Short Term)

Project Name	Debottlenecking of the Central Subcorridor	**Project Number**	P11-S1

Summary	**Site**	NR/NH 1[1] and NR/NH 5 (i.e., Cambodia's main east-west artery)
	Project Description	The project entails: 1) an asphaltic concrete (AC) overlay along NR/NH 1, between Neak Loeang and the western edge of Bavet City, and 2) upgrading/widening along NR/NH 5.
	Justification	**Strategic fit in Strategy 1** • Debottlenecking the Central Subcorridor of the GMS Southern Economic Corridor, which provides the main east-west link within Cambodia. • Facilitating international and domestic trade of Cambodia. **Project Background and Justification** In the latest configuration of the GMS economic corridors, Cambodia is traversed by the Southern Economic Corridor, which includes a Central Subcorridor (Dawei-Bangkok-Vung Tau via Poipet, Phnom Penh, and Ho Chi Minh City), corresponding to part of Asian Highway 1 and ASEAN Highway 1; within Cambodia, this economic corridor includes NH/NR 1 and 5 (as well as 6), which are major east-west links in the country. Relevant road improvement projects programmed along this corridor in the short and medium term (i.e., 2018-2019 and 2020-2022) include the following: *NH/NR 1* • Km 317-km 367 = 50 km (alternatively shown in the ADB project document as km 62.1 to 159.0 of NR/NH1 or 96.9 km, from Neak Loeang to the western edge of Bavet City), AC overlay, (ADB-supported) Road Network Improvement Project, 2018-2022 *NH/NR 5 (see the following figure)* • Improvement, 84.74 km (Battambang-Sisophon / Sri Sophorn; North Section), AC, supported by Japan, 2015-2020 • Improvement, 146.04 km (Thlea Ma'am-Battambang, Middle Section), AC, supported by Japan, 2016-2021 • Improvement, 135.25 km (Prek Kdam-Thlear Ma'am, South Section), AC, supported by Japan, 2016-2021 • Construction of five, four-lane bypasses, supported by Japan • Construction/rehabilitation of six weighbridges, supported

[1] National roads (NRs) have generally been referred to as NR/NH to reflect at least an aspiration that the main roads of the country will become major arteries.

	by Japan  Source: MPWT, Road Infrastructure Department, *Presentation on National Road No. 5 Improvement Project*, November 2017 Regarding NR/NH 1, it should be noted that: • Widening of NH/NR 1 is difficult since there are many cities and towns along the route, and it is difficult to widen the cable-stayed Tsubasa Bridge, which would therefore present a bottleneck even if the road is widened; • A feasibility study for a Phnom Penh-Bavet Expressway (along a new alignment) was conducted in 2017 with Japanese support. However, the government policy is now for expressway projects to be developed on a BOT basis (considering their high capital costs), and therefore this project component is considered long term in the current logistics master plan.
Key Benefits	Both direct and indirect economic benefits are envisaged. Direct benefits may include travel time reductions, vehicle operating cost savings, improved road traffic safety, and environmental benefits. Indirect benefits may relate to the transformation of the transport (sub)corridor into more of a full-fledged economic corridor, e.g., through an expansion of the market for agricultural and/or industrial products and improvement in the

		access to public services. Estimated economic rates of return are 17.9% for the NR/NH 1 section(s) (from the ADB project document) and 20.7-22.4% for the NR/NH 5 sections (from JICA-supported feasibility studies).	
	Scope of work	• An asphaltic concrete (AC) overlay along NR/NH 1, between Neak Loeang and the western edge of Bavet City • Road Widening/Upgrading (ongoing and / or programmed; NR 5) * * * For each listed road the project includes mainly asphaltic concrete overlay work, with associated civil works and consulting services. Additional components in the case of the NR/NH 1 subproject include enhancement of axle load control, strengthening of the quality assurance system in MPWT, and improvement of enforcement of road safety in project communes. Associated consultancy services include(d) (i) feasibility studies, (ii) detailed design, (iii) procurement assistance (e.g., selection of contractors), and (iv) construction supervision.	
	Possible cost requirements	Short (2018-19)	As programmed by MPWT, capex requirements have been estimated at about US$ 48 million for the NR/NH 1 sections (2018-2022) and JPY 19.208 billion for the NR/NH 5 sections (2015-2022). Investment costs include amounts for civil works (the largest amount), as well as consultants (nominally estimated at 2.5% of capital costs, but estimated at 7.1% in the case of NR/NH 1) and equipment; additional cost items during construction include incremental administration costs, contingencies (physical and price), and interest during construction.
		Medium (2020-22)	
		Long (2023-25)	N/A
	Other cost implications	Recurrent routine and periodic maintenance costs (although the NR/NH 1 subproject will be implemented using a hybrid-based performance contract, which will include road maintenance to promote the engagement of local contractors in road maintenance).	
Implementation	**Responsible Organizations**	**Planning**	• MPWT
		Execution	• MPWT

	PPP	**Public**	• MPWT
		Private	• N/A
	Schedule (tentative)	**Preparation/Planning**	2012-2017
		Implementation	As indicated, scheduled timings are from 2018 to 2022 for the NR/NH 1 sections (2018-2022) and 2015-2021 for the NR/NH 5 sections.
Capacity Constraints		The listed project components are already programmed with resources from respective development partners.	
Further Clarification		N/A	
Social and Environmental Considerations	**Necessity of ECC**	This project has been already approved so that no necessity of ECC.	
	Anticipated Impact	Environmental	Possible air pollution, noise and vibration impacts, as well as possible impacts on the surrounding agricultural ecosystem(s). The adverse environmental impacts will occur mainly during construction.
		Social	Land acquisition impacts in the case of the NR/NH 5 sections (the NR/NH 1 sections do not involve widening).
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA.
		Social	No necessity of EIA/IEIA.

Project Name	Debottlenecking of the Intercorridor Link (Sihanoukville-Phnom Penh Section)	**Project Number**	P11-S2

Summary	**Site**	The corridor between Phnom Penh and Sihanoukville
	Project Description	The project entails: 1) upgrading (and possibly widening) of NR/NH 4; and 2) Phase 1 of the two-phase development of the Phnom Penh-Sihanoukville Expressway.
	Justification	**Strategic fit in Strategy 1** • Debottlenecking the Intercorridor Link of the GMS Southern Economic Corridor, which is a major logistics link in the country. • Facilitating domestic and international trade of Cambodia. **Project Background and Justification** In the latest configuration of the GMS economic corridors, Cambodia is traversed by the Southern Economic Corridor, which includes an Intercorridor Link (Sihanoukville-Phnom Penh-Stung Treng-Pakse-Savannakhet), corresponding to part of Asian Highway and ASEAN Highway 11; within Cambodia, this economic corridor includes NH/NR 4, which is a link of major logistics importance in the country, since its connects the country's capital and its largest seaport. NH/NR 4 consists of two lanes, except for four lanes from Phnom Penh to km 20 and rom km 45 to km 48). Of particular relevance are: • a planned World Bank study of improving (although not four-laning) of NR/NH 4, with construction from about 2018 to 2021 (a performance-based contract for maintenance for five years after construction, i.e., a road asset management component, is also included); and • a project to develop an expressway between Phnom Penh to Sihanoukville, along a different alignment from NR/NH 4 – China-supported feasibility and concession studies were undertaken in 2016, and construction is expected to start by 2018 (or December 2017), with completion expected in 2023.
	Key benefits	Both direct and indirect economic benefits are envisaged. Direct benefits may include travel time reductions, vehicle operating cost savings, improved road traffic safety, and environmental benefits. Indirect benefits may relate to the transformation of the

	transport (sub)corridor into a full-fledged economic corridor, e.g., through an expansion of the market for agricultural and/or industrial products and improvement in the access to public services. The economic rate of return of the NR/NH 4 project would be estimated in the planned World Bank study; the 2009 MPWT *Follow-up Study on the Road Network Development Master Plan*, supported by JICA, estimated rates of return of 16.2% to 29.4% for improving NR/NH 4. The feasibility and design documents for the Phnom Penh-Sihanoukville Expressway – which presumably estimated economic and financial rates of return – are not publicly available.		
Scope of work	• Road Upgrading: NR/NH 4 • Road Widening: NR/NH 4 • Phnom Penh-Sihanoukville Expressway * * * The details of the scope of work for the upgrading of NR/NH 4 (with associated civil works and consulting services), about 222 km, would be determined by the planned World Bank study (and any other relevant study if performed). Consultancy services may include (i) feasibility studies, (ii) detailed design, (iii) procurement assistance (e.g., selection of contractors), and (iv) construction supervision. Construction works will include strengthening (i.e., upgrading/improve) the existing carriageway; paving the existing laterite shoulder, which will increase capacity because motorcycles currently use the vehicle lanes; provision of drainage in large urban areas; construction of some embankment works and bridges because the road is currently blocked during periods of heavy rain; and implementation of road safety measures in areas of accident "blackspots". The planned improvement of the road does not now envisage widening; four-laning may be considered based on assessment of the number of vehicles shifting to the expressway (and any relevant clauses in the concession agreement for the expressway). The Phnom Penh-Sihanoukville Expressway as programmed entails the construction of a 190 km long, 25 m wide, tolled highway from Kov Srov, Phnom Penh, to Sihanoukville, along a different alignment from NR/NH 4, with a design speed of 100 kph. Road safety measures should be incorporated in each project component (and are planned for the NR/NH 4 component), particularly in consideration of nighttime driving risks.		
Possible cost requirements	Short (2018-19) Medium (2020-22)	The World Bank has estimated costs for improvement of NR/NH 4 (about 222 km) at about US$ 110 million (i.e., somewhat less than the general cost of US$ 0.6 million per km (drawing on Asian Development	

			Bank, *Meeting Asia's Infrastructure Needs*, 2017). About half of this total may be assumed in 2018-2019 and half in 2020-2021. Costs of the entire Phnom Penh-Sihanoukville Expressway are estimated at about US$ 1.7 billion, although estimates vary; a tender is forthcoming. Assuming a six-year construction period (i.e., 2018-2023), and costs spread evenly throughout the period, one-third of the costs (US$ 567 million) will be in 2018-2019, and one-half of the costs will be in 2020-2022 (US$ 850 million). Funding has been made available under China's Belt and Road Initiative.
		Long (2023-25)	
	Other cost implications	Recurrent routine and periodic (as well as emergency) maintenance costs, as well as operating (e.g., toll collection and administration) costs in the case of the expressway. The World Bank is planning for a performance-based contract for maintenance of the improved NR/NH4, over a five-year period from about 2022 to 2026.	

Implementation	**Responsible Organizations**	**Planning**	• MPWT
		Implementation	• BOT Operator/Concessionaire (China Road and Bridge Corporation, CRBC) for the expressway component
	PPP	**Public**	• MPWT
		Private	• CRBC
	Schedule (tentative)	**Preparation/Planning**	2015-2017
		Implementation	2017/2018-2022

Capacity Constraints		N/A	
Further Clarification		N/A	
Social and Environmental Considerations	**Necessity of ECC**	This project has been already approved so that no necessity of ECC. Additional one such as the upgrading (and possibly widening) of NR/NH 4 would need ECC.	
	Anticipated Impact	Environmental	Possible air pollution, noise and vibration impacts, as well as possible impacts on the surrounding agricultural ecosystem(s).
		Social	Land acquisition / resettlement impacts.
	Major Scope of	Environmental	No necessity of EIA/IEIA for original

	EIA		project. Separate EIA/IEIA study may be required for additional project of upgrading (and possibly widening) of NR/NH 4.
		Social	No necessity of EIA/IEIA for original project. Separate EIA/IEIA study may be required for additional project of upgrading (and possibly widening) of NR/NH 4.

Project Name	Debottlenecking of the Southern Coastal Subcorridor (Cambodia Section)	Project Number	P11-S3

Summary	**Site**	NR/NH 48, the Southern Coastal Subcorridor
	Project Description	The project entails improvement/rehabilitation of NR/NH 48.
	Justification	**Strategic fit in Strategy 1** • Debottlenecking the Southern Coastal Subcorridor of the GMS Southern Economic Corridor, which connects the country's capital city with its largest seaport¥ • Facilitating domestic and international trade (as well as tourist traffic) of Cambodia **Project Background and Justification** In the latest configuration of the GMS economic corridors, Cambodia is traversed by the Southern Economic Corridor, which includes a Southern Coastal Subcorridor (Bangkok-Rayong-Koh Kong-Kampot-Ha Tien), corresponding to part of ASEAN Highway 128; within Cambodia, the project focus is on NH/NR 48, a road of importance both for cargo and tourist traffic. From 2004 to 2007, double bituminous surface treatment (DBST)[1] pavement was applied to NR/NH 48 between Koh Kong to Sre Ambel (149 km), with a US$ 21.89 million concessionary loan from Thailand. In addition, from 2005 to 2007, four concrete bridges were constructed along this route, with US$ 7.2 million in concessionary financing from Thailand. Also, from 2011 to 2013, KOICA funded a Project for Road Safety Furniture and Safety Measures for NR 3 and NR 48. Commencing around 2017, further improvement of NR/NH 48 is programmed (150 km), with US$ 75.7 million in concessionary financing, from the Economic Development Cooperation Fund (Korea) and the Export-Import Bank of Korea (KEXIM).
	Key benefits	Both direct and indirect economic benefits are envisaged. Direct benefits may include travel time reductions, vehicle operating cost savings, improved road traffic safety, and environmental benefits. Indirect benefits may relate to the transformation of the transport (sub)corridor into more of a full-fledged economic corridor, e.g., through an expansion of the market for agricultural and/or industrial products and improvement in the access to

[1] Double bituminous surface treatment is a method of pavement construction that involves two separate applications of asphalt binder material and mineral aggregate on a prepared surface.

		public services.	
	Scope of work	• Road Rehabilitation NR/NH 48 The scope of work includes improvement/rehabilitation of NR/NH 48 (with associated civil works and consulting services), extending about 150 km, as mentioned in the Description and Justification sections. Consultancy services include(d) (i) feasibility studies, (ii) detailed design, (iii) procurement assistance (e.g., selection of contractors), and (iv) construction supervision.	
	Possible cost requirements	Short (2018-19)	US$ 60 million
		Medium (2020-22)	
		Long (2023-25)	
	Other cost implications	Recurrent routine and periodic maintenance costs	

Implementation	**Responsible Organizations**	**Planning**	• MPWT
		Execution	• MPWT
	PPP	**Public**	• N/A
		Private	• N/A
	Schedule (tentative)	**Preparation/Planning**	2016-2017
		Implementation	2018-2020

Capacity Constraints		N/A	
Further Clarification		N/A	
Social and Environmental Considerations	**Necessity of ECC**	This project has been already approved so that no necessity of ECC.	
	Anticipated Impact	Environmental	Possible air pollution, noise and vibration impacts, as well as possible impacts on the surrounding agricultural ecosystem(s). The adverse environmental impacts will occur mainly during construction.
		Social	Possible land acquisition / resettlement impacts
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA.
		Social	No necessity of EIA/IEIA.

Project Name	Overloading Control Capacity Enhancement	Project Number	P11-S4

Summary	**Site**	Whole country, but focuses on major corridors lime NR1, NR4, NR5, NR6
	Project Description	Enforcement of overloading seems to be a problem in Cambodia like in many other countries. The overloading is being addressed in both the Road Law as well as in the Road Traffic Law. Maximum weight of truck, maximum total weight, vehicle axis loads etc. are regulated by the Road Traffic Law. And, the size of truck like height, width and length of vehicles is also regulated by the law too. There are weighbridges along the main transport routes to inspect the weight of the trucks along the laws. Truck transport will continuously increase, depending upon increase of trade volume under economic growth and population increase in future. The problems on the overloading will be more important to reduce damage on road as well as danger on load collapse. In addition, fair, simple inspection would be more appreciated by the private trucking companies. In this regard, the project consists of the following 3 components: 1) Simplification and Unification of inspection procedure at the weighbridge stations 2) Increase weighbridge stations 3) Revision of penalties and incentives 4) Public relations and education to tracking companies
	Justification	**Position in the Strategy 1** • The key theme of the Strategy 1 is to improve connectivity between Cambodia and international markets and surrounding countries through more functioning economic corridors and international gateways. • The key objectives of the project is to extend and reduce road maintenance and rehabilitation costs of road network by controlling damage of road from overloaded trucks. • It contributes to reach an effective allocation of road budget. **Project Background and Justifications** • There is a big problem on damage of roads from the overloaded trucks in not only Cambodia but also other Mekong countries, which require much budget for road rehabilitation. Accordingly, many countries introduce truck inspection stations along the major roads to reduce overloaded trucks. • ASEAN has a discussion to accept 15 tons per axis to accept heavier tailor truck for more transport efficiency. Then, ASEAN counties require to change the road specification, especially pavement, to bear i15 tons/axis. • However, it may take long time to complete to improve pavement along the Major roads. • It is necessary to strengthen inspection and education to reduce overloading trucks.
	Key benefits	Overall, the proposed project will have following economic benefits:

		(i) Improvement of transport-time (ii) Reduction of travel cost; (iii) Reduction of road maintenance/rehabilitation cost	
	Scope of Work	**Simplification and Unification of inspection procedure at the weighbridge stations** • Formulating manual on procedure • Periodical check system of accuracy weighbridges • Training of staffs of the weighbridges • Periodical inspection system to check procedure **Increase weighbridge stations** • Study locations of potential weighbridges • Construction of new weighbridges along the major economic corridors **Revision of Penalties and Incentives** • Revision of penalties of overloading truck • Introduction of incentives for good performed truck companies **Public Relations and Education** • Periodical seminar to tracking company and consignors • Lecture at renewing truck driver license	
	Possible cost requirements	Short (2018-19)	Consultancy Costs (as required) US$ 0.2 million Construction Costs US$ 5 million Other Costs (training, PR, education etc.) US$ 0.5 million
		Medium (2020-22)	N/A
		Long (2023-25)	N/A
	Other cost implications		

Implementation	**Responsible Organizations**	**Planning**	• GDT in MPWT
		Implementation	• GDT
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2018
		Implementation	2019

Capacity Constraints		N/A	
Further Clarification		Cooperation with CAMTA	
Social and Environmental Considerations	**Necessity of ECC**	Not required ECC due to no activity on change of land and construction.	
	Anticipated Impact	Environmental	No impact
		Social	No impact
	Major Scope of EIA	Environmental	Not required
		Social	Not required

Project Name	Northern Line Railway Improvement Project (Phase 1) (ongoing basic improvements)	**Project Number**	P12-S1

Summary	**Site**	The 386 km, meter-gauge Northern Line, from Phnom Penh northwesterly to Poipet, through Kampong Chhnang, Pursat, Battambang, and Sisophon / Sri Sophorn, constructed between 1929 and 1942	
	Project Description	Basic, short-term rehabilitation of remaining line sections of that have not yet been rehabilitated.	
	Justification	**Strategic fit in Strategy 1** • Promotion of rail freight transport by improving one the two main existing railway lines in the country • Facilitation of domestic and international trade of Cambodia. **Project Background and Justification** Basic, short-term rehabilitation of the Northern Line has been proceeding, with support from the Asian Development Bank, the OPEC [Organization of the Petroleum Exporting Countries] Fund for International Development, and the Governments of Australia and Malaysia (and from Thailand for the border bridge), although resettlement issues have slowed the work. An Agreement on Joint Traffic Working between the Government of the Kingdom of Thailand and the Government of the Kingdom of Cambodia is at an advanced state of negotiations[1] considering that rehabilitation work is close to complete near the border. Remaining sections of the Northern Line in the first 9.4 km from Phnom Penh and from km 32 (Bat Deung) to km 165.7 (Pursat) will be rehabilitated with national budget in 2018 and 2019 (and 2020), with supplemental funding from China. [Even when this basic work is completed, the Northern Line will require additional improvements, e.g., more crossing (passing) loops (sidings), signaling improvements, motorized points, track circuiting, level crossings, in the medium or long term, or beyond.]	
	Key benefits	Increased railway operating speeds and increased railway capacity.	
	Scope of work	As noted, basic, short-term rehabilitation of remaining sections of the line.	
	Possible cost requirements	Short (2018-19)	US$200 million
		Medium (2020-22)	-
		Long (2023-25)	-
	Other cost implications	N/A	

[1] A similar agreement was reached between Cambodia and Vietnam on 4 November 2008. *Cambodia Country Report for Seminar on China-ASEAN Infrastructure Interconnection*, Beijing, 9-29 July 2013, slide 13.

Implementation	**Responsible Organizations**	**Planning**	• MPWT (RD)
		Execution	• MPWT (RD)
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/ Planning**	2017
		Implementation	2018-2019 (and 2020)

Capacity Constraints		Government resources for capital spending in the railway sector are limited, but China recently committed support for this project	
Further Clarification		N/A	
Social and Environmental Considerations	**Necessity of ECC**	This project has been already approved so that no necessity of ECC.	
	Anticipated Impact	Environmental	Possible environmental impacts due to increased train operations.
		Social	Possible impact on communities along the railway line.
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA.
		Social	No necessity of EIA/IEIA.

Project Name	Mekong River Transport Improvement Project	Project Number	P13-S1

Summary	**Site**	Navigation Channel from Kaorm Sormnor to Kampong Cham
	Project Description	The project is to promote cargo transport from Kaorm Sormnor to Kampong Cham on the Mekong River including the Tonle Sap River 7km from the confluence with the Mekong River. The project contains following five components; 1) Maintenance/Development of Navigation Aids from Kaorm Sormnor to Kampong Cham 2) Activation of Cambodia National Committee to implement of Agreement on Waterway Transportation between Cambodia and Vietnam for Nighttime Border Navigation 3) Navigation Channel and Dredging Plan (Phase 1) from Phnom Penh to Kampong Cham 4) Construction of PPAP's Multi-purpose Terminal (UM2) at Tbong Khmum 5) Sustainable Waterway Dredging and River Training
	Justification	**Strategic fit in Strategy 1** • Unblocking the current and future bottlenecks of the 2nd largest international gateway in Cambodia after Sihanoukville Autonomous Port (PAS), by physical and operational capacity enhancement. • Debottlenecking the physical constraints and/or higher costs of bypassing alternative routes and enhancing trade potential by increasing the competitiveness of the PPAP in the intra- and international market. **Project Background and Justifications** • Maintenance/Development of Navigation Aids from Kaorm Sormnor to Kampong Cham - PPAP has the corporate with Mekong River Commission (MRC) and Belgian Technical Cooperation (BTC) support on installing traffic light, buoys and leading mark from Vietnam border up to Kampong Cham. However, maintenance of the buoys at their right locations needs frequent relocation because of the changes of riverbed and embankment of the Mekong River. - To cope with the need, it is necessary to build task teams equipped with buoy tenders. • Activation of Cambodia National Committee to implement of Agreement on Waterway Transportation between Cambodia and Vietnam for Nighttime Border Navigation - The nighttime navigation at Kaorm Sormnor border has been agreed upon between Cambodia and Vietnam. However, implementation has not been materialized. - Nighttime border navigation at Kaorm Sormnor is one of the key issues to lower the transport cost for container shipment from/to Cai Mep Port in Vietnam. The activation of Cambodia National Mekong Committee to materialize the agreement is required. General

	Department of Waterway-Maritime Transport and Ports、MPWT（GDWTP） should take initiatives for the activation. • Navigation Channel and Dredging Plan (Phase 1) from Phnom Penh to Kampong Cham - Activation of port and waterways to reduce shipping and transporting cost and ensure the cost competitiveness of waterway - Vitalization of port logistic function. - Utilization of dredged soil to make land where condition for development is good • Construction of PPAP's Multi-purpose Terminal (UM2) at Tbong Khmum - Enabling of the effective consolidation and distribution of goods form Tbong Khmum and those from the provinces of north-eastern provinces of Cambodia to Phnom Penh or directly to Vietnam or China for export via inland waterway transportation. • Sustainable Waterway Dredging and River Training - PPAP maintains the navigation channel up to Tonle Bet (Kampong Cham) by deepening it by its own cutter suction dredgers. However, Mining Ministry dose not provide a license for PPAP to sell the dredged materials. Therefore, the cost of the maintenance of the navigation is recovered from the port service revenue, which consequently increases the cargo handling tariff. - The provision of the license for PPAP to sell the dredged materials, particularly at Sdao Channel which is about 32km from Phnom Penh, will decrease the cargo handling tariff and promote the trade via Phnom Penh Port.
Key benefits	• The proposed projects will have following economic benefits: (i) Under "without project" scenario, trade potential will be capped (*importers and exporters*) (ii) Improvements of operational and financial efficiency (*port users and PPAP shareholders*) (iii) Reduced logistics costs due to the timely navigation and efficient services (*shippers and end-users*) (iv) *Higher trade volumes and increase of government revenue (government benefits).*
Scope of Work	**Maintenance/Development of Navigation Aids from Kaorm Sormnor to Kampong Cham** • Identify the project locations • Conduct feasibility study • Identify the number and dimensions of buoy tenders required • Procure the buoy tenders and provide training of the task team members **Activation of Cambodia National Committee to implement of Agreement on Waterway Transportation between Camodia and Vietnam for Nighttime Border Navigation** • General Department of Waterway-Maritime Transport and Ports、MPWT（GDWTP） to take initiatives for nighttime

		border navigation • Identify and coordinate the actions to be carried out by the government agencies/authorities • Draft and consult the required actions to be undertaken by each government agency/authority • Propose the actions to be undertaken by each government agency/authority to Cambodia National Mekong Committee to decide. **Navigation Channel and Dredging Plan (Phase 1) from Phnom Penh to Kampong Cham** • Site survey consisting of USOx exploration and soil investigation, bathymetric survey development of ENC, water quality, disposal area of dredged materials, bank erosion, environmental impacts, logistics status of Cambodia and local land prices (done) • Master planning, basic and detailed design, economic analysis and business planning (done) • Implementation of the project will consist of the following according to KOICA's master plan: - Site survey - Land compensation - Dredging and reclamation (navigation channel of 100 m width and 5.0 m depth, 12,333,000 m3 in total) - Aids to navigation (Red:123, Green:123) **Construction of PPAP's Multi-purpose Terminal (UM2) at Tbong Khmum** • Korean Exim Bank is reviewing the master plan for possible financial assistance. • Feasibility study • Seeking for fund source • Survey and design • Construction works (1 berth completion 2022) **Sustainable Waterway Dredging and River Training** • PPAP to propose and draft the acts to enable itself to sell the dredged materials produced by the maintenance dredging of the navigation channel • MPWT to propose the acts to be enacted by Mining Ministry • Both ministries to agree upon the sale of the dredged materials by PPAP	
	Possible cost requirements	Short (2018-19)	Capex US$7.1million (Maintenance/Development of Navigation Aids in the PPAP Commercial Zone) US$6 million (Development of Administrative Agencies for Nighttime Border Navigation) US$ 110.3 million (Navigation Channel and Dredging Plan (Phase 1)) US$ 3.6 million (Construction of UM2) US$ 50 million (Use of dredged

			materials at Roka Kaong to be resolved) Consultancy Costs US$ 3.0 million (Design and Supervision)
		Medium (2020-22)	US$ 55.2 million (Navigation Channel and Dredging Plan (Phase 1)) US$ 10.8 million (Construction of UM2) Consultancy Costs US$ 1.6 million (Design and Supervision)
		Long (2023-25)	N/A
	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	• MPWT(DIW), PPAP
		Implementation	• PPAP
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2018-19 (Completed)
		Implementation	2019-22

Capacity Constraints		N/A	
Further Clarification		N/A	
Social and Environmental Considerations	**Necessity of ECC**	Construction of PPAP's Multi-purpose Terminal (UM2) may require ECC.	
	Anticipated Impact	Environmental	Possible local air quality, water quality degradation during construction period. Construction wastes management and relevant construction activity-related impacts are anticipated.
		Social	Possible land take process (depend on the site selection). Local traffic congestion during the construction phase.
	Major Scope of EIA	Environmental	Either of EIA/IEIA addressing major impacts, mentioned above, would be required.
		Social	Same as above.

Project Name	Mekong River Night Time Waterway Transportation Implementation Project	Project Number	P13-S2

Summary	**Site**	Mekong River
	Project Description	The project aims to materialize the 24hour transport of the regulated waterway of the Mekong River. The key project component is as follows: • Implementation of 24hour navigation in accordance with the Agreement between Cambodia and Vietnam on the Inland Waterway Navigation
	Justification	**Position in the Strategy 1:** • Unblocking the current bottlenecks at Kaorm Sormnor border crossing point by implementing 24hour navigation, reducing the border crossing time of cargo vessels. The implementation will reduce particularly the maritime transport cost of containers which are handled at New Phnom Penh Port and exported/imported to/from China, Japan, USA and Europe via Cai Mep Port in Vietnam. • The project is expected to promote the trade of dry bulk like animal feeds to import from Vietnam, casaba and rice to export to Vietnam and China at the PPAP Commercial Zone by providing smooth and safe navigation on the Mekong River. **Project Background and Justification** • An agreement for waterway transportation has been signed between Cambodia and Vietnam. Specifically, the agreement aims for the establishment of the legal framework for the navigation in the Mekong River and creation of favorable conditions for transit and cross border navigation of the regulated waterways. Although the Agreement allows 24hour transport on the regulated waterways, transportation outside of working hours is limited at present.
	Key benefits	(i) The project will have following economic benefits to each beneficiary: • Reductions of navigation time between PPAP including its Commercial Zone; • Reductions of maritime transport cost of containers by improving the connectivity for timely transshipment at Cai Mep Port in Vietnam; and • Promotion of export of Cambodian products by lower the transport cost. (ii) The project will increase the competitiveness of Cambodia's logistics sector.
	Scope of Work	**Component 1: Implementation of 24hour navigation** • Nominate the organization to deblocking the non-24hour navigation • Identify the reasons for blocking the implementation of 24hour navigation • Disseminate the identified reasons among the relevant

		ministries and authorities • Draft required actions to implement 24hour navigation • Obtain the consent from the relevant ministries and authorities on the draft of regulations or acts • Propose the regulations or acts to be decided to the body who can conclude and decide. • Enhance capacity building of the relevant organization to monitor and find the bottlenecking issues of the inland waterway transport • Report bottlenecking issues to the relevant organizations for their actions. If necessary, report them to the decision-making body of the government.	
	Possible cost requirements	Short (2018-19)	US$ 0.4 million
		Medium (2020-22)	US$ 0.4 million
		Long (2023-25)	N/A
	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	N/A
		Implementation	MPWT(GDL), PPAP
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2018(completed)
		Implementation	2018-22

Capacity Constraints		N/A	
Further Clarification		N/A	
Social and Environmental Considerations	**Necessity of ECC**	This project is categorized as an institutional strengthening one so that no necessity of ECC.	
	Anticipated Impact	Environmental	N/A
		Social	N/A
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA.
		Social	No necessity of EIA/IEIA.

Project Name	Sihanoukville Port Capacity Enhancement Project	Project Number	P14-S1

Summary	**Site**	Sihanoukville Autonomous Port (PAS)
	Project Description	The project is to develop a new container terminal, multi-purpose terminal and operational management to increase the cargo handling capacity and enhance logistics functions of PAS. The project will consequently contribute to strengthen the economic base of Cambodia and ensure the growth of its economy. The project contains following three components; 1) Construction of New Container Terminal (Phase 1) (including deepening of the port and new access road) 2) Construction of Multi-purpose Terminal 3) Operational and Management Improvements of PAS (Phase 2)
	Justification	**Strategic fit in Strategy 1** • Unblocking the current and future bottlenecks of the largest international gateway in Cambodia, by physical and operational capacity enhancement. • Debottlenecking the physical constraints which cause higher costs because of bypassing the alternative routes by enhancing trade potential and increasing the competitiveness of the PAS in the international market. • Exploiting the advantages which will be generated by lower maritime transport cost owing to larger calling vessels, both bulk and container vessels. **Project Background and Justifications** • Construction of New Container Terminal (Phase 1) (including deepening of the port and new access road) - The demand of container cargo throughput of PAS will exceed the current container handling capacity around 2020 even though it can be augmented up to 700,000TEU/year. A new container terminal must be built without delay. - The channel and turning basin need to be deepened to meet the enlargement of container vessels which has been accelerated by current "Cascade-effect" in the international maritime container transport. - The investment on a new container terminal is justified by the feasibility study funded by JICA (EIRR: 15.8%; FIRR: 8.1%). • A multi-purpose terminal is required for the reasons below: - Multi-purpose terminal will facilitate and stimulate the export of Cambodia agricultural products such as acacia woodchip and dry tapioca chip, especially in response to the market strategy for milled rice export of the government, and logistic service for the offshore oil exploration in the territory of Cambodian sea as well as

	for the economic growth of Cambodia. - Multi-purpose terminal will handle bulk and general cargoes and accommodate larger vessels with loading capacity from 30,000DWT to 40,000DWT in order to meet the requirements from all social circles as well as the global market place. • Operational management of PAS must be improved to resolve the current issues below: - To resolve the gate congestion of the container terminal - To promote container transport modal shift and effective operation of container yard by activating the railway - To promote IT utilization for user service improvements - To conduct intra-ministry coordination and legislate institutional matters for international standardization of relevant forms as well as enhance capacity building of PAS to smoothly introduce port EDI.
Key benefits	• Overall, the proposed project will have following economic benefits: (i) Under "without project" scenario, trade potential will be capped (*importers and exporters*) (ii) Improvements of operational and financial efficiency (*port users and PAS shareholders*) (iii) Reduced logistics costs due to the use of larger vessels and efficient services (*shippers and end-users*) (iv) *Higher trade volumes and increase of government revenue (government benefits).* • Overall, port management and operations will become more effective and productivity/profitability is expected to be increased.
Scope of Work	**New Container Terminal** • Feasibility Study of Phase I (done). The F/S concluded the following: - Construction of container terminal with 350m long and 14.5 m deep quay, 17.5ha container terminal, 2.2km access road, 13.5m deep approach channel and turning basin, administration bldg. customs clearance area, etc. - Procurement of 3-STS gantry cranes, 9- RTG, 2-reach stackers, 16-tractor and chasses, terminal operation system. • Detailed design and construction supervision • Project management and implementation • Project Completion • Launch new terminal operations • Maintenance of approach channel and turning basin • Loan agreement was made on August 7, 2017 and effective on November 9, 2017. **Multi-Purpose Terminal** • Feasibility Study (done). The F/S concluded the following: - Development of bulk terminal: 330m long and 13.5m deep quay, 2.79ha cargo storage yard

		- Development of oil supply base terminal: 200m long and 7.5m deep quay, 2.69ha logistic base yard - Deepening of approach channel up to -13.5m - Procurement of one tugboat of 3,200 HP - Procurement of consulting services for detailed design (D/D) and construction supervision • D/D (done) • Development of bulk terminal and oil supply base (to be completed in September 2018) • Launch new terminal operations (2018) • Maintenance and operation of terminals **Operational and Management Improvements of PAS (Phase 2)** • Detailed planning (2017 -2018) • Identification of measures to mitigate the gate congestion of the container terminal • Improvement of container railway terminal of PAS to facilitate container yard operation • User service improvements by IT • International standardization of relevant forms for port EDI introduction • Capacity building of PAS for port EDI introduction	
	Possible cost requirements	Short (2018-19)	Capex US$104.0million (New Container Terminal) US$76.0million (Multi-Purpose Terminal) US$0.5million (Operational and Management Improvements of PAS（Phase 2）) Consultancy Costs US$ 8.2million (FS/ Procurement/ Project Management as required)
		Medium (2020-22)	US$147.3million (New Container Terminal)
		Long (2023-25)	-
	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	• PAS
		Implementation	• PAS
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2018 (Completed)
		Implementation	2019-22

Capacity Constraints		N/A
Further Clarification		N/A

Social and Environmental Considerations	**Necessity of ECC**	This project has been already approved so that no necessity of ECC. Additional project is an institutional strengthening one so that no necessity of ECC.	
	Anticipated Impact	Environmental	N/A
		Social	N/A
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA.
		Social	No necessity of EIA/IEIA.

Project Name	Vessel Trafficking Management Information System (VTMIS)	Project Number	P14-S2

Summary	**Site**	Sihanoukville
	Project Description	The project is to install VTMIS on the coast of Cambodia for the surveillance of vessels navigating offshore. The project objectives are as follows: • Ensure safe navigation for the vessels calling and departing Sihanoukville Port • Ensure security for economic activities in the sea off the coast of Cambodia • Sustain economic growth of Cambodia by ensuring safety and security of the sea The project contains following six system installations including the replacement of outdated equipment and refurbishment of the existing VTS (vessel tracking system) center; • Radar • AIS (Automatic Identification System) • ITV (Industrial Television) • VHF • VTMIS • Refurbishment of existing VTS center The system can track all the vessels including small ones which are not equipped with AIS and provide the information in compliance with the international standards.
	Justification	**Strategic fit in Strategy 1** • Unblocking the current and future bottlenecks of the largest international gateway in Cambodia by safe and secured navigation to/from PAS. **Project Background and Justifications** • There have been occasional smuggling and pirates on the Gulf of Thailand. VTMIS is efficient to supress such illegal activities and promote international trade.
	Key benefits	• The proposed project will have following economic benefit: - Under "without project" scenario, more maritime accidents will take place and economic loss will occur because shipping lines may not allocate their newly built vessels of high cost-performance to PAS.
	Scope of Work	The project consists of the following: • Replacement of the existing outdated radar with a high-performance radar • Installation of 4 units of AIS (Automatic Identification System) to cover the coast of Cambodia • Installation of 2 units of ITV (Industrial Television), one offshore on a navigation buoy, the other at VTMIS center • Installation of 4 units of VHF along the coast of Cambodia • Installation of the VTMIS at VTMIS center (refurbished existing VTS center) including operational training

		• Refurbishment of existing VTS center	
	Possible cost requirements	Short (2018-19)	Capex US$4.4 million（VTMIS System Development) Consultancy Costs US$0.2million (FS/ Procurement/ Project Management as required)
		Medium (2020-22)	US$4.5 million（VTMIS System Development)
		Long (2023-25)	N/A
	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	• PAS
		Implementation	• PAS
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2018 (Completed)
		Implementation	2019-22

Capacity Constraints		N/A	
Further Clarification		N/A	
Social and Environmental Considerations	**Necessity of ECC**	This project has been already approved so that no necessity of ECC.	
	Anticipated Impact	Environmental	N/A
		Social	N/A
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA.
		Social	No necessity of EIA/IEIA.

Project Name	Sihanoukville Port Service Improvement Project (Phase 1)	Project Number	P14-S3

Summary	**Site**	Sihanoukville Autonomous Port (PAS)
	Project Description	The project is to construct a truck parking area along National Highway 4 (NH4) about 30km from the port, logistics center at PAS's SEZ and dangerous goods area near the port. The project includes capacity building for operation and management of each project component. The project objectives are as follows: • To materialize efficient and speedy carrying-in-and-out of containers through the container terminal gate at PAS • To decrease transport cost of containers to/from PAS container terminal by shortening the container hauling time • To increase the revenue of PAS as well as sustain the economic growth of Cambodia by establishing a logistics center at PAS's SEZ • To provide safe handling and storage facilities for transit dangerous cargo within the port area in compliance with the agreement among ASEAN countries The project contains following three components; 1) Construction of Truck Parking Area 2) Port SEZ Logistics Center (designation of Port SEZ as bonded area, construction of cold storage, CFS and in Port SEZ, off-dockyard) 3) Dangerous Goods Area Development including its operation and management
	Justification	**Strategic fit in Strategy 1** • Unblocking the current and future bottlenecks of the largest international gateway in Cambodia, by physical and operational capacity enhancement. • Debottlenecking the physical constraints and/or higher costs because of bypassing alternative routes by enhancing trade potential and increasing the competitiveness of the PAS in the international market. • Exploiting the advantages which will be generated by lower maritime transport cost owing to larger calling vessels, both bulk and container vessels. **Project Background and Justifications** • Construction of Truck Parking Area • The congestion is chronical at the PAS's container terminal gate. The congestion lengthens the truck hauling time and increase the transport cost of containers. • By controlling each truck with scheduled-time pass to enter the container terminal at the truck parking area, the gate congestion can be solved. Transport cost will consequently be reduced. • Port SEZ Logistics Center

	• Cambodia can exploit its topographic advantage being located at the center of the member countries to be a logistics center of ASEAN. • The logistics center in collaboration with PAS, Sihanoukville Airport and road and railway network will provide better business environments and attract more cargo and foreign investment. Consequently, it will sustain the economic growth of Cambodia. • Dangerous Goods Area Development including its operation and management • ASEAN member countries have agreed upon Protocol Dangerous Goods like explosives, flammable gases, flammable liquids and liquid desensitized explosives, etc. and allow their transit crossing their territory borders each other. In this connection, PAS must provide safe handling and storage facilities near the port, like dangerous cargo warehouse.
Key benefits	• The proposed project will have following economic benefits: (i) Under "without project" scenario, trade potential will be capped (*importers and exporters*) (ii) Improvements of operational and financial efficiency (*port users and PAS shareholders*) (iii) Reduced logistics costs due to the efficient services (*shippers and end-users*) (iv) *Higher trade volumes and increase of government revenue (government benefits).*
Scope of Work	**Construction of Truck Parking Area** • Acquire the project land (done) • Prepare TOR to procure consulting services for project conceptual design, feasibility study and detailed design • Conduct the design and study • Procure civil works including equipment procurement if any • Project management and implementation • Project completion • Launch the truck parking operations **Port SEZ Logistics Center** • Identify the space/location for the logistics center at PAS's SEZ • Prepare TOR to procure consulting services for project conceptual design, feasibility study and detailed design • Conduct the design and study • Procure civil works such as bonded warehouses, cold storage, CFS, off-dockyard including equipment if any • Project management and implementation • Project Completion • Launch the logistics center operations **Dangerous Goods Area Development** • Feasibility Study • Identify the project location • Procure consultants for detailed design in compliance with IMDG Code

		• Procure civil works contractor. Civil works will consist of the following: • Land reclamation surrounded with fence and gate • Construction of warehouses to store toxic goods of about 40TEU space • Construction of warehouse of explosives surrounded by peripheral dikes • Project management and implementation • Staff training • Project completion • Launch operations	
	Possible cost requirements	Short (2018-19)	Capex US$14.1million (Construction of Truck Parking Area) US$105.0 million (Port SEZ Logistics Center) US$6.7million (Dangerous Goods Area Development) Consultancy Costs US$3.1million (FS/ Procurement/ Project Management as required)
		Medium (2020-22)	
		Long (2023-25)	N/A
	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	• PAS, MPWT(GDL)
		Implementation	• PAS
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2018 (Completed)
		Implementation	2018-22

Capacity Constraints		N/A	
Further Clarification		N/A	
Social and Environmental Considerations	**Necessity of ECC**	Originally, this project has been already approved so that no necessity of ECC. Additional project such as the development of dangerous goods area (its operation and management included) may require ECC.	
	Anticipated Impact	Environmental	N/A for original project. Possible local air quality, water quality degradation during construction period. Construction wastes management and relevant construction activity-related impacts are anticipated for additional project.
		Social	N/A for original project. Possible land take process (depend on

			the site selection). Local traffic congestion during the construction phase. Contingency plan for dangerous cargo goods handling shall be established for additional project.
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA for original project. Either of EIA/IEIA addressing major impacts, mentioned above, would be required for additional project.
		Social	Same as above.

Project Name	Phnom Penh Port Competitiveness Enhancement Project	Project Number	P15-S1

Summary	**Site**	Phnom Penh Autonomous Port (PPAP) including its Commercial Zone
	Project Description	Project is to construct more quays, jetties and terminals along Mekong and Tonle Sap Rivers at PPAP Commercial Zone as well as construct warehouses and logistic center at Phnom Penh City. The project objectives can be summarized as follows: • Promote international waterborne transport of Mekong River and Tonle Sap River • Facilitate effective logistics around Phnom Penh City • Consequently, lower transport cost and provide better logistic services • Provide safe handling & storage facilities for transit dangerous cargo within port area in compliance with agreement among ASEAN countries Project contains following seven components; 1) Expansion of New Phnom Penh Port 2) Port service Improvement such as logistic center etc. 3) Dangerous Goods Area Development including its operation and management 4) Capacity Building for maintenance of navigation channel 5) Vessel Trafficking Management Information System 6) Development of Multi-purpose Terminals along the Rivers 7) Development of port promotion and sales enhancement strategy
	Justification	**Strategic fit in Strategy 1** - Unblocking the current and future bottlenecks of the 2nd largest international gateway in Cambodia after Sihanoukville Autonomous Port (PAS), by physical and operational capacity enhancement. - Debottlenecking physical constraints and/or higher costs because of bypassing alternative routes by enhancing trade potential and increasing competitiveness of PPAP in intra- and international market. - Exploiting advantage that PPAP is located in Phnom Penh City which is the origin and destination of a considerable part of cargo in Cambodia by provision of more facilities and services to improve the logistics. **Project Background and Justifications** • Expansion of New Phnom Penh Port - New Phnom Penh Port is near origins and destinations of both export products and import materials. Therefore, port expansion to meet demand is effective to make export goods more competitive by reducing transport cost. - Phase 2 and Phase 3 developments will increase the capacity up to 300,000TEU/year and 500,000TEU/year respectively. The expansion is required. • Port service Improvement such as logistic center etc.

	- Container cargo demand has been increasing at New Phnom Penh Port. It is necessary to support effective cargo handling for its smooth movement to and from port. - Development of a logistic center having SEZ and Commercial Complex, etc. is planned by PPAP within the port supporting area near New Phnom Penh Port. • Dangerous Goods Area Development including its operation and management - ASEAN member countries have agreed upon Protocol Dangerous Goods like explosives, flammable gases, flammable liquids and liquid desensitized explosives, etc. and allow their transit crossing their territory borders each other. In this connection, PPAP must provide safe handling and storage facilities. • Capacity Building for maintenance of navigation channel - Maintenance of navigation aids is particularly necessary because of frequent riverbed changes which is due to annual flooding of the Mekong River. - Safe navigation, particularly during night, ensures steady and low-cost waterborne cargo transport, which will make PPAP more competitive with PAS and contribute to reduction of maritime transport cost to/from Cambodia. • Vessel Trafficking Management Information System (VTMIS) - PPAP has installed and operated automatic identification system (AIS) supported by Mekong River Commission (MRC) along Port Commercial Zone. - As vessel traffic is increasing and security of waterborne transport is more vital for logistic improvement in Cambodia, AIS must be integrated with vessel traffic services (VTS) into VTMIS • Development of Multi-purpose Terminals along the Rivers - Dry bulk transport will increase as agricultural production will increase. - PPAP is planning to develop multi-purpose terminals by installing of conveyers on its port sites along the Mekong and Tonle Bet Rivers • Development of port promotion and sales enhancement strategy - Coordination with other policy-making agencies in view of national development strategy - Preparation of development master plan to exploit advantages of other transport sectors in Cambodia - Study on port policies of neighboring countries for Phnom Penh Port to make them advantageous to Phnom Penh Port
Key benefits	• Overall, proposed project will have following economic benefits: (i) Under "without project" scenario, trade potential will be capped (*importers and exporters*) (ii) Improvements of operational and financial efficiency (*port users and PPAP shareholders*) (iii) Reduced logistics costs due to safer and faster navigation and efficient services (*shippers and end-users*)

	(iv) *Higher trade volumes and increase of government revenue (government benefits).* • Overall, port management and operations will become more effective and productivity/profitability is expected to increase.
Scope of Work	**Expansion of New Phnom Penh Port** • Feasibility Study to Phase 3 (done) • Works of Phase 2 being implemented as follows: - Expansion of container stacking yard - Procurement of container handling equipment - Construction of quay and container stacking yard and procurement container handling equipment (Phase 3) **Port service Improvement such as logistic center etc.** • Identify the project location & conduct feasibility study • Procure consultants for detailed design • Procure civil works contractor or PPP operator. Development will consist of the following works: - Land reclamation including roads, drainage, etc - Power and water supply - Construction of warehouses, commercial buildings, offices, etc. • Project management and implementation • Project completion • Launch logistics center operations **Dangerous Goods Area Development including its operation and management** • Conduct feasibility study • Identify project location • Procure consultants for detailed design • Procure following civil works contractor: - Land reclamation surrounded with fence and gate - Construction of warehouses to store toxic goods and - explosives surrounded with peripheral dikes • Project management and implementation • Project completion and Launch operations **Capacity Building for maintenance of navigation channel** • N/A (to be included in Project (P13-S1). **Vessel Trafficking Management Information System (VTMIS)** • Conduct feasibility study • Procure consultants for system design as follows: 1- radar, 4-AIS, 2-indsutrial television (ITV), 4-VHF, 1-VTMIS • Procure installation of VTMIS • Project management and implementation • Project completion • Launch VTMIS operation **Development of Multi-purpose Terminals along the Rivers** • Identify the sites to develop the multi-purpose terminals • Employ consultants to conduct the following: - Conduct demand forecast, detailed design and selection of contractor/supplier/operator

		- Procure contractor/supplier to install equipment for dry bulk handling like belt conveyer system - Employ operators for terminal operation • Commence the operation and maintenance of multi-purpose terminals	
	Possible cost requirements	Short (2018-19)	Capex US$63.4million (Expansion of New Phnom Penh Port), US$150.0million (Port service Improvement such as logistic center etc.), US$6.7million (Dangerous Goods Area Development including its operation and management Port Deepening) N/A (Capacity Building for maintenance of navigation channel) US$8.9million (VTMIS), US$ 5.3 million (Development of Multi-purpose Terminals) Consultancy Costs US$9.7million (FS/ Procurement/ Project Management as required)
		Medium (2020-22)	US$150.0million (Port service Improvement such as logistic center etc.) US$ 5.4 million (Development of Multi-purpose Terminals)
		Long (2023-25)	N/A
	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	• PPAP, MPWT(GDL)
		Implementation	• PPAP
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2018 (Completed)
		Implementation	2019-22

Capacity Constraints		N/A	
Further Clarification		N/A	
Social and Environmental Considerations	**Necessity of ECC**	Either of IEIA and/or EIA would be required to obtain ECC.	
	Anticipated Impact	Environmental	Possible local air quality, water quality degradation during construction period. Construction wastes management and relevant construction activity-related impacts are anticipated.
		Social	Possible land take process. Local traffic congestion during construction phase. Contingency plan for dangerous cargo goods handling shall be established.
	Major Scope of EIA	Environmental	Either of EIA/IEIA would be required.
		Social	Same as above.

Project Name	Water Taxi Development Project	Project Number	P15-S2

Summary	**Site**	From Prek Pnov Bridge to Ta Kmao City along Tonle Sap, Chaktomuk and Bassac River、From Koh Dach Ferry Dock to Sdau Kanlaeng Ferry Dock on Mekong River
	Project Description	The project is to provide a water taxi service by using about 30 high-speed boats of 90 passenger capacity at a maximum speed of 30 KPH, four trips per day as a means of transportation on 25 km of waterway from the Prek Phnov bridge on the northern outskirts of Phnom Penh south to Takhmao City in Kandal province via the Tonle Sap and Tonle Bassac rivers as well as on 33km of waterway from near Ly Yong Phat Street to Sdau Kanlaeng Ferry Dock on the Mekong River. The boats are expected to carry motorcycles of passengers. The project will ease the traffic congestion and reduce the accidents in Phnom Penh. The services may attract tourists to enjoy a short-time river sightseeing. The project contains following three components; 1) Facility development of the 15 docking stations 2) Procurement of about 30 boats of a capacity to accommodate 90 passengers 3) Training of water taxi drivers
	Justification	**Strategic fit for Strategy 1** • Shorten the commuting time of workers by high-speed-boat services in Phnom Penh City and improve the productivity of commuters in general. • Reduce the traffic accidents in Phnom Penh City and improve the productivity of logistics in Phnom Penh City **Project Background and Justifications** • Facility development of the 15 docking stations - The road traffic in Phnom Penh City is getting worse because of increase of vehicles. - There are currently two major bridges in Phnom Penh City; one is Chruoy Changbar Bridge on the Tonle Sap River connecting the city to the north-eastern and north-western parts of Cambodia via NH6 and NH7 and the other is Monivong Bridge on the Bassac River connecting the city with Vietnam via NH1. Both the bridges are the bottleneck of the traffic. - Most of the passengers to cross the rivers must use bus or taxi services which are not only time consuming but also expensive because of the heavy traffic of the bridges. - Frequent and scheduled water taxi services have potential for the passengers to use if there are convenient docking stations which are connected to other transport means like a bus terminal or taxi pool. • Procurement of about 30boats of a capacity to accommodate 90 passengers

		- The accommodation of the boats must be comfortable and safe for the commuters and/or tourists because the travelling time will almost be one hour at maximum. The dimensions of the boats should be sufficient for safety and comfortableness of 90 passengers. • Training of Water Taxi Drivers - Safety is a must for the passenger waterborne transport. - Water taxi drivers must be trained to secure the passenger safety.	
	Key benefits	• The proposed project will have following economic benefits: (i) Under "without project" scenario, passenger need more time and fuel. From viewpoint of national economy, the project can be justifiable (passengers) (ii) Improvements of waterway transport in Phnom Penh City can create businesses opportunities along the Tonle Sap River, Bassac River and Mekong River (*businesspersons and industries*)	
	Scope of Work	**Facility development of the 15 docking stations** • Create development concept (done) • Identify the 15 docking stations on the river banks (done) • Procure consultants to conduct engineering design (being done) • Prepare tender documents and select contractors and procure civil works • Project management and implementation • Project completion • Launch operations of 15 docking stations **Procurement of about 30 boats of a capacity to accommodate 90 passengers** • Prepare specifications to be met in procurement of boats • Prepare tender documents and select supplier of boats • Prepare tender documents and select operators of water taxi services • Conclude the service contracts with the operators. • Launch operations of about 30 water taxi service boats **Training of Water Taxi Drivers** • To be included in the service contract with the operators.	
	Possible cost requirements	Short (2018)	Capex US$ 36.7million (Facility development and boat /operator procurement) Consultancy Costs US$ 0.9 million (FS/ Procurement/ Project Management as required)
		Medium (2020-22)	N/A
		Long (2023-25)	N/A
	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	• Capital City of Phnom Penh (CCPP)[1]
		Implementation	• CCPP
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2018 (Completed)
		Implementation	2018-19

Capacity Constraints		N/A	
Further Clarification		N/A	
Social and Environmental Considerations	**Necessity of ECC**	This project has been already approved so that no necessity of ECC.	
	Anticipated Impact	Environmental	N/A
		Social	N/A
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA.
		Social	No necessity of EIA/IEIA.

[1] Alternative terms for Capital City of Phnom Penh include Phnom Penh Capital Administration, Phnom Penh Capital Hall, and Phnom Penh City Government.

Project Name	Bavet Cross-Border Improvement Project (Phase 1) (Extension of Service Hours and Alignment with those of Viet Nam)	**Project Number**	P21-S1

Summary	**Site**	Bavet (border town along NH1/NR 1, across from Moc Bai, Vietnam)
	Project Description	The project aims to enhance the capacity of cross-border transport in the Bavet Area to achieve seamless border-crossing at the Bavet border point. There are three key project components, including the following: 1) Reduce congestion by establishing the truck parking space (2 ha for 100 heavy vehicles) and road widening (4 meters each at both sides); 2) Fasten/Improve clearance time by optimizing scanning processes and enhancing capacity (scope to be determined); 3) Extend service hours of border control agencies and align service hours between the two countries. Set clear rule and tariffs for "out-of-working-hours-operations"
	Justification	**Strategic fit for the Strategy 2:** • Unblocking the current bottlenecks at the Bavet border crossing point by alleviating current congestion, streamlining the clearance procedure and thereby reducing the border crossing time. • Moreover, the project is expected to support the expansion of trade and cargo services. This is particularly essential for export goods to arrive at the major Vietnamese ports in time with the shipping schedule. **Project Background and Justification** • The process of goods clearance at Bavet requires an average of 4 hours and 31 minutes to complete from arrival to physical removal, according to a 2013 "Time release study" undertaken by the General Department of Customs and Excise. • The slow border clearance processes, heavy traffic leading up to and from the border clearance processes and bad road condition. • Prospective increased use of CBTA quotas which may exacerbate the congestion problem. • The lack of availability of scanning machines. • Current border opening hours requires the Government office opening hours of 6 am to 10 pm, closing on Sundays and Holidays.
	Key benefits	• Overall, the project will have following economic benefits to each beneficiary: (i) Reduction of waiting time (*road users*) (ii) Reduction of vehicle operational costs and other border crossing costs (*road users as direct beneficiaries but shippers/end-users as indirect beneficiaries*)

		(iii) Higher trade volumes increase in government revenue (*government benefits*). • Moreover, the project will increase the competitiveness of Cambodia's logistics sector.
	Scope of Work	**Component 1: Truck Parking Space and Road Widening** • Conduct a survey of the current traffic volume of cargo, number of trucks crossing the border, actual time required for crossing and working hour of border government agencies, number of declarations processed at each office and a survey of the Vietnamese side's needs • Identify physical bottlenecks in the border crossing procedures • Identify parking space and land ownership • Secure space for road widening and parking space • Conduct the environmental/social DD in case resettlement is required • Land acquisition • Procure for truck parking along the road linking Bavet and Moc Bai and road widening (coordination with Viet Nam is required for track parking. It will be determined if one procurement or two separate procurements is appropriate.) • Project management and implementation • Identify improved traffic management (including parking management, paging system and traffic control) measures, with road signs, traffic lights, and pedestrian bridges • Implement additional operating measures **Component 2: Optimizing Scanning Processes and enhancing CIQ Capacity** • Conduct a survey of the current volume of cargo, number of trucks crossing the border, actual time required for crossing and working hours of border government agencies, number of declarations processed at each office and a survey of the Vietnamese side's needs. • Map current border clearance steps by stage in the process, and identify bottlenecks • Study current use of the existing scanner, its efficiency and limits • Develop options of possible solutions (e.g. increase the number of scanning machines, reduce the scanning requirements, scanning while waiting in the parking space) and discuss the pros/cons of each option • Select the best option and develop the Action Plan • Secure budget for the Action Plan and/or call for international assistance • Procure additional equipment as required • Train staff to implement the new measures • Implement additional operating measures **Component 3 (Extension of service hours of border control agencies and alignment of service hours between two countries)**

		• Conduct a survey of the current volume of cargo, number of trucks crossing the border, working hours of border government agencies, peak hours of clearances, number of declarations processed at each office, a survey on Vietnamese side's needs. • Conduct a survey on the needs of the private sector • Identify existing and future bottlenecks • Develop options of possible solutions (e.g. immediate alignment of operating hours, introduction of night time operations on limited hours or limited days, introduction of 24 hours/7 days operations) and discuss pros/cons of each option • Discuss and agree with Vietnamese Moc Bai border office for extension of opening hours. • Select the best option and develop the Action Plan (including timeline, budget, HR requirements) • Secure the budget for the Action Plan and/or call for international assistance • Discuss and agree with Moc Bai border agencies to operationalize the improved operating measures • In case the step-by-step approach (or temporary measure) will be taken, develop concrete steps and agree with the Vietnamese side • Set clear rule and tariffs for "out-of-working-hours-operations" • Train staff to implement the measures.	
	Possible cost requirements	**Short (2018-19)**	Capex US$ 6 million (Land acquisition) US$ 4.8 million (Road widening) US$ 1 million (X-ray Scanner) US$ 1 million (Scanner facility) Opex US$ 3 million（Parking area development, office and waiting area, and parking management system, both entry and departure) US$0.2 million (annual)(staff costs for increased operating hours) Consultancy Costs • US$ 0.4 million (FS/ Procurement/ Project Management as required) • US$ 0.8 million (Research, coordination, Capacity Building and Training)
		Medium (2020-22)	N/A
		Long (2023-25)	N/A
	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	• MPWT(GDL) and provincial Dept. of MPWT (1st and 3 rd component) • MEF(GDCE) (2nd and 3rd components)
		Implementation	• MPWT(GDL) and provincial Dept. of MPWT (1st and 3rd component) • MEF(GDCE) (2nd and 3rd components)
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2018
		Implementation	2018-19

Capacity Constraints		Technical assistance may be required for border clearance and traffic management officers.	
Further Clarification		Existing bilateral agreement is required to be amended regarding the border opening hours.	
Social and Environmental Considerations	**Necessity of ECC**	ECC will be required for the construction of the truck parking space (2 ha) and road widening activities.	
	Anticipated Impact	Environmental	Possible local air quality, water quality degradation during the construction period. Construction wastes management and relevant construction activity-related impacts are anticipated.
		Social	Possible land take process (depends on the site selection). Local traffic congestion during the construction phase.
	Major Scope of EIA	Environmental	Either of EIA/IEIA to address the major impacts mentioned above will be required.
		Social	Same as above

Project Name	Poipet Border Improvement Project (Extension of Service Hours and Alignment with those of Thailand)	Project Number	P22-S1

Summary	**Site**	Poipet
	Project Description	The project aims to enhance the capacity of cross-border transport in the Poipet area to develop a logistics hub and achieve seamless border-crossing at the Poipet. There are three key project components, including the following: 1) Reduce of congestion at the Poipet border crossing by constructing a new border crossing route at Stung Bot Border Point. 2) The Stung Bot Border Point will implement the Common Control Area (CCA) and implement the Single Stop Inspection (SSI) system under the CBTA. It is also expected to operate the border 24hours/7days a week, extending the current Poipet border opening hours. 3) A Logistic Complex Zoning (LCZ) is planned at the Stung Bot to improve trans-loading between Thai and Cambodia trucks and the multimodal logistic service hub connecting to cargo train service.
	Justification	**Strategic fit for the Strategy 2:** • Unblocking the current bottlenecks at the Poipet border crossing point by constructing new border crossing facilities and at the same time implement the CCA cargo clearance system of CCA and SSI system. The new border crossing will be 24H/7D operation. • The LCZ will be connected to the cargo train station and will be a hub for multi modal transportation. **Project Background and Justifications** • Because of congestion at the existing border crossing at Poipet with waiting times of up to five hours for trucks to cross the border, the Government of Cambodia assisted by Thailand is financing the development of new international border crossing facilities at Stung Bot, including the access road, a new border control facility, and an international bridge. Its construction preparation started in 2017 and is expected to be completed in two years. As part of the arrangement, the two countries have agreed to implement the CCA and SSI system at the new facilities in Stung Bot / Nong Ian (Thailand side) border crossing in accordance with the GMS CBTA. The new border opening and operations will be 24H/7D, which will contribute to logistics improvement. • In addition, there are many private warehouses along the existing NH/NR 5 at which trans-loading is carried out between Thai and Cambodian trucks. To increase logistics efficiency, the development of a new LCZ logistics center along the new border road is proposed. The railway and

	truck multimodal hub will be developed along the new border crossing.
Key benefits	• Overall, the project will have following economic benefits to each beneficiary: (i) Reduction of waiting time (*road users*) (ii) Reduction of vehicle operational costs and other border crossing costs (*road users as the direct beneficiaries but shippers/end-users as the indirect beneficiaries*) (iii) Faster trans-loading service between trucks and cargo train. (shippers and cargo owners) (iv) Faster cargo clearance by implementing CCA and SSI implementation (Importer/exporter, truck driver) (v) Higher trade volumes and increase in government revenue (*government benefits*) • Moreover, the project will increase the competitiveness of Cambodia's logistics sector.
Scope of Work	**Component 1: Construction of the new border crossing route at the Stung Bot Border Point** • Monitor the construction at the Stung Bot border point which is currently under way by the MPWT. • Hand over the facility from MPWT to MOI. • Allocate the office space to users of the border office. • Procure the necessary furniture and office equipment **Component 2: Implement the CCA and SSI system under the CBTA and operate the border 24H/7D.** • Set up a task force team consisting of border related agencies and discuss the issue of management of CCA and SSI management. • Formulate a bilateral committee consisting of the Cambodia side and Thailand side border management members and decide the flow under the SSI system. • Draft the necessary border inspection agreement on operating the SSI and signed by the representatives of Cambodia and Thailand. • The necessary examination facility and equipment must be procured and installed. Such facilities include examination shed, office and office equipment, forklift and large X-ray examination system with the necessary facilities. • The bilateral committee should also discuss and agree on the issue of border opening hours, which is expected to be open 24H/7D • Make necessary estimations for providing 24H/7D service, and negotiate the budget with the government for overtime working cost, employing the additional officers for the additional working hours. **Component 3: A Logistic Complex Zoning development** • Set up a task force team to develop a LCZ consisting of MPWT MOEF and MOC MOR and Private sector representative.

		• Agree on LCZ functions and construction. • Conduct research on estimating cargo volume and its increase. • Identify the site for LCZ. • Acquire the land for LCZ. • Design the LCZ. • Construct the LCZ. • Operate the LCZ.	
	Possible cost requirements	**Short & Medium (2018-22)**	Capex US$ 1 million (X-ray Scanner) US$ 1 million (Scanner facility) US$ 9 million (Land acquisition of logistic complex zone) US$ 2 million (of construction of LCZ facility) Opex US$ 0.5 million (annual) (costs for managing the facility and operating cost for increased border open hours) Consultancy Costs • US$ 0.34 million (FS/ Procurement/ Project Management as required) • US$ 0.4 million (Capacity Building and legal advice)
		Long (2023-25)	N/A
	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	• MPWT(GDL) and other departments of MPWT (1st and 3rd components) • GDCE (2nd component)
		Implementation	• MPWT(GDL) and other departments of MPWT (1st and 3rd components) • GDCE (2nd component)
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2018-19
		Implementation	2018-22

Capacity Constraints		Technical assistance may be required for border clearance and traffic management officers.
Further Clarification		Existing bilateral agreement is required to be amended regarding the border opening hours.
Social and Environmental	**Necessity of ECC**	This project has been approved and ECC is not needed. An additional project such as the development of a logistic complex

Considerations		zone (LCZ) at Stung Bot may require ECC.	
	Anticipated Impact	Environmental	N/A for original project. Possible local air quality, water quality degradation, construction wastes management and relevant construction activity-related impacts during the construction period are anticipated for the additional project.
		Social	N/A for original project. Possible land take process (depending on the selected site) and local traffic congestion during the construction phase are anticipated for the additional project.
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA for the original project. Either of EIA/IEIA addressing impacts mentioned above would be required.
		Social	Same as above

Project Name	Phnom Penh Logistics Complex Projects	Project Number	P23-S1

Summary	**Site**	Western suburban area of Phnom Penh Probably the area near NR1 or 5 outside 3rd Ring Road The exact location should be examined in the FS.
	Project Description	Phnom Penh Logistics Complex aims to develop a comprehensive logistics base for bringing together all related activities such as dry ports, SEZ, ICD, public truck terminal, distribution center and others in order to reorganize logistics related facilities and invite new logistics related businesses in the area to concentrate logistics related activities by designating a logistics complex zone, and providing public services that are attractive to the private sector. Accordingly, Phnom Penh logistics complex is not a single logistics center but a sort of area development project to attract logistics related investments.
	Justification	**Strategic fit in Strategy 2** • To strengthen a central logistics hub in Cambodia to improve efficient logistics as well as to reduce traffic congestion in downtown Phnom Penh. • Facilitate domestic and international trade in Cambodia. **Project Background and Justification** Logistics volume drastically increases according to overall economic growth, the rise in income levels and a population increase. Particularly, goods for manufacturing, construction and consumption are largely concentrated in the Phnom Penh area. Many factories and SEZs, and logistics-related facilities like ICDs, which generate and attract large volume of goods, are scattered in suburban and downtown areas in Phnom Penh. It makes logistics inefficient and is the reason for traffic congestion. In contrast, downtown Phnom Penh has gradually become congested with an increase in the number of vehicles, resulting in the restriction of truck-entries during the day. In addition, there is a great need for a distribution center to deliver goods more effectively. Accordingly, the KOICA study in 2014 recommended establishing a logistics complex in Phnom Penh and in regional cities.
	Key benefits	Beneficiary: Logistics and related businesses, Phnom Penh citizens (through increased traffic control) Benefits: (i) More efficient logistics and related services (ii) Acceleration of new logistics businesses in the complex (iii) Increased control of traffic volume due to logistics in downtown Phnom Penh (iv) More intensive land use due to urban renewal after the logistics businesses relocate from downtown to the complex
	Scope of work	• Designation of a complex zone

		• Zoning plan in close coordination with Urban Development Plan of Phnom Penh Capital City • Rail ICD (concession of Royal Railway) extension • Public Truck Terminal Development • Cold Storage Development • Distribution Center (DC) of private companies • Basic Infrastructure development in the complex zone • Incentives to attract private investment into the complex zone	
	Possible cost requirements	Short (2018-19)	US$ 0.5 million (for FS)
		Medium (2020-22)	Railway ICD: US$ 5 million Public Truck terminal: US$ 5 million Cold Storage: US$ 10 million Basic Infrastructure: US$ 10 million Total: US$ 30 million
		Long (2023-25)	DC: US$ 10 million (private)
	Other cost implications	N/A	

Implementation	**Responsible Organization**	Planning	MPWT(GDL), Phnom Penh City Council, CDC
		Implementation	Overall Management and coordination: MPWT(GDL) ICD extension: Royal Railway Truck Terminal: MPWT(GDLT) Cold Storage: MPWT(GDLT) Basic Infrastructure: Phnom Penh Capital City/MPWT Incentives for private investment on logistics businesses into the zone: CDC
	PPP	Public	Truck Terminal: MPWT(GDLT) Cold Storage: MPWT(GDLT)
		Private	Operation of truck terminal Operation of cold storage
	Schedule (tentative)	Preparation/Planning	2018-2019
		Implementation	2020-2025

Capacity Constraints		Logistics Complex needs to be attractive as a complex as well as investment control. Certain incentives should be given from the CDC like SEZ.	
Further Clarification		N/A	
Social and Environmental Consideration	**Necessity of ECC**	ECC would be required to construct the proposed logistics complex.	
	Anticipated Impact	Environmental	Possible local air and water quality degradation during the construction period. Construction wastes management and relevant construction activity-related impacts are anticipated.
		Social	Possible land take process (depend on the site selection). Local traffic congestion during the construction phase.
	Major Scope	Environmental	Either the EIA/IEIA to address major

	of EIA		impacts mentioned above will be required.
		Social	Same as above.

Project Name	Sihanoukville Logistics Complex Project	Project Number	P23-S2

Summary	**Site**	Sihanoukville (Exact location will be determined in the FS.)	
	Project Description	Key concept of Sihanoukville Logistics Complex is to designate and develop a logistics zone where logistics related facilities can be concentrated with businesses such as public truck terminals, distribution centers and related support businesses to improve logistics efficiency.	
	Justification	**Strategic fit in Strategy 2** • Strengthening one of the regional logistics hubs in Cambodia to improve transport and logistics (warehousing) efficiency. • Facilitating domestic and international trade in Cambodia. **Project Background and Justification** Logistics volume drastically increases depending on overall economic growth, a rise of income levels and increased population. Particularly, Sihanoukville Port is the major gateway of Cambodia, which occupies more than 60% of imports and exports of Cambodia. In accordance with increased trade volume, Sihanoukville port is being expanded with the assistance of the Government of Japan; and the Port SEZ has also been developed adjacent to the port. The efficiency of logistics and transport through Sihanoukville port greatly affects logistics cost and stability of delivery as well as the price of goods in Cambodia. It is accordingly of great importance to improve the efficiency of logistics and transport in the Sihanoukville area. There will also be a greater need for a distribution center to deliver goods more effectively (for last mile logistics in future too). Accordingly, a KOICA study in 2014 recommended establishing a logistics complex in Sihanoukville, as one of the regional cities.	
	Key benefits	Beneficiary: logistics and related businesses Benefit: (i) More efficient logistics and related services (ii) Acceleration of new support businesses in the complex (iii) Control of increased traffic volume due to logistics	
	Scope of work	• Development of an overall concept and zoning plan • Public truck terminal • DC • Supporting business zone	
	Possible cost requirements	Short (2018-19)	US$ 100 million
		Medium (2020-22)	
		Long (2023-25)	-
	Other cost implications	N/A	

Implementation	**Responsible Organization**	Planning	• MPWT(GDL)
		Implementation	• Private Concessionaire
	PPP	Public	Supporting utilities: MPWT(GDL)
		Private	Development of the complex Operation and maintenance of the facility in the complex
	Schedule (tentative)	Preparation/Planning	2018-2019
		Implementation	2020-2025

Capacity Constraints		Logistics Complex needs to be attractive as a complex and to control investment for the complex. Certain measures to achieve this.	
Further Clarification		N/A	
Social and Environmental Consideration	**Necessity of ECC**	This project has been approved so ECC is not required.	
	Anticipated Impact	Environmental	N/A
		Social	N/A
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA.
		Social	No necessity of EIA/IEIA.

Project Name	Phnom Penh Air Cargo Hub Development Project	Project Number	P24-S1

Summary	**Site**	Phnom Penh International Airport
	Project Description	The project aims to enhance the competitiveness of the Phnom Penh International Airport and support the diversifying business demands. Project components include the followings: 1) Urgent actions to reply change of demands from clients like introduction of large X ray 2) Expansion of Cargo terminal (phase 1 completed, and phase 2 under construction) 3) New Air Cargo Complex 4) Service Time Improvement
	Justification	**Strategic fit in the Strategy 2:** • Enhancing the logistics hub functions is a core objective in the Strategy 2; • The project also aims to support diversification of industries – that is a core IDP objective. **Background and Justifications** • Air cargo volume has increased by over 25% in 2015-2016, and 38% in 2016-2017. Total volume reaches 63,000 tons. • Seven airlines are operating scheduled freighters to and from the Phnom Penh International Airport as of October 2017, causing the congestion at the air cargo terminal; • In order to cope with such increases in demand, the enhancement of air cargo handling facilities such as warehousing capacity and x-rays for larger items, is necessary; • Air Cargo volume seems to continuously increase in near future, further expansion in terms of capacity and variety of demands on services is required. In this regard, SSCA is planning a new cargo complex at short/mid term. • Furthermore, the development of aviation based cold chain measures is also important to increase competitiveness of the airport to develop as a hub airport as well as to enhance its presence as part of the multi-modal supply chain.
	Key benefits	• Overall, the project will have following economic benefits to each beneficiary: (i) With enhanced air cargo terminal facilities, increased air cargo capacity, and effective operating hours for custom clearance, faster and cheaper cargo handling will be possible at the airport, thus providing more opportunities for the industries to grow businesses that require speedy cargo movements (shippers); (ii) With the Phnom Penh International Airport becoming a cargo aviation hub in Cambodia, airlines will be able to form strategic air cargo routes to and from Phnom Penh Airport and enhance further presence in the South-East Asia region *(Airlines)*

		(iii) With enhanced air cargo terminals and capacity at short/mid term, competitiveness of the airport will be strengthened, providing a more favorable business environment to attract more industries and airlines to be based in Cambodia *(government)*.	
	Scope of Work	**Scope of Work** **Urgent Actions** • Installation of large Xray • Other necessary actions to reply demands from users **Cargo Terminal Expansion** • Cargo facility expansion Phase 1 (completed) • Cargo facility expansion Phase 2 (under construction) • Installation of equipment **Air Cargo Complex** • Demand and Marketing Study (under studying) • Facility Plan (depending upon change of demands on services from users) • Cold storage (depending on demands) • Development (targeting at 2022) **Service time improvement** • Enhancing coordination with the General Department of Customs and Excise on effective operating hours for custom clearance at the airport (alignment with flight schedule)	
	Possible cost requirements	Short (2018-19)	Consultancy costs for the preparation of the project (20 MM)
		Medium (2020-22)	F/S: US$ 1 million D/D and Suppots: US$ 2 million Construction: US$ 30 million Equipment: US$ 15 million
		Long (2023-25)	N/A
	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	Secretariat of Civil Aviation (SSCA), Cambodia Airports,
		Implementation	Secretariat of Civil Aviation (SSCA), Cambodia Airports
	PPP	**Public**	N/A
		Private	Phnom Penh Airport and Siem Reap Airport are operated under a Concession Agreement. Therefore, terminal capacity development must be coordinated with the private operator.
	Schedule (tentative)	**Preparation/Planning**	2018 -
		Implementation	2020-2022

Capacity Constraints		N/A

Further Clarification		N/A	
Social and Environmental Considerations	**Necessity of ECC**	ECC would be required for the expansion of warehouse spacing and sorting facilities for air cargo, installation of X-rays for large items.	
	Anticipated Impact	Environmental	Possible local air quality, water quality degradation during construction period. Construction wastes management and relevant construction activity-related impacts are anticipated.
		Social	Possible land take process (depend on the site selection). Local traffic congestion during the construction phase.
	Major Scope of EIA	Environmental	Either of EIA/IEIA addressing major impacts, mentioned above, would be possibly required.
		Social	Same as above.

Project Name	Phnom Penh 24/7 Truck Transport Project	Project Number	P25-S1

Summary	**Site**	Capital City of Phnom Penh
	Project Description	Phnom Penh City has truck ban system to reduce trucks in the daytime in the urban areas of Phnom Penh. There are many rational reasons and positive effects for the truck ban. However, it negatively affects cargo transport, especially for transport between Phnom Penh Port and SEZs in the western suburban area. It is one factor for the high logistics cost. The project aims to tentatively improve cargo transport in Phnom Penh over the short term by reviewing the existing truck ban scheme from the standpoint of cargo transport efficiency and finding and applying certain measurements tentatively until the Ring Road No.3 and DCs in Phnom Penh Logistics Complex projects are completed.
	Justification	**Strategic fit in Strategy 2** • Improve transport conditions in Phnom Penh to allow more flexibility on transport timing. • Reduce logistics cost by improving transport and stock (inventory) management. **Project Background and Justification** To improve the urban environment, the Capital City of Phnom Penh / Phnom Penh Capital Administration has issued regulations since 2013 to limit the times, roads, and types of vehicle that travel in the city.[1] Generally, the regulations have included the central districts of Chamkar Mon, Doun Penh, Prampir Makara, and Tuol Kouk, as well as the roads and streets surrounding these districts; and the prohibited times vary by type of truck (e.g., from 2000 to 0600 for heavy trucks carrying loads more than 15 tons, from 0600 to 0900 and from 1600 to 2000 for medium trucks carrying loads from 7 to 15 tons).[2] Trucks that need to enter or travel across Phnom Penh during the prohibited times are required to park and wait somewhere at their convenience or in existing parking spaces by designated national road entrances/exits. In addition, trucks carrying more than five tons of cargo are prohibited from using regulated bridges in the restricted districts (e.g., Chroy Changvar, New and Old Preah Monivong).[3] While these regulations have been aimed at improving the quality of life in Phnom Penh, they are considered ineffective for this purpose, while also hindering necessary logistics operations.
	Key benefits	Specification of an optimal solution or solutions for reducing traffic congestion and air and noise pollution in central Phnom

[1] E.g., Instruction on Public Order of Traffic of All Types of Trucks Entering and Exiting Phnom Penh, Capital City of Phnom Penh, No. 19 INS.RK, 16 December 2013; Notification on Banning Trucks from Traveling in an out of the Capital City of Phnom Penh, Instruction/Guideline No. 19 INS.RK, on Banning Trucks from Traveling in an out of the Capital City of Phnom Penh, 16 December 2013.

[2] Trucking permits are provided for the different defined types of trucks.

[3] Japan International Cooperation Agency, Oriental Consultants Global Co., Ltd., Overseas Coastal Area Development Institute of Japan, and Nittsu Research Institute and Consulting Co., Ltd., *The Data Collection Survey on International Logistics Function Strengthening in the Kingdom of Cambodia*, June 2016, pp. 2-18 to 2-23.

		Penh, while not unduly hindering necessary logistics operations.	
	Scope of work	• Review current truck restriction rules in Phnom Penh • Identify alternative sets of approaches/measures to achieve objectives (e.g., use of ring roads to provide a required dedicated road for container transporters at all hours) • Evaluate the alternative sets of measures • Set out an implementation plan for the preferred approaches/measures	
	Possible cost requirements	Short (2018-19)	US$ 0.5 million
		Medium (2020-22)	-
		Long (2023-25)	-
	Other cost implications	N/A	

Implementation	**Responsible Organization**	Planning	• Phnom Penh City Council / Phnom Penh Capital Administration and MPWT (Planning Department)
		Implementation	As above
	PPP	Public	N/A
		Private	N/A
	Schedule (tentative)	Preparation/Planning	2018 (review, identification and evaluation of alternatives, implementation planning)
		Implementation	2019

Capacity Constraints		Development of ring roads – which may help address the issues – will take some time	
Further Clarification		N/A	
Social and Environmental Consideration	**Necessity of ECC**	Environmental Clearance Certificate (ECC): while not necessary for the study, it may be necessary for certain specified implementation measures	
	Anticipated Impact	Environmental	To be considered in developing the implementation plan
		Social	As above
	Major Scope of EIA	Environmental	As above
		Social	As above

Project Name	Port EDI Implementation Project (Phase 1)	Project Number	P31-S1

Summary	**Site**	MPWT & KAMSAB （Sihanoukville Autonomous Port & Phnom Penh New Port ; PAS/PPAP, MEF (GDCE), MOI (Immigration), and MOH (Quarantine).）
	Project Description	The project aims to enhance capacity of vessel entry and departure procedures and expected to save time for vessels clearance procedures by providing single window environment to several government agencies such as Port Authority, Immigration, Customs and Quarantine. There are three key project components, including the following: 1) Development of declaration formality in line with FAL formats and review of relevant regulations of concerned government agencies; 2) Development of the PORT EDI system and user manuals (scope to be determined); 3) Training to users of the Port EDI system at KAMSAB.
	Justification	**Strategic fit in the Strategy 3: Realization of Seamless Border Management** • The project is expected to speed up the vessel entry and departure procedures by aligning the declaration forms to international standard and by computerization (Single Window System). • Submission of the required documents to various government agencies through a single window system realizes the quick start of unloading and loading cargo by the port operators and save time for handling cargoes. **Project Background and Justification** • The vessel entry and departure procedures conducted by the clearance committee takes place for every vessel entry and departure, which takes place even at midnight. • Various kinds of document are required to be submitted to several government agencies through KAMSAB such as the Port Authority, Immigration police, Health Quarantine and General Department of Customs and Excise, and takes time to prepare documents and submit them. • Even though the government agencies are different, some of the forms required to be submit are the same. • The Port EDI system is a single window system which processes vessel entry and departure procedures and expected to generate and submit the required documents to relevant government agencies automatically. • The existing documents submitted are not in line with widely used international standards of FAL format under the International Maritime Organization, therefore it is expected to be aligned to the format with international standards.
	Key benefits	• Overall, the project will have following economic benefits to each beneficiary:

		(i) Reduction of standby time by the terminal operators because the cargo unloading and loading cannot be started before submitting the necessary documents to the relevant government agencies. (Beneficiaries; shipping companies, terminal operators, truck drivers); (ii) Reduce the duration of time of vessels on berth at the port. (Beneficiaries; The shipping companies can move earlier to the next port.); (iii) Reduction of time for the preparation of documents and reduction of making copies of documents. (Beneficiaries; KAMSAB, shipping companies); (iv) The electronic data of calling vessels make it easier to conduct risk management and compilation of statistical data. (Beneficiaries; KAMSAB, and all government agencies) • Moreover, the project will increase the competitiveness of Cambodia's logistics sector.
	Scope of Work	**Component 1: Development of declaration formality in line with FAL Form and review of relevant regulations of concerned government agencies** • Formulate a "Task Force on Port EDI" to develop port clearance formalities and review the process for the ship arrival and departures. The task force consists of MPWT (GDWMT), PAS/PPAP, KAMSAB, MEF (GDCE), MOI (Immigration), and MOH (Quarantine). • The task force also develops the document forms in line with FAL recommendation. • The task force reviews the existing vessel entry and departure procedures of respective government agencies and develop a regulation in line with developed port EDI system. **Component 2: Development of the PORT EDI system and user manuals (scope to be determined) and install the systems to respective government agencies;** • Based on the above component 1, the system development team make the Port EDI system programme. • From time to time the development team and the task force team confirm each other the procedures and progress of the development. • User acceptance test must be conducted to respective government agencies. • The system will be installed to respective government agencies. • The task force team develop the user manual of the system. **Component 3: Training to users of the Port EDI system at KAMSAB.** • The task force team develop a training material. • Conduct a seminar to inform the use of Port EDI system • Conduct a training for respective government agencies. • Conduct a training to relevant private sector companies • Set up a help desk and follow-up the training and implementation of the system

	Possible cost requirements	Short (2018-19)	Opex • US$ 10 million development of the Port EDI System and install the equipment (computers, printers, cables) Consultancy Costs • US$ 0.25 million (FS/ Procurement/ Project Management as required) • US$ 0.8 million (Capacity Building and Training)
		Medium (2020-22)	N/A
		Long (2023-25)	N/A
	Other cost implications		

Implementation	**Responsible Organizations**	**Planning**	• MPWT and KAMSAB • PAS/PPAP, MEF (GDCE), MOI (Immigration), and MOH (Quarantine)
		Implementation	• MPWT and KAMSAB • PAS/PPAP, MEF (GDCE), MOI (Immigration), and MOH (Quarantine)
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2018
		Implementation	2018-19

Capacity Constraints		ICT Technical assistance may be required for operating the system.	
Further Clarification		N/A	
Social and Environmental Considerations	**Necessity of ECC**	This project has been already approved so that no necessity of ECC.	
	Anticipated Impact	Environmental	N/A
		Social	N/A
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA.
		Social	No necessity of EIA/IEIA.

Project Name	Port Management System Enhancement Project (Phase 1)	Project Number	P31-S2

Summary	**Site**	Sihanoukville Autonomous Port
	Project Description	The project aims to improve the port management system called Container Terminal Management System (CTMS) and Single Window System (SWS) of the Sihanoukville autonomous port. The systems is connected to a shipping agency and a railway company but not yet directly connected to a truck operating company and an inland dry port operators. The invoice of port fee and charges are generated by the system but it is not yet on line with Port Authority of Sihanoukville (PAS). The key project components are to, 1) Connect the CTMS to the truck operating companies and inland dry port operators and make it easy to exchange truck and container information with PAS; 2) Connect to the Inland Depo pre-gate system and manage the truck entry timing to the port area; and 3) Develop a web system for settlement of port fee and charges and connect the system each other to exchange necessary information for the port operation and port management.
	Justification	**Strategic fit in the Strategy 3:** • Make it easy to collect and share port and terminal related information between port users and PAS and reduce the congestion of port area, which will contribute to seamless border management. • Moreover, the project is expected to provide support for the expansion of trade and cargo services. **Project Background and Justification** • The project aims to improve the CTMS and the SWS. The systems are already connected to a shipping agency and a railway company to exchange necessary information such as estimated vessel arrival time, unloading and loading container appointment list, container loading plan and cargo train operation plan with container information. But there is no connection between trucks operating companies and dry port operators to the PAS. By connecting the truck companies to CTMS the PAS can get the container and truck information in advance and also expecting to mitigate the port congestion. • The PAS is planning to develop the inland depo near the port to ease the congestion. The inland depo will be equipped with the pre-gate system and is expected to connect to the CTMS to control the truck entering the port area. • The SWS processes billing information of port usage and generate an invoice for the fee and charges to be paid. However, the fee and charges payment are done manually

	and not yet computerized. If the fee payment system is computerised it would be easier to manage the port user fee and charges for both port users and the PAS.
Key benefits	• Overall, the project will have following economic benefits to each beneficiary: (i) Reductions of congestion of the port and surrounding area (*truck drivers and the PAS, local residents as indirect beneficiaries because it will ease the road congestion*); (ii) Connecting the CTMS to pre-gate system of the inland depot and ease the port congestion (*truck drivers and the PAS, local residents as indirect beneficiaries because it will ease the road congestion*); and (iii) Computerized payment system (*port users and the PAS*) • Moreover, the project will increase the competitiveness of Cambodia's logistics sector.
Scope of Work	**Component 1: Connect the CTMS to truck company** • Set up a task force team to discuss how to connect the system to truck operating companies and dry port operators. • The task force team will consist of the PAS, truck company operators and dry port operators. • The task force team will decide the scope of the project and make a proposal document to the head of the PAS for approval. • Procure the ICT Company to design and make the programme. • The user acceptance test must be conducted. • A seminar shall be conducted to inform the users how to use the system. • Set up a help desk to support the system users. • Implement the system and operate. **Component 2: Connecting the CTMS to the pre-gate system of the inland depot** • Set up a task force team to discuss how to connect the system to inland depot. • The task force team will consist of PAS, and the company in charge of inland depot. • The task force team will decide the scope of the project and make a proposal document to the head of PAS for approval. • Procure the ICT Company to design and make the programme. • The user acceptance test must be conducted. • Implement the system. **Component 3; Computerized payment system** • Set up a task force team to discuss how to computerize the payment system • The task force team will consist of PAS, and the representatives of port users

		• The task force team will decide the scope of the project and make a proposal document to the head of PAS for approval. • Procure the ICT Company to design and make the programme. • The user acceptance test must be conducted • A seminar shall be conducted to inform the users how to use the system • Set up a help desk to support the system users • Implement the system and operate	
	Possible cost requirements	Short (2018-19)	Capex • US$ 1 million (system development for truck company and dry port operators) • US$ 0.5 million (system development for inland depot operators) • US$ 1.5 million (system development of port fee and charges payment system) Opex • US$ 0.5 million (annual)(staff costs for a developed system and cost for maintenance and system management) Consultancy Costs • US$ 0.1 million (FS/ Procurement/ Project Management as required) • US$ 0.4 million (Capacity Building and Training)
		Medium (2020-22)	N/A
		Long (2023-25)	N/A
	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	• PAS
		Implementation	• PAS
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2018-19
		Implementation	2018-19

Capacity Constraints		Technical assistance may be required for port management and traffic management.	
Further Clarification		N/A	
Social and Environmental Considerations	**Necessity of ECC**	This project is categorized as an institutional strengthening one so that no necessity of ECC.	
	Anticipated	Environmental	N/A

	Impact	Social	N/A
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA.
		Social	No necessity of EIA/IEIA.

Project Name	Border Clearance Procedures Improvement Project (Phase 1)	Project Number	P32-S1

Summary	**Site**	General Department of Customs and Excise
	Project Description	The project aims to computerize all cargo clearance procedure system with the CNSW. The blueprint of implementing CNSW anticipates all the import/export trade relating agencies are willing to use the CNSW and desires to simplify the clearance procedures. The ASYCUDA platform is implemented in 2008. The system is already connected with internal system and the capacity may not enough to connect additional government agencies as CNSW platform. In addition, the ASYCUDA does not function as a paperless system, the risk management system is weak, and the system is not associated with other customs procedures other than cargo clearance, it needs to consider the revision of the platform to realize the full scale of CNSW. There are three key project components, including the following: 1) The e-License Frontend Module for six government agencies; Council Development of Cambodia, Ministry of Agriculture, Forestry and Fisheries (General Department of Agriculture, Department of Animal Health and Production, Fisheries Administration), Ministry of Health (Food Safety Bureau) and Ministry of Industry and Handicrafts (The Institute of Standard of Cambodia), and e-Certificate Frontend Module for three government agencies (Phytosanitary Certificate, Animal Health Certificate and Aquatic Product) will be developed by GDCE with Cambodia national budget. 2) Consider to revise the main platform of CNSW and decide. 3) Develop the CNSW with new platform such as NACCS（Nippon Automated Cargo and Port Consolidated System）and replace it to existing system. (The project is partially initiated by the JICA and Customs & Tariff Bureau of Japan)
	Justification	**Strategic fit in the Strategy 3: Realization of Seamless Border Management** • The project realizes seamless border clearance by developing CNSW. The CNSW connects all the border related government agencies and expected to realize paperless clearance environment and seamless border management. • Moreover, the project is expected to speed up the clearance procedures and contribute to the economic development and revenue generation of Cambodia. **Project Background and Justification** • The GDCE is a leading agency of implementing CNSW. The blueprint of implementing CNSW anticipates that all the import/export trade relating agencies are willing to use the CNSW and desires to simplify the clearance procedures. • The main platform of clearance system is ASYCUDA which is

	managed by the GDCE. The GDCE is developed real time SAD trucking system and developing additional systems to the ASYCUDA which enhance its functions, such as e-manifest system and e-valuation system. • Ministry of Commerce developed e-Country of Origin (e-CO) certificate system and it is used. The GDCE and MOC tested connection to ASYCUDA and planning to use the e-CO as part of CNSW from 2018. The e-CO will be further used in the ASEAN single window. • Cambodia implemented the ASYCUDA system in 2008 and it was rolled out to nationwide. All the border crossing office of Cambodia now uses the ASYCUDA. The current CNSW system is a patchwork of different systems connected to ASYCUDA. The ASYCUDA system of UNCTAD is more than 10 years old and not revising the program itself which means the program is not modern and comprehensive. • The ASYCUDA does not function as a paperless system. The risk management system is weak, and the system is not associated with other customs procedures other than cargo clearance. • The e-License module for six other government agency system and e-Certificate module for three other government agencies will be developed by GDCE with Cambodia national budget would be heavy for ASYCUDA system. Other than above nine government agency system is not yet developed and needs to be developed for full CNSW. • The GDCE needs to consider the revision of the platform of CNSW which will be powerful and can connect and operate many other government agencies systems in a smooth manner. • Development of other government agency systems need to be started but designing of the system will be affected by the main platform. Development of a new systems with new platform would be a priority issue need to be resolved.
Key benefits	• Overall, the project will have following economic benefits to each beneficiary: (i) Computerizing the clearance procedures with paperless environment (*importers, exporters and customs brokers, and government agencies)*; (ii) Modernizing the clearance system will contribute to stable clearance management (*importers, exporters and customs brokers, and government agencies)*; (iii) More attractive investment and trade environment (investors, *government*). • Moreover, the project will increase the competitiveness of Cambodia's logistics sector.
Scope of Work	**Component 1: e-license module and e-certificate module implementation** • This component is already initiated by the GDCE with approval of Committee of CNSW. • The e-License Frontend Module (Council Development of Cambodia, Ministry of Agriculture, Forestry and Fisheries

		(General Department of Agriculture, Department of Animal Health and Production, Fisheries Administration), Ministry of Health (Food Safety Bureau) and Ministry of Industry and Handicrafts (The Institute of Standard of Cambodia)), and e-Certificate Frontend Module (Phytosanitary Certificate, Animal Health Certificate and Aquatic Product) will be developed. • Each concerned government office set up a system implementation team and monitor the progress of development conduct user acceptance test and implement the system. • Each concerned government office shall review the existing rules and regulations and revise it to fit in the computerized system. • A seminar would be held for the user of the system. • Training to government officers and users shall be conducted. • A help desk should be established to support the users. **Component 2: Consider to revise the main platform of CNSW and decide** • This component is already initiated by GDCE with support of JICA and Customs and Tariff Bureau of Japan. • Japan is proposing NACCS system as a new platform. • The taskforce team was established to consider the issue. **Component 3: Develop the CNSW with the new platform** • Set up a task force team to discuss how to design the system. • The task force team will consist of GDCE and CNSW committee members. • The task force team will decide the scope of the project and make a proposal document to CNSW committee for adoption. • Procure the ICT Company for design and develop the programme. • The selected ICT Company develop the system. • The user acceptance test must be conducted. • The system will be implemented to concerned government agencies. • A seminar shall be conducted to inform the users how to use the revised system. • Training to users (government officials, Customs Brokers, importers/exporters) of the system. • Set up a help desk to support the system users. • Operated the system and monitor.	
Possible cost requirements	Short (2018-19)	Capex • US$ 3 million (e-license module and e-certificate module development) (GDCE initiative) • US$ 30 million (development main platform and replace with	

			current system) Opex • US$ 2 million (annual)(maintenance cost for the new system) Consultancy Costs • US$ 0.75 million (FS/ Procurement/ Project Management as required) • US$ 10 milllion (Capacity Building and Training)
		Medium (2020-22)	N/A
		Long (2023-25)	N/A
	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	• MEF(GDCE) and other government agencies (1st and 3rd components) • MEF(GDCE) (2nd component)
		Implementation	• MEF(GDCE) and other government agencies (1st and 3rd components) • MEF(GDCE) (2nd component)
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2018
		Implementation	2018-20

Capacity Constraints		Technical assistance may be required for system development and implementation.	
Further Clarification		(The project is partially initiated by the JICA and Customs & Tariff Bureau of Japan)	
Social and Environmental Considerations	**Necessity of ECC**	This project has been already approved so that no necessity of ECC.	
	Anticipated Impact	Environmental	N/A
		Social	N/A
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA.
		Social	No necessity of EIA/IEIA.

Project Name	Best Traders Incentive Mechanism Promotion Project (Phase 1)	Project Number	P33-S1

Summary	**Site**	General Department of Customs and Excise
	Project Description	The project aims to increase the member of Best Traders. The Best Traders is a highly compliant trader who would not be controlled by the GDCE and self-management to the compliance requirement is expected. The Best Traders Incentive Mechanism is a simplified form of Authorized Economic Operator (AEO) which World Customs Organization is promoting. The GDCE planning to implement the AEO program in Cambodia in line with the GDCE Customs Reform and Modernization. The Best Traders can enjoy the benefits of faster and simplified clearance. Current selection criteria to be selected as Best Trader is rather high and only the large volume trader can enjoy the benefits. The project aims to reconsider the selection criteria and increase the number of Best Traders which will benefit for customs to use the human resources for control of non-compliant traders. It will also realize a seamless border-management. There are three key project components, including the following: 1) Review of the best practices of the Authorized Economic Operator (AEO) system and consider selection and application criteria to be adopted to Cambodia environment 2) Review the criteria of selecting Best Traders and have approval from higher authority. 3) Select the candidates for Best Traders and invite for application.
	Justification	**Strategic fit in the Strategy 3:** • The Best Traders Incentive Mechanism promote benefits of high compliant traders which will simplify the clearance procedure. The system will contribute to the realization of seamless border management. • Moreover, the project is expected to change the investment environment which will contribute to more revenue generation by the GDCE. **Project Background and Justifications** • The Best Traders Incentive Mechanism invites high level compliant traders as "Best Traders" with some incentives. • The Best Traders system is a simplified form of Authorized Economic Operator (AEO) which World Customs Organization is promoting. • The GDCE planning to implement the AEO program in line with GDCE Customs Reform and Modernization. The GDCE considers that they can identify the candidates of the AEO program among the Best Traders Group. • The number of Best Traders is currently only 17 companies. • The criteria to be selected as the Best Traders requires high level of compliance record such as no customs offence

		committed in the past 3 years or the AEO status is given at the home country of the company. However, the other criteria such as the registered capital is no less than 1,000 million Riel (4000Riel/US$1=US$250,000) or yearly trade volumes of no less than US$ 2 million are rather high. • The Traders can enjoy trade facilitation by becoming the Best Traders members. Examples of such benefits are exemption of advance verification of customs valuation and rules of origin procedures. But the benefits are not so attractive • More economical benefits like differed duty payment may attract more traders. • The Best Traders Group is currently effective only for customs and not for other agencies such as CamControl. The JICA study team wishes to reform the CamControl and mutual recognition of Best Traders Group is also implemented. • The AEO system of the WCO promotes partnership agreement with customs and private company. The company that establishes a high level of legal compliance (customs and trade related laws) with internal audit, and high level of security such as company entry gate management of factory workers and trucks and drivers that deliver the raw materials to the company. Cambodia's Best Traders Group program does not have such security control part. • Coordination with JICA Customs Expert for GDCE is necessary for smooth implementation of the AEO program.
	Key benefits	• Overall, the project will have following economic benefits to each beneficiary: (i) Faster cargo clearance (*Importers/exporters Customs Brokers*); (ii) High compliance traders may allow the border agencies ease the control to such traders and put human resources to non-compliant traders (customs and border agencies); and • Moreover, the project will increase the competitiveness of Cambodia's logistics sector.
	Scope of Work	**Component 1: Review of the best practices of the Authorized Economic Operator (AEO)** • Set up a task force team to review the Best Traders Incentive Mechanism within the GDCE. • Conduct a research of the AEO incentives of other countries already implemented the system and compare the incentives provided. • Conduct study mission within the ASEAN such as Singapore or Malaysia which the AEO system is already implemented • Prepare a recommendation to higher authority for approval. **Component 2: Review the criteria of selecting Best Traders**

		• The task force team review the current criteria to be selected as Best Traders • The task force also considers the application system by the trader who wishes to become a Best Traders member. • To be known as the Best Traders system more to public and Traders the task force team consider and develop the PR system of the Best Traders Incentive Mechanism. • Prepare leaflets and pamphlets of Best Traders and disseminate to SEZ and major borders for awareness purposed. • Conduct seminar of Best Traders system and promote the system. • Prepare report to higher authority for approval. **Component 3: Select the candidates for Best Traders and invite for application.** • The task force team selects the candidate to be selected as Best Traders and evaluate the selected candidate if they are appropriate to apply the Best Traders. • If public application system is approved the task force team conduct a pre-application meeting with the candidate and evaluate if it is proper to accept the application. • Prepare a report to higher authority for approval. • Process the application for approval	
	Possible cost requirements	Short (2018-19)	No Capex and Opex Consultancy Costs • US$ 0.2 million (Capacity Building and Training)
		Medium (2020-22)	N/A
		Long (2023-25)	N/A
	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	• MEF(GDCE)
		Implementation	• MEF(GDCE)
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2018
		Implementation	2018

Capacity Constraints		Technical assistance may be required for AEO system study	
Further Clarification		N/A	
Social and Environmental Considerations	**Necessity of ECC**	This project is categorized as an institutional strengthening one so that no necessity of ECC.	
	Anticipated Impact	Environmental	N/A
		Social	N/A
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA.
		Social	No necessity of EIA/IEIA.

Project Name	Institutional and Capacity Building for Customs and Customs Brokers	Project Number	P33-S2

Summary	**Site**	General Department of Customs and Excise (GDCE) and Cambodia Freight Forwarders Association (CAMFFA)
	Project Description	The project aims to enhance the capacity and knowledge of customs officers and customs brokers in the field of Customs. Conduct train the trainer program and raise the proper trainer in the field of Clearance procedures, Customs valuation, HS Classification, and Rules of origin. 1) Conduct Train the Trainer course on Customs related subjects such as Clearance procedures, Customs Valuation, HS Classification and Rules of Origin. 2) Develop the training material and textbook on the subject matter. 3) Conduct series of training to customs officers, customs clearing agents and logistics service providers. Training to clearing agents should be conducted in collaboration with CAMFFA.
	Justification	**Strategic fit in the Strategy 3:** • Training on customs related subjects to Customs officers, Customs clearing agents and trade related private sectors will improve the accuracy of declaration made. This approach will realize seamless border management. • Moreover, the project will improve the trade environment more attractive to the investors. **Project Background and Justification** • The study team visited different customs clearance offices at the borders and offices, and was informed that the knowledge level of Customs clearing agents is low. • There are many mistakes in the declaration and that is one of the reasons for taking time to clear the goods. • Also, the moral of the clearing agent is low and try to evade duty by classifying the goods to low duty rate items. • The study team also informed that there is no training center or facility at the GDCE and there is no specialized trainer at the GDCE. • The training is usually conducted by the directors or knowledgeable officers. The GDCE is planning to establish a customs training center but not yet realized. • The CAMFFA represents Customs Brokers in Cambodia. There is no Customs Brokers Association. • The CAMFFA is providing training on customs clearance and trade related issues by their own initiative. • The trainers are invited from related authority and associations. However, the duration of the training is short and not enough slots to participants. • The CAMFFA requested survey team to conduct training to clearing agents and logistics related companies through

	customs administration. • Customs declaration system is complicated by its nature. The importer/exporter or clearing agents as proxy need to know many different issues such as classification of goods, customs valuation rules and determination of origin of the goods. • The clearance procedure is slightly different by the purpose of import or export, such as CDC QIP program or importation of SEZ or home consumption. This is an area where specialized knowledge is required. • Customs clearing agent is such a specialized office but maintaining such knowledge and skill is not easy as the rules and systems often changes. • Continuous training is required for customs and customs clearing agents.
Key benefits	• Overall, the project will have following economic benefits to each beneficiary: (i) Accurate declaration will reduce the waiting time (Clearing agents, importer/exporter); (ii) Trainer developed will contribute to continuous training and benefit to customs officers and the CAMFFA members. • Moreover, the project will increase the competitiveness of Cambodia's logistics sector.
Scope of Work	**Component 1: Train the Trainer course on Customs related subjects** • In corroboration with the GDCE training division, develop a Train the Trainer program by the support of expert • The JICA Customs expert of the GDCE would involve the program • The training division develop the training strategy with support of training specialist • Select possible candidates as trainer in different customs issues, such as Customs Clearance Procedures, HS Classification, Customs Valuation, and Rules of Origin, etc. • Each subject should have at least 7 trainers to be raised • Conduct a train the trainer course by the training specialist • The trainers raised may have a qualification examination • Those who passed the examination will be appointed as a trainer by the DG of the GDCE **Component 2: Develop the training material and textbook on the subject matter.** • The appointed trainers will develop a training material in collaboration with training specialist and subject matter expert. • The JICA Customs expert of GDCE would involve the program • The training material should include syllabus, textbook, and PPT slides • The textbook will be printed and used as reference material

		during the training. **Component 3: Conduct series of training to customs officers and Customs Clearing Agents and Logistics service providers** • In collaboration with the GDCE training division and the CAMFFA the training division will make a training plan • Conduct a survey on training needs to the targeted persons. • Provide training several times at different offices nationwide. • Conduct evaluation of the training conducted.	
	Possible cost requirements	Short and Medium (2018-22)	Capex • US$ 0.01 million (Development of Training materials and training tools such as computers, projectors and large volume printing machine) Opex • US$ 0.4 million (annual)(conducting training and prepare handouts, copy machine maintenance) Consultancy Costs • US$ 0.05 million (FS/ Procurement/ Project Management as required) • US$ 1.7 million (Capacity Building and Training)
		Long (2023-25)	N/A
	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	• MEF(GDCE) and CAMFFA
		Implementation	• MEF(GDCE) and CAMFFA
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2018
		Implementation	2018-20

Capacity Constraints		Technical assistance may be required for train the trainer program, text book development	
Further Clarification		N/A	
Social and Environmental Considerations	**Necessity of ECC**	This project is categorized as an institutional strengthening and capacity development one so that no necessity of ECC.	
	Anticipated Impact	Environmental	N/A
		Social	N/A
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA.
		Social	No necessity of EIA/IEIA.

Project Name	Working Environment Improvement Project	Project Number	P34-S1

Summary	**Site**	Phnom Penh and boarder areas
	Project Description	The project aims to improve the working environment of both government agencies and private sector to eliminate unofficial payments by setting up the welfare fund. Also, to make sure the elimination of under-the-table payment, set a document acceptance counter at the document processing office and does not allow the applicant and the officer talk side by side in the office. The CCTV camera will monitor the office activity. When processing an application document in Cambodia the original document is always required, and this causing a delay for processing the document which leads to unofficial payment. The project proposes to implement "original later" policy. There are three key project components in this project, including the following: 1) Develop a welfare fund system; Set overtime fee with travel expense to government officials and develop a welfare fund system which the fund will be paid by the applicant (private company) and the receipt will be issued, and the government official who actually did the overtime work can receive the compensation for the service provided. 2) Implement document acceptance counter and separate the office and waiting area; Set counter for document application acceptance desk and avoid side by side contact between official and applicant. Implement CCTV camera for monitoring document processing office. 3) Implement "original later" policy; Set a new rule for original document requirement. At the time of document application, if only a copy is available, for the mean time it can be accepted on the condition that the copy shall be replaced to original document within 48 hours, if not a heavy penalty will be imposed.
	Justification	**Strategic fit in the Strategy 3:** • Elimination of unofficial payment is a must for smooth processing of the document and professional behavior both by the government and the applicant. To realize the seamless border management certain systems and environment are required. • The project proposes to improve working environment both government official and private sector. **Project Background and Justifications** • The project aims to improve the working environment of government agencies to eliminate unofficial payment by setting a proper fee for overtime work and business trip cost which currently relies on the personal voluntary expense (there is no government car to do the work and public transportation system is poor) and which is covered by the unofficial payment (this is a pending issue between the

	government and the private sector dialogue agenda) however the overtime work fee table is already developed by the government, but the current system does not allow to compensate the cost involved directly to the officer who actually conducted the work. • The welfare fund system, which the payment receipt will be issued, may allow direct payment to the officer through the third party fund management organization (a third party agency needs to be established) and the private sectors can make the payment as a cost of business. • This will benefit companies for their payments can be claimed as business expenditure for corporate tax. • To make sure the elimination of under-the-table culture, set a document acceptance counter at the document processing office and does not allow the applicant and the officer talk side by side in the office. • To make sure that such actions will not take place, the government install a CCTV camera in the office to monitor the movement of people. • This may prevent under-the-table deals from the government office. • When processing an application document in Cambodia the original documents are always required. However due to the unexpected situation the original document may not be ready to submit upon the application and all the procedures will be stopped. • To avoid such situation, "original later" policy can be introduced. The applicant can submit a copy of the document in the meantime and submit the original document within, for example, 48 hours. • If original document submission is delayed or the system is abused a heavy penalty could be imposed. By such a way document processing time can be reduced drastically. And the temptation of under-the-table deal will significantly be reduced.
Key benefits	• Overall, the project will have following economic benefits to each beneficiary: (i) Welfare Fund system (Beneficially; government officials and private companies) (ii) Implement document acceptance counter and separate the office and waiting area, also implement a CCTV camera; (Beneficially; the government and a private company) (iii) Implement "original later" policy; (Beneficially; the government and a private company) • Moreover, the project will increase the competitiveness of Cambodia's logistics sector by eliminating the corruption culture.
Scope of Work	**Component 1: Welfare Fund system** • Set a welfare fund taskforce team consisting of relevant government agencies such as MOEF (GDCE), MOC (import-export, CamControl) MOI (Police and immigration police) and CDC and discuss the way forward, such as scope and rules.

		• Set a tariff of the fund.(How much will be required for what kind of work) • Conduct a public hearing on the system and develop a consensus among the fund users and donors. • Develop a rules and regulations and get approval from relevant government agencies. • Develop a system of collecting the fund and disseminate, develop some forms to operate the system. • Develop a computerised system to manage the fund. • Establish the welfare fund management company, set up the necessary office and recruit necessary staffs at different office locations (Phnom Penh, Bavet, Poipet, Sihanoukvill, and others if necessary). • The welfare fund system seminar shall be conducted • Implement the system. **Component 2: Implement document acceptance counter and separate the office and waiting area, also implement the CCTV camera;** • Set a task force team to study the current situation of document processing and identify the offices which the document acceptance counter is necessary. • Review and modify the current document processing steps • Redesign the office layout and fit it with separation counters, a waiting area for applicants and where to install the CCTV camera. • Procure the counter, other necessary desks and chairs for the customer and the CCTV camera with monitoring system. • Develop or assign the monitoring tasks to certain officials in charge of anti-corruption and set necessary rules for monitoring. • Implement the system. **Component 3: Implement "original later" policy** • Conduct a survey of current document processing procedure of border related government agencies and identify what kind of application requires original document at which office. • It is proposed that the copy shall be replaced with the original document within 48 hours but the relevant government offices shall discuss if it is enough or too long to wait the original document. • Develop the rules and regulations to accept the copy documents for application of certain declaration of relevant government agencies. • Review the penalty clause of non-compliance • Conduct public hearing on the new rules and review the developed rules, if necessary. • Implement the "original later" policy	
Possible cost requirements	Short (2018-19)		Capex • US$ 0.5 million (welfare fund office acquisition and office

			equipment) • US$ 0.5 million (develop welfare fund computerized system) • US$ 0.5 million (CCTV Camera) • US$ 0.1 million (counter and office equipment) • US$ 0.1 million (other hardware) Opex • US$ 0.12 million (annual)(staff costs for welfare fund office of 5 locations including office management cost) Consultancy Costs • US$ 0.05 million (FS/ Procurement/ Project Management as required) • US$ 0.4 million (legal advice, capacity building and training)
		Medium (2020-22)	N/A
		Long (2023-25)	N/A
	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	• MPWT(GDL) and other border related Ministry
		Implementation	• MPWT(GDL) and other border related Ministry
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2018
		Implementation	2018-19

Capacity Constraints		Technical assistance may be required for border clearance and traffic management officers.	
Further Clarification		Existing bilateral agreement is required to be amended regarding the border opening hours.	
Social and Environmental Considerations	**Necessity of ECC**	This project is categorized as an institutional strengthening one so that no necessity of ECC.	
	Anticipated Impact	Environmental	N/A
		Social	N/A
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA.
		Social	No necessity of EIA/IEIA.

Project Name	Reform and Modernization of CamControl Functions	Project Number	P35-S1

Summary	**Site**	Directorate General of Cambodia Import Export Inspection and Fraud Repression (CamControl)
	Project Description	The project aims to review the clearance procedure conducted by CamControl. The reform and modernization of CamControl proposal is as follows; CamControl function of securing the safety and security of food staffs and chemical or medical items laboratory analysis remain the same as these are important functions. The CamControl keep conducting the local market monitoring and inspection. However, the examination of the goods at the time of import or export clearance procedures should be hand over to the customs, animal and plant quarantine, and phytosanitary office. These directorates shall be the competent authority on the subject matter. There are three key project components, including the following: 1) Review of the Existing Laws and Regulations for Consistency with International Best Practices; 2) Identify the Institutions to Transfer the Responsibility of the Duties of CamControl and provide technical assistance to perform the duties at the border; 3) Review of the Fees of CamControl in line with Best Practices (e.g., examination and fee policies)
	Justification	**Strategic fit in the Strategy 3:** • Unblocking the current bottlenecks of CamControl examination of imported/exported goods at the clearance procedure. CamControl examination fee collection is unjustifiable as it collect examination fee even the physical examination is not conducted. Such practice shall be stopped. Eliminating the CamControl from clearance procedure will improve trade procedures. • Moreover, if the CamControl fee system is excluded it will contribute to reduce the clearance cost and the traders can enjoy more competitive environment with other countries. **Project Background and Justification** • The CamControl aims to inspect all imported and exported goods, particularly CamControl is focusing on inspecting high risk goods such as food and medicine at the time of import and export clearance procedures. • However, the inspections of import/export goods are the direct task of customs. The permits or certificates issued by exporting country or concerned government authority of Cambodia would be reliable its certification by its nature and customs can check the declaration based on such documents. • If necessary, animal or plant quarantine, and sanitary and phytosanitary examination can be conducted by respective authorities upon import/export declaration. • Therefore, all the necessary examinations can be conducted

	by the customs and other government agencies, and there is no need for further duplicated inspections by the CamControl. • The CamControl is exercising risk management approach and not all the food and foodstuffs are examined. According to the interview made to CamControl, 10% to 15% of the imported goods and 5% of the exported goods are subject to the physical examination. However, the inspection fee is collected by the CamControl regardless of the examination is conducted or not. • This is a nontariff barrier to trade, against the WTO GATT agreement Article 8 (Fees and Formalities connected with Importation and Exportation) and increasing the clearance costs of Cambodia without good reasons. • The consultant team proposes the reform and modernization of the CamControl as follows; - The CamControl function of securing the safety and security of food stuffs and chemical or medical item laboratory analysis remain the same as these are important functions. - The CamControl keep conducting the local market monitoring and inspection. However, examination of the goods at the time of import or export clearance procedures will be delegated to the customs, animal and plant quarantine, and phytosanitary examination office. - The CamControl fees will be incorporated into customs fees with reasonable considerations. - Since the CamControl has rich experience on laboratory analysis, such examination or inspection service for imported or exported goods can be provided to customs and other government agencies where it is required. • By simplifying the border clearance procedures eliminating the CamControl fees is significant cost reduction for traders. *(The reason why the CamControl is exercising examination of the goods is that the Customs was used to be under the Ministry of Commerce (until 1988), and when the customs moved to Ministry of Economy and Finance, the goods examination function is remained in the MOC and CamControl is established.)*
Key benefits	• Overall, the project will have following economic benefits to each beneficiary: (i) Simplify the clearance procedure (*Traders*) (ii) Reduction of clearance cost (*Traders*) (iii) Increase trade volumes and increase of government revenue (*government*). • Moreover, the project will increase the competitiveness of Cambodia's Trade sector.
Scope of Work	**Component 1: Review of the Existing Laws and Regulations for Consistency with International Best Practices** • Set up a task force team to study the international best practices of imported and exported goods examinations • Review of the existing laws and regulations for consistency

		with international best practices • Review of the Clearance Procedures of the CamControl **Component 2: Identification of Institutions to Transfer the Responsibility of the Duties of the CamControl** • Set up a task force team of moving the functions of CamControl to other government agencies. • Other government agencies shall prepare to receive the responsibility of examination of clearance goods. • Other government agencies may need support to conduct examination due to lack of experience. When such needs are identified, the task force team shall seek support from domestic and international community. **Component 3: Review of the Fees of CamControl in line with Best Practices** • Set up a task force team to reviewing the fees of CamControl in line with international best practices (e.g., examination and fee policies) • Revise the CamControl examination fee tariff considering the GATT Article VIII (8) Fees and Formalities connected with Importation and Exportation. • Make a recommendation report for higher authority for approval.	
	Possible cost requirements	Short and Medium (2018-12)	No Capex and Opex Consultancy Costs • US$ 0.3 million (FS/ Procurement/ Project Management as required) • US$ 0.8 million (Capacity Building)
		Long (2023-25)	N/A
	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	• MOC (CamControl)
		Implementation	• MOC (CamControl)
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2018
		Implementation	2018-19

Capacity Constraints		Technical assistance may be required for border clearance and traffic management officers.	
Further Clarification		Existing bilateral agreement is required to be amended regarding the border opening hours.	
Social and Environmental Considerations	**Necessity of ECC**	This project is categorized as an institutional strengthening one so that no necessity of ECC.	
	Anticipated Impact	Environmental	N/A
		Social	N/A
	Major Scope of	Environmental	No necessity of EIA/IEIA.

	EIA		

Project Name	Truck Driving School Development Project (Phase1)	Project Number	P41-S1

Summary	**Site**	Phnom Penh
	Project Description	The project aims to enhance the ability of truck drivers' skills and safety awareness. As a result, improvement of truck driver's capability expects to be reliable and environmental friendly logistics service in Cambodia. Key components are as follows: 1) Assess and analysis of the current condition including the level of driving skill, target number, and other issues 2) Formulate Truck Driving School Development Plan (Soft Component), including training of trainers' program, curriculum development, and development of textbooks and tests for certificate program; 3) Formulate Truck Driving School Development Plan (Hard Component), including building and infrastructure design, procurement plan of required equipment and vehicle and driving course design 4) Implementation of the truck driving school plan
	Justification	**Strategic fit in Strategy 4** • Capacity Enhancement of Logistics Service Providers especially for freight transport • Enhancement of truck driver's driving skill could guarantee the provision of stable and reliable logistic services. **Project Background and Justification** • Traffic accidents and violations of traffic rule by truck drivers are addressed in Cambodia due to low capacity of truck driver's driving skill and lack of awareness to road safety. These troubles cause unexpected delay and unsafe freight. • Cambodia has no institutionalized training for heavy vehicle drivers, and truck drivers have insufficient driving skills and inadequate knowledge on road safety. • Unlike other developed countries where large-size truck companies operate and organize in-house training to drivers, however other truck drivers rarely have opportunities for brushing up their driving skill. • Driving licenses for heavy vehicles are reported to be acquired without any practical test once (existing license system has improved). Under these circumstances, truck drivers have little chance to improve their driving skill and correct their knowledge. Improvement of driving skill is a prerequisite for improvement of logistics services.
	Key benefits	The project will have following economic benefits to each beneficiary. (i) Improvement of road safety due to reduction of the number of accidents and keeping the traffic rule;

		(ii) Decrease of freight transportation delay; (iii) Reliance on logistics service providers; and (iv) Enhancement of investment climate of Cambodia	
	Scope of work	**Component 1: Assess and analysis of the current condition:** • Understanding the number of truck drivers • Analyze the issues caused by truck driver's driving skills • Identify the needs of qualifications of truck drivers through consultation with private companies. **Component 2: Formulate Truck Driving School Development Plan (Soft Component)**; • Identity the availability of trainers for truck drivers and create a program for organizing trainer's training with reference to a good practice of a relevant organization in other countries • Course and curriculum development • Design the textbook and test for certificate program • Preparation of operation plan **Component 3: Formulate Truck Driving School Development Plan (Hard Component)**; • Infrastructure and building design • List up the necessary equipment and vehicles, and preparation of procurement plan • Design the driving test course **Component 4: Implementation of Truck Driving School Plan.** • Implement the truck driving school development plan • Trainers training • Construction of hard infrastructure including building and driving test course • Procurement of the equipment • Establish the operation framework and system	
	Possible cost requirements	Short (2018-19)	US$ 1.0 million for planning US$ 10.0 million for construction and procurement excluding land acquisition cost
		Medium (2020-22)	-
		Long (2023-25)	-
	Other cost implications	N/A	

Implementation	**Responsible Organization**	**Planning**	• MPWT(GDLT/GDL)
		Implementation	• MPWT(GDLT/GDL)
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2018
		Implementation	2018-2019

Capacity Constraints		The availability of truck trainers is assumed to be limited in Cambodia. Trainer's training is necessary to increase the appropriate trainers.

Further Clarification		N/A	
Social and Environmental Consideration	**Necessity of ECC**	This project is categorized as an institutional strengthening one so that no necessity of ECC.	
	Anticipated Impact	Environmental	N/A
		Social	N/A
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA.
		Social	No necessity of EIA/IEIA.

Project Name	MPWT Research Institute Development Project (Phase 1)	Project Number	P41-S2

Summary	**Site**	Phnom Penh
	Project Description	The project aims to establish research institute, tentatively named as "MPWT Research Institute", related to public works and transport. The institute will be a center of research all aspects of civil works, transport and logistics in Cambodia collaborating with university and other research institutes in the long-run. In the short term or Phase 1 project, the institute should start with logistics section to reply requirements of new and modern logistics technologies to offset insufficient capacity of the private sector. Key components are as follows: 1) Formulate MPWT Institute Development Plan; 2) Implementation of the MPWT Research Institute Phase 1
	Justification	**Strategic fit in Strategy 4** • Enhancement of research capacity on logistics to support private logistics service providers. • Improvement of capacity to uplift planning and designing skill on logistics, infrastructure and logistics hub development. **Project Background and Justification** • MPWT is required sufficient capacity to manage transport and logistics related infrastructure and facilities. For this end, MPWT needs to improve technologies fit to the situation in Cambodia. • Since Cambodia has no institutionalized research center for civil engineering and transport and logistics planning, MPWT can't formulate regulations, technical specifications regarding transport and logistics. • Logistics sector takes important role to lead industrialization in Cambodia. It is necessary to introduce new technologies. However, the private sector has limited capacity to invest/ research new technologies due to weak financial and human capacity. • It is of great necessity for MPWT to enhance technical capacity to offset insufficient private sector. Logistics sector in MPWT Research Institute has heist priority to be established.
	Key benefits	The project will have following economic benefits to each beneficiary: (i) Improve efficiency and reduce cost with Promoting of introducing new technologies on logistics (ii) Reliance on logistics service providers
	Scope of work	**Component 1: Formulate MPWT Research Institute Development Plan:** • Organization Plan

		• Facility Plan (plan and design) • Financial Plan **Component 2: Implementation of the MPWT Research Institute Phase 1**; • Recruit of experts/specialists • Construction of institute building • Procurement of equipment • Establish the operation framework and system	
	Possible cost requirements	Short (2018-19)	US$ 0.3 million for planning US$ 2.0 million for construction (Phase 1 only)
		Medium (2020-22)	
		Long (2023-25)	-
	Other cost implications	N/A	

Implementation	**Responsible Organization**	**Planning**	• MPWT (GDL/ other general departments)
		Implementation	• MPWT(GDL)
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2018
		Implementation	2019-20

Capacity Constraints		There is no experts/ specialist on technical research in GDL. It may necessary to recruit appropriate persons (including full-time and part-time researchers) and coordinate network of research with universities/other institutes and private logistics companies	
Further Clarification		N/A	
Social and Environmental Consideration	**Necessity of ECC**	ECC will be required depending on size of building and laboratory in the institute	
	Anticipated Impact	Environmental	N/A
		Social	N/A
	Major Scope of EIA	Environmental	N/A
		Social	N/A

Project Name	Truck Modernization Project (Phase 1)	Project Number	P43-S1

Summary	**Site**	MPWT (General Department of Land Transport, General Department of Logistics)
	Project Description	In Cambodia, most of the trucks and trailers used for freight transport are second hand and imported from USA, Canada, Korea and Japan. Accordingly, many of them do not meet to the vehicle length limitation set by the Traffic Law since such trucks and trailers tend to be longer than the regulated length. Therefore, the trucking companies suffer from such illegal gaps. Revising the regulation needs to be considered after assessing safety and the impacts on the road infrastructure and pavement. In Cambodia, a variety of trucking companies provide the logistics services. However, a number of commercial trucks and trucking companies have not been recognized. This is because the large companies register their business with registration in general, while middle and small size companies tend to be unregistered. In particular, family-run companies have not registered in order to avoid tax payments. Therefore, the statistical data about trucking companies should be studied. This data can be utilized for assessing and revising the regulation and other logistics projects. The project consists of following two components 1) Data collection for understanding the existing truck length 2) Assessment of the appropriate truck length 3) Revision of logistics vehicle length limitations under the Traffic Law
	Justification	**Strategic fit for Strategy 4** • Understanding the existing trucking industry can identify the issues related to logistics services • Trucking companies can be enhanced by revising the Traffic Laws because reducing penalties will improve the trucking service in terms of the time spent checking by the traffic police and the cost of fines **Project Background and Justifications** • Since the existing data on logistics companies and commercial vehicles is fundamental in the preparation of any logistics plan and project, the detailed data including the number of trucks, employment, and type/quality of services need to be developed as a database. This data shall be liked with the database established in P43-S2. • Revising the Traffic Law, assessment and examination to figure out the appropriate vehicle length limitation are vital in order to avoid any damages/ impacts on traffic and the road infrastructure
	Key benefits	(i) The database on the trucking industry will contribute to preparing improvement/development projects and programs by GDL and relevant ministries. (ii) By revising the Traffic Law, the trucking companies will be relieved of the suffering from the legal gap and the penalty

		amount will be reduced. As a result, service users will have better services.	
	Scope of work	**Data Collection** • Interview survey for data collection on trucking companies, logistics vehicles and truck drivers • Establishment of the database by using collected data and • Analysis of current issues based on the database • Maintain the data base by regular updates of the data • Integration to the environmental database prepared in P43-S2 **Revision of Traffic Law** • Understanding the length of vehicles used for freight transport • Checking the existing road and infrastructure conditions • Assess the appropriate limitations to vehicle length by test runs • Revision of vehicle length limitations under the Traffic Law • Procedure for amending the Traffic Law	
	Possible cost requirements	Short (2018-19)	US$ 60,000 • Data collection (US$ 40,000) • Revision of Traffic Law (US$ 20,000)
		Mid (2020-22)	-
		Long (2023-25)	-
	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	• MPWT (GDLT, GDL)
		Execution	• MPWT (GDLT, GDL)
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2018
		Implementation	2018-19

Capacity Constraints		N/A	
Further Clarification		N/A	
Social and Environmental Consideration	**Necessity of ECC**	This project is categorized as an institutional strengthening project so that ECC is not required.	
	Anticipated Impact	Environmental	N/A
		Social	N/A
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA.
		Social	No necessity of EIA/IEIA.

Project Name	Green Logistics Baseline Study	Project Number	P43-S2

Summary	**Site**	MPWT (General Department of Land Transport, General Department of Logistics)
	Project Description	Green logistics strategy becomes one of key long-term policy in MPWT. This logistics strategy describes all attempts to measure and minimize the ecological impact of logistics activities. This includes all activities of the forward and reverse flows of products, information and services between the point of origin and the point of consumption, aiming to create a sustainable company value using a balance of economic and environmental efficiency. Here, logistics by trucks and/or trailer is of great concern, and the proposed project consists of following four components 1) Vehicular Emission-related data (e.g., number of vehicle, vehicle make, age, type and others) collection for logistics companies. 2) Development of Vehicular Emission and Vehicle I/M Database 3) Current Vehicle Inspection/Maintenance (I/M) Practices of logistics companies 4) Current Vehicle I/M-related legal framework and facilities.
	Justification	**Strategic fit for Strategy 4** • Understanding the existing truck and/or trailer condition in trucking industry can identify the vehicular-emission-related issues within logistics services • Vehicle I/M of truck and/or trailer trucking companies own can be enhanced by creating and/or revising the relevant vehicle I/M laws because reducing vehicular emission loading, to be achieved within this project, will make the nation-wide trucking service more sustainable and green. **Project Background and Justifications** • Since the vehicular-emission-related data on existing trucks and trailers logistics companies own is fundamental in the preparation of future nation-wide green logistics framework as well as of any logistics plan and project, the detailed data including the number of trucks and/trailers, make, type and age, and current vehicle inspection practices need to be developed as a database. • Creating and/or revising the relevant vehicle I/M Law is vital in order to achieve future green logistics framework and/or policy.
	Key benefits	(i) The proposed database will provide the latest information of the current vehicular emission condition for trucks and/or trailers in Cambodia, and will contribute to design the future national logistics framework and system by GDL and relevant ministries. (ii) The more appropriate design of vehicle I/M framework will be delineated using this survey result while creating and/or revising relevant legal framework.
	Scope of work	**Vehicular Emission-related Data Collection**

		• Checking the vehicle registration data with MPWT and GDCE • Interview survey for data collection on trucking companies, logistics vehicles and truck drivers (vehicle type, make, age and others) • Interview survey for data collection on the current vehicle I/M practice each company and/or driver takes. • Establishment of the database by using collected data • Analysis of current issues based on the database • Maintain the data base by regular updates of the data **Creation and/or Revision of Traffic I/M Law** • Improve vehicle I/M -related legal framework to make vehicle I/M popular within national freight transport practice. • Strengthen the existing nation-wide vehicle I/M facilities. • Assess the appropriate limitations to vehicle length by test runs • Revision of vehicle length limitations under the Traffic Law • Procedure for amending the Traffic Law	
	Possible cost requirements	Short (2018-19)	US$ 60,000 • Data collection (US$ 40,000) • Revision of Traffic Law (US$ 20,000)
		Mid (2020-22)	-
		Long (2023-25)	-
	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	• MPWT (GDLT, GDL)
		Execution	• MPWT (GDLT, GDL)
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2018
		Implementation	2018-19

Capacity Constraints		N/A	
Further Clarification		N/A	
Social and Environmental Consideration	**Necessity of ECC**	This project is categorized as an institutional strengthening project so that ECC is not required.	
	Anticipated Impact	Environmental	N/A
		Social	N/A
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA.
		Social	No necessity of EIA/IEIA.

Project Name	LCL Enhancement Project	Project Number	P44-S1

Summary	**Site**	Not specified
	Project Description	The project aims to enhance the availability of Less than Container-Load (LCL) services and reduce the costs of LCL. There are two possible project components (either sub-project or both can be taken depending on the demand and feasibility), including the following: 1) One sub-project is so called "Milk-run" sub-project. In the meantime, LCL needs to be gathered in one place for the container to be sealed (and the seal cannot be broken till the final destination). With the deregulation from the GDCE, it becomes possible, for example, to collect half of the goods in Phnom Penh and collect the other half in Bavet, then send the full container to Japan or China from a Vietnam port. This will open a new business opportunity in the LCL market. 2) The other sub-project is to develop "LCL one-stop-service". The LCL market is fragmented. There are specialized dry ports in the market and each of them operates separately without any coordination – that ends up with market inefficiency in the small and fragile market. The idea is to establish one stop service so that any one can tap the door to find the most efficiency deal in the LCL market.
	Justification	**Strategic fit in the Strategy 2:** • Increasing the availability of logistics hub services is a core objective in the Strategy 2 • Moreover, reductions of logistics costs by establishing efficient logistics services fits well with the strategy objectives; • Program aims at meeting various business needs by different locations and different business group. .the project fits very well with the **Background and Justification** • 98% of enterprises in Cambodia are SMEs. While large and international companies have large amounts of goods to transport with full containers, small companies do not have enough goods to fill the full container on a daily/ regular basis, and may have to wait for a long time before shipping goods to the next destination. There are already some LCL activities available in Cambodia. However, these efforts are limited to large companies and it seems that the supply does not meet the large demand in the LCL market. Overall, the availability of business cases in the LCL market remains limited. • LCL prices are considered as high (often as high as for FCL services). It is also noted that border-related costs

	(such as forwarding costs, customs clearance, CamControl, etc.) are more expensive for LCL shippers. • There seem to be a plenty of business opportunities but partly because of the government bureaucracy, such business opportunities cannot be realized. There are many empty containers going back to the original places without carrying any goods on return journeys. In theory, carrying half of the container makes marginal profits. If stop over is allowed by the authorities, then there are cases to create full container sized load within the country before crossing the border. However, in the meantime, LCL cargo needs to be gathered in Phnom Penh (e.g. no business case for the cargo in Bavet to come to Phnom Penh before being shipped to Vietnam).
Key benefits	• Overall, the project will have following economic benefits to each beneficiary: (i) More availability of LCL services (shippers/ end-users) (ii) Reductions of LCL prices (shippers/ end-users) (iii) Overall quicker delivery of goods (shippers) (iv) Higher trade volumes (nationwide *benefits*). • Moreover, the project will increase the competitiveness of Cambodia's logistics sector.
Scope of Work	**Common Scope of Work** • Study the domestic demand for LCL, including locations of origin, destinations, frequency, contents, etc. • Take stock of current dry ports and these activities (key issues and benefits). • Study how other countries (e.g. Thailand and Malaysia) coped with LCL matter at an early stage of development (i.e. before the LCL market was matured). It is noted that JICA implemented the survey on LCL in Vietnam. • Study the border related costs for LCL and propose measures to reduce these costs (consider the reductions of government related fees/charges for LCL until the market becomes mature). **Component 1: Milk-Run Model** • Take stock of possible issues with DGCE • Negotiate with DGCE for a pilot project • Design a pilot implementation project and implement such a project with clear monitoring benchmarks. • Evaluate the pilot project • (if the pilot project is proven to be successful), reregulate DGCE's practices to allow milk-run type LCL activities **Component 2: Establishment of One-Stop-Service for LCL** • Gather existing LCL operators to agree on the concept • Design a pilot project (as appropriate) • Implement such a project with clear monitoring benchmarks • Evaluate the pilot project

		• (if the pilot project is proven to be successful), design the structure of the new LCL company • Obtain conceptual and financial buy-in from the logistics companies/ LCL operators • Establish a new LCL specialized company • Operationalize the LCL One-Stop-Service	
	Possible cost requirements	Short (2018-19)	Capex US$ 1 million (charter capital)
		Medium (2020-22)	N/A
		Long (2023-25)	N/A
	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	• MPWT(GDL) • MEF(GDCE)
		Implementation	• MPWT(GDL) • MEF(GDCE)
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2018
		Implementation	2018-19

Capacity Constraints		N/A	
Further Clarification		N/A	
Social and Environmental Considerations	**Necessity of ECC**	This project is categorized as an institutional strengthening one so that no necessity of ECC.	
	Anticipated Impact	Environmental	N/A
		Social	N/A
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA.
		Social	No necessity of EIA/IEIA.

Project Name	Cold Chain Development Project	Project Number	P44-S2

Summary	**Site**	Phnom Penh and other areas
	Project Description	Cold chain is a temperature-controlled supply chain. Currently cold chain is underdeveloped partly due to relatively high electricity charge and partly due to low penetration ratio of refrigerator in household; however, as economy develops, demand for fresh and frozen food will increase and the potential for cold chain logistics will be also high. Key component is as follows: • The project aims to enhance the ability of MPWT to identify the necessity of cold chain services in consultation with private sector and install a temperature-controlled warehouse in logistics complex zone in order to promote cold chain industry.
	Justification	**Strategic fit in Strategy 4** • Capacity Enhancement of Logistics Service Providers • Develop cold supply chain in order to create business opportunities for agri-business. Development of cold chain will guarantee the provision of stable and reliable logistic services whereas it creates more opportunities for those who engage in agriculture. **Project Background and Justification** • According to the high economic growth, it is expected that there will be a growing demand for refrigerator in order to preserve food. • Food consumption trends will also diversify, and demand for fresh agricultural produce and frozen food will also increase. • The experience of neighbor countries such as Singapore and Thailand demonstrate that as the economy develops, the consumption of meat will also increase accordingly. People pursue more convenient lifestyle. • Other than food, cold chain will guarantee the quality of chemicals, and pharmaceutical drugs. • In order to satisfy new demand, logistics companies need to offer better logistics services. • This in turn will create more business opportunities not only for logistics service providers but also for those who engage in agro-industry. • Development of agro-industry is a key component for Industrial Development Policy (IDP).
	Key benefits	The project will have following economic benefits to each beneficiary: (i) Because of the installment of temperature-controlled warehouse in the complex zone, logistic companies will be able to develop a new mode of logistics service and satisfy the consumer's needs (ii) As cold chain promises the quality of perishable food, a new

		business chance will be created, which is favorable to the development of agro-industry (iii) The availability of fresh and frozen food and pharmaceutical products such as vaccine will be beneficial to the improvement of quality of life (iv) The availability of cold chain will ameliorate investment climate and attract more investors	
	Scope of work	**Cold chain development and basic infrastructure development in the complex zone** • Assess the future demand of private sector for temperature-controlled supply chain; • Based on the assessment, plan to install temperature-controlled warehouse in the logistics Complex Zones; • Install temperature- controlled warehouse in a pilot site; • Based on the feedback on a pilot site and further analysis on the cold chain market, expand the installation of temperature-controlled warehouse in other logistics complexes	
	Possible cost requirements	Short (2018-19)	-
		Medium (2020-22)	-
		Long (2023-25)	-
	Other cost implications	N/A	

Implementation	**Responsible Organization**	Planning	• MPWT
		Implementation	• MPWT
	PPP	Public	N/A
		Private	N/A
	Schedule (tentative)	Preparation/Planning	2018
		Implementation	2018-2019

Capacity Constraints		Development of logistics complex will be the precondition for installation of temperature-controlled warehouse.	
Further Clarification		N/A	
Social and Environmental Consideration	**Necessity of ECC**	ECC would be required for the installation of a temperature-controlled warehouse in logistics complex zone (depends on facility size and type).	
	Anticipated Impact	Environmental	Construction waste treatment (depend on facilities layout, type of machineries to be installed and others).
		Social	N/A
	Major Scope of EIA	Environmental	Either of IEIA and/or Either of EIA/IEIA addressing major impacts, mentioned above, would be required.
		Social	Same as above.

Project Name	Last Miles Logistics Development Project	Project Number	P44-S3

Summary	**Site**	Phnom Penh
	Project Description	There are two types of last miles logistics needs. One is the delivery of parcels and the other is online shopping. Both types have both domestic and international needs (therefore, there are four market segments). In the meantime, the international services exist but there are many difficulties. Domestic services do not exist, at least officially. Internationally this is a growing market with huge market potential. While the business demand seems weak at the moment, the government should pave the way for the market to start growing rather rapidly during the time of the Logistics Master Plan. The proposed project has the following key components: 1) Standardization of addresses and the improvement in the postal code system 2) Liberalization of the domestic parcel delivery market and enhancement of domestic postal services 3) Improvements of the financial settlement system and clearing house
	Justification	**Strategic fit in the Strategy 4** • One of the key objectives of the Strategy 4 is to foster the private sector to meet the changing market demand in a timely manner. This project fits very well with the overall strategy objectives; • The key objective of the program P44 "Introduction of Modern Logistics Technology" is to introduce new logistics services to meet diversified demands in the market. Therefore, the proposed project fits very well with the given strategic objectives. **Project Background and Justifications** • While last miles transportation is rapidly growing market in the world, penetration in the Cambodian market is slow. As the country is graduating from the lowest income group, the middle class is emerging and they require convenient logistics services. • While the Cambodian postal services have been privatized, the market liberalization is lagging. The liberalization will enable the private sector with large networks to establish domestic delivery networks.
	Key benefits	• Overall, the proposed project will have following economic benefits: (i) By defining the addresses with next generation postal codes, logistics service providers will benefit from the easier business environment and saving time for the delivery (*logistics service providers*) (ii) By the establishment of the secure transaction system, both retailers and buyers will benefit. Retailers can secure

		safer financial transfers while buyers can benefit from the guarantee scheme (both product sellers and end-users) (iii) By the liberalization of the domestic parcel delivery market, end-users will benefit from better service with lower prices (end-users/population)	
	Scope of Work	**Standardization of addresses and the improvement in the postal code system** • Development of the new address and postal code system • Testing the new system on a pilot basis • Official approval of the new system • Introduction of the new postal codes **Liberalization of the domestic parcel delivery market and enhancement of domestic postal services** • Taking stock of the existing regulations regarding the domestic services • Taking stock of potential services for domestic parcel delivery (e.g. making use of local petrol stations as focal points to receive parcels • Development of the modifications of the related legislation • Changes in the legislation **Improvements of the financial settlement system and clearing house** • Taking stock of the potential issues and room for improvements to enable last miles logistics • Consideration of the guarantee and dispute settlement mechanisms by the clearing house • Improvements of the financial transactions via credit cards and e-transactions • Improvements of financial transactions via mobile phones • Introduction/implementation of new legislation including the recently adopted e-Commerce law	
	Possible cost requirements	Short (2018-19)	US
		Medium (2020-22)	N/A
		Long (2023-25)	N/A
	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	• MOPT (*Address, Postal Codes Development and Market Liberalization*) • MEF (*Secured Transaction and e-Commerce promotion*)
		Implementation	• MPOT (*Address, Postal Codes Development and Market Liberalization*) • MEF (*Secured Transaction and e-Commerce promotion*)
	PPP	**Public**	N/A

		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2018
		Implementation	2019

Capacity Constraints		Legal issues related to the privatization of the Cambodian post (check if the exclusivity right was guaranteed under the purchase agreement)	
Further Clarification		N/A	
Social and Environmental Considerations	**Necessity of ECC**	This project is categorized as an institutional strengthening one so that no necessity of ECC.	
	Anticipated Impact	Environmental	N/A
		Social	N/A
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA.
		Social	No necessity of EIA/IEIA.

Project Name	Tracking and Tracing System Promotion Support	Project Number	P44-S4

Summary	**Site**	N/A
	Project Description	The project aims to promote the use of GPS tracking and tracing system among the private logistics company, in order to enhance the logistics security of the cargo fleet transport by road transportation. To enhance the tracking and tracing of cargo transport, the project aims to identify the current issues on tacking system conducted by the logistics service providers and identify necessary support from the government to increase the penetration of tracking system and make it more effective in preventing from loss of cargo, accidents and regulatory infringement Key components are as follows: 1) Conduct a planning survey, together with a company survey or a demand hearing through public-private dialogue about the needs of GPS tracking and tracing system and possible support that MPWT can provide 2) Study best/regional practices of the way/role of the government to be involved in tracking and tracing 3) Formulate a tracking and tracing system support plan 4) Coordinate with the private logistics sector, other ministries or departments, implement the plan and introduce necessary rules or regulations.
	Justification	**Position in Strategy 4** • Capacity enhancement of logistics service providers by supporting the use of GPS devices and improving the convenience and usability of tracking and tracing system. • Enhancement of road safety and security • Improvement of reliability of logistics service. **Project Background and Justification** • Loss or theft of truck cargos such as containers during the land transport, especially the container cargo on the important economic corridors from Sihanoukville port, Poipet or Bavet to Phnom Penh are addressed in Cambodia. It negatively affects the logistics security and reliability of logistics services in Cambodia. • Currently some of the truck companies especially large companies have already installed their own GPS device to track the movement of truck, however, the use of GPS device by the logistics company is not assessed by the government and some truck company claims it is not effective to prevent from theft of cargo.
	Key benefits	The project will have following economic benefits to each beneficiary: (i) Reduction of economic losses as a result of the reduction of property losses of cargos (ii) Decrease of transportation delays

		(iii) Improvement in reliability of logistics service providers (iv) Enhancement of investment climate of Cambodia	
	Scope of work	**Identification of issues on cargo transport and demands on GPS cargo trucking and tracing system:** • Analyze the issues/causes of cargo losses and road security and issues caused by the lack of effective GPS tracking system and identify possible countermeasures • Study international/regional good practices to resolve these issues • Identify government roles in these aspects. Identify the costs for the government and the private sector to introduce the system. • Estimate logistics costs increases in the total logistics costs **Formulate tracing and tracking promotion support plan and coordinate for implementation.** • Identify the needs of tracking and tracing system and GPS device through consultation with private companies. • In cooperation with CAMTA, identify the desirable system to share or provide the monitoring information obtained from GPS devise with the private sector. • Coordinate with other ministries how to utilize GPS information to manage and protect against cargo theft and accidents. • Identify the most effective and efficient support from MPWT to promote tracking and tracing system, such as provision of subsidies to logistics service providers • Identify the necessary rules and regulations, which need to be created or amended to implement GPS tracking and tracing system, such as rules on the information sharing with private sector and among the ministries; • Coordinate with the private sector such as CAMTA and logistics service providers and other ministries to discuss the method of management, operation and finance to implement tracking and tracing system	
	Possible cost requirements	Short (2018-19)	US$ 0.5 Million (Planning US$ 0.2 Million Subsidies on equipment US$ 0.3 Million)
		Mid (2020-22)	-
		Long (2023-25)	-
	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	• MPWT (GDL)
		Execution	• MPWT (GDL)
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2018
		Implementation	2018-19

Capacity		N/A

Constraints			
Further Clarification		N/A	
Social and Environmental Consideration	**Necessity of ECC**	This project is categorized as an institutional strengthening project so that ECC is not required.	
	Anticipated Impact	Environmental	N/A
		Social	N/A
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA.
		Social	No necessity of EIA/IEIA.

Project Name	VMI Introduction	Project Number	P44-S5

Summary	Site	N/A
	Description	In Cambodia, the logistics volumes have increased; however, the variety of logistics services provided by the logistics service providers is still limited. It is necessary to diversify available logistics services and integrate the supply chain such as production, logistics and sales to improve efficiency. This project aims to promote international VMI (Vender-Managed Inventory) service to meet the demand of new business models and attract more investment especially higher value-added manufacturing investment as well as to make Cambodia the regional logistics hub.
	Justification	**Strategic fit for Strategy 4** • The aim of this project is to develop the regulatory environment which enables diversified modern logistics services and expands business opportunities for logistics service providers and investors, especially manufacturing companies in Cambodia. • The international VMI service provides the option for private business operators to strategically choose the location of production. **Project Background and Justifications** • Under the current regulations such as Custom law, regulations on the Custom Warehouse and tax treaties, VMI service could be introduced however the practical procedure is not clear enough. • International VMI service is operated in many other countries such as Japan, and also in surrounding countries such as Vietnam and Myanmar. For taking account of the geographical advantage, Cambodia needs to be VMI actively • The introduction of international VMI services and regulatory reform/development help to improve the competitiveness of Cambodia in this regard.
	Key benefits	The proposed project will have following benefits to each beneficiary. (i) Diversify the logistics service available and enhance business opportunities in Cambodia (*logistics companies and manufacturing companies*) (ii) Reduce the cost of holding inventory (*manufacturing companies*) (iii) Improve the strategic competitiveness of Cambodia as the production base for international manufacturing companies (*industries*).
	Scope of work	**Component 1: Data Collection and Analysis** • Conduct a data collection survey on the demand and potential needs of international VMI services in Cambodia, such as the review of current status and the interviews of logistics companies, manufacturing companies, suppliers of raw

		materials or parts. • Study the current status and best practice of international VMI services and regulations in the surrounding countries such as Vietnam and Myanmar. • Review the current status of the regulatory framework related to the operation of international VMI services in Cambodia. **Component 2: Revision of Customs Law and relevant regulations** • Identify the key issues and legislative obstacles which should be developed, amended or improved to enable international VMI services, in coordination with the relevant ministries • Facilitate with the relevant ministries to compile and implement the action plans. **Component 3: Promotion Policy to Invite VMI Service Provider** • Conduct strategic policy planning and consultation with other policy and/or program such as the Kampong Chhnang Logistics Special Zone project, to maximize the effectiveness of investment promotion policy and project	
	Possible cost requirements	Short (2018-19)	US$ 0.3 million
		Medium (2020-22)	-
		Long (2023-25)	-
	Other cost implications	None	

Implementation	**Responsible Organization**	**Planning**	• MPWT(GDL), CDC, MEF(GDCE)
		Execution	• CDC, MEF(GDCE)
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/ Planning**	2018
		Implementation	2018-2022

Capacity Constraints		Capacity and ability of staffs of GDL to coordinate and consult with other agencies and facilitate to compile action plans.	
Further Clarification		N/A	
Social and Environmental Consideration	**Necessity of ECC**	This project is categorized as an institutional strengthening project so that ECC is not required.	
	Anticipated Impact	Environmental	N/A
		Social	N/A
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA.
		Social	No necessity of EIA/IEIA.

Project Name	Public Logistics Service Improvement Project	Project Number	P45-S1

Summary	**Site**	N/A
	Project Description	Port, railway and Airport services, which are the key transport modes, are currently monopolized in Cambodia. The operations of these transport modes are managed by the port authorities and private concessionaires, so that there is no choice of a service provider in those transport modes. It is the reason why the charges for these transport modes is higher than that of other countries. The aims of the project are: 1) to enhance competition within each of the logistics sub-sector; and 2) to improve efficiency and levels of services in the logistics industry. The project aims to achieve these objectives by introducing more private players and/or competition in the sectors where public monopolies currently dominate the market without meaningful competition (e.g. port terminal operations, railway operations, airport cargo operations, etc.). It is noted that competition could be enhanced even under the public ownership if operations are run by the private sector and there is more than one player in the same market segment. A preliminary idea to reduce the operation charge of ports, airports is to utilize the private terminal operation as a sub-contractor under the current management entities. While, a preliminary idea to reduce the railway charge is to introduce a dedicated cargo train service and sub-contracted cargo operations under the current management entity.
	Justification	**Strategic fit for Strategy 4** • The key theme of Strategy 4 is to improve functions of the logistics market with sound regulation and competition. This project fits very well with the overall strategy objectives. • The key objectives of the program 43, "Private Sector Participation in Public Monopolies," are to introduce the private sector in areas where public monopolies currently dominate the market to enhance competition. The proposed project fits very well with the given strategic objectives. **Project Background and Justifications** • Private Sector Participation (PSP) and Competition are limited in public transportation services in Cambodia. For example, railways are owned by the government and operated by a non-strategic private operator under the concession agreement and there is no competition. The vast majority of the stakes of large ports is owned by public entities and competition is limited. The only exception is the aviation sector where 3 large airports are operated and

		managed by a foreign/strategic investor. Cargo handling in the railways, ports and major airports has no choice of terminal operation service provider. • For example, in the port sector, enhancing competition is possible if there are two container terminals/ operators run by the private sector and they compete in terms services and prices. The project will look at these opportunities and address associated problems.	
	Key benefits	• Overall, the proposed project will have the following economic benefits: (i) Under "without project" scenario, public utilities benefit under a monopoly and prices are high (logistics service users). The burden falls on end-users (Cambodian people) via companies. (ii) Quality of operations/services is expected to improve as benefits to logistics service users. (iii) Reduced transport costs may work positively to improve competitiveness in Cambodia.	
	Scope of Work	**Preliminary Analysis** • Take stock of the current ownership of logistics public utilities. • Assess levels of competition. • Identify places where private sector participation is possible. • Assess where/how competition can be enhanced. • Identify current obstacles to achieving competitiveness. • Develop an Action Plan for Private Sector Participation and Competition Enhancement and get it approved by the government. • Implement the Action Plan (2019). **Scope of Work on a sub-project basis** (i.e. once the market is identified) • Define the market regulations and pricing policy. • Prepare the tender document. • Road show • Launch a tender. • Select the winning bidder and negotiate the details. • Singing and monitoring performance	
	Possible cost requirements	Short (2018-19)	Consultancy Costs (as required) US$ 0.2 million
		Medium (2020-22)	N/A
		Long (2023-25)	N/A
	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	• MPWT
		Implementation	• MPWT as coordinator • Regulators of ports, railway and airports such as MPWT and SSCA

	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2018
		Implementation	2019

Capacity Constraints		Where "exclusivity" of the market is guaranteed under the concession agreement(s), enhancing competition is difficult during the concession period.	
Further Clarification		Legal implications and buy-in from relevant stakeholders.	
Social and Environmental Considerations	**Necessity of ECC**	ECC is not required due to no activity on change of land and construction.	
	Anticipated Impact	Environmental	No impact
		Social	No impact
	Major Scope of EIA	Environmental	Not required
		Social	Not required

Project Name	Logistics Institutional Capacity Building Project (Phase 1)	Project Number	P51-S1

Summary	**Site**	N/A
	Project Description	The project aims to enhance the logistics institutional capacity of GDL for effective administration, management, coordination, monitoring and evaluation of logistics related activities, including inter-ministerial and private sector consultation. The key components of the project include the following: 1) Operationalization of the National Logistics Committee (NLC) and National Logistics Steering Committee (NLSC), and the General Department of Logistics (GDL) as the secretariat 2) Enhancement of the consultation capacity with the private sector 3) Development of a logistics database 4) Enhancement of the monitoring capacity of the Master Plan 5) Publication of logistics annual reports
	Justification	**Strategic fit for Strategy 5:** • Developing a self-sustained mechanism through capacity building to implement the Master Plan and future logistics improvement • Strengthening the institutional framework and enhance the inter-ministerial and private sector consultation capacity. **Project Background and Justification** • With NLC and NLSC recently established, GDL's management capability as the secretariat will play a key role in the further development of the logistics sector. • Although inter-ministerial and private sector consultations have been conducted and logistics issues have been addressed, the issues are not dealt with effectively, nor in a timely manner. • Statistical database across government agencies is not available, thus strategic planning and discussions based on statistics are lacking. • In order to monitor the progress and effectively identify delays and issues, the monitoring capacity for the Master Plan needs to be developed and published in the form of a logistics annual report.
	Key benefits	Overall, the project will have the following economic benefits to each beneficiary: (i) GDL's management and coordinating capacity will increase, thus effective facilitation of the NLC and NLSC will be possible *(GDL as direct beneficiary and all members as indirect beneficiaries).* (ii) With GDL's active mediation and coordination between inter-ministries and private sector, logistics issues will be addressed, reviewed, and followed up in a more effective and timely manner *(all stakeholders).* (iii) With the development of the logistics database, statistics will be compiled and available in one system. Furthermore, sound

		arguments on logistics issues can be made using statistics amongst the stakeholders *(all stakeholders).* (iv) Responsibility among the implementing agencies will be heightened with continued monitoring of each program/project *(government)*. (v) All the progress mentioned above will be available to the public in the annual report *(all stakeholders).*
	Scope of work	**Component 1: Operationalization of NLSC and NLC, GDL as the secretariat** • Finalize the list of NLSC and NLC members, from both the public and private sector. • Assign a point of contact from each department in GDL to each member of NLSC and NLC. • Prepare the annual schedule and Action Plan for the facilitation of NLSC and NLC. • Coordinate with government agencies and the private sector to conduct technical working group sessions in each specific field. • Identify and prioritize the key logistics issues from the technical working group sessions, prioritize the issues, and create agenda of the NLSC and NLC meeting. • Train GDL staff as moderator of NLSC, NLC and related meetings with the support of international technical assistance, whenever necessary • Conduct GDL staff training overseas to improve knowledge on logistics and understanding of international best practices. **Component 2: Enhancement of the consultation capacity with the private sector** • List the key private sector players in the logistics sector in Cambodia (local and foreign). • Review the agenda, schedule, and participants of the existing private sector consultation meetings conducted by all related ministries. • Identify the challenges/issues in private sector consultation and plan and implement an improved scheme and structure for private sector consultation, in coordination with all stakeholders. • Train GDL staff's management capability to coordinate with the private sector. **Component 3: Development of a logistics database** • Study international best practices in the formulation of logistics databases. • Consult with various government agencies, private sector, and institutions to decide the data that will be included in the database. • Identify the data that are readily available and data that are unavailable but should be included in the database, and sort into categories such as the following. - Data that are available, and are updated periodically - Data that are available, and are not updated periodically - Data that are not available

	• For available data, check the reliability, then plan and create a procedure on how to gather such data in a timely manner and how to update the database. • For data that is not available, but are necessary for the logistics database, identify the responsible party and necessary budget for data collection. • Plan for the procurement and implementation of the database system with guidelines/manuals for database operation and management. • Procure the database system and start operations. • Conduct GDL staff training to manage the database. **Component 4: Enhancement of the monitoring capacity of the Master Plan** • Allocate each staff of the Monitoring and Evaluation (M&E) Department of GDL to each strategy/component of the Master Plan. • Update the information on the progress of each strategy/component that was implemented. • Review the pending issues that need to be dealt with, and action that needs to be taken to cope with issues delaying implementation. • If budgetary issues arise with certain projects, review various sources of financing including international assistance, and seek assistance if applicable. • Conduct training for the M&E staff on procedures for monitoring and close coordination with other ministries. **Component 5: Publication of logistics annual reports** • Study international best practices in logistics annual reports and other forms of reports published periodically to follow the progress of project implementation • Compile the status of each strategy/component, identifying the progress being made and pending issues, and the Action Plan going forward, effectively utilizing information collected through NLC, NLSC, and technical working group sessions. • Publish the annual report and post on the MPWT website. • Conduct hands-on training for the M&E staff on publishing the annual reports.	
Possible cost requirements	Short (2018-19)	Capex US$ 0.5-1.0 million (database system) US$ 0.01 million (annual) (publication of annual reports) Consultancy Costs 20-40MM (annual) (capacity building and training)
	Medium (2020-22)	N/A
	Long (2023-25)	N/A
Other cost implications	N/A	

Implementation	**Responsible Organization**	Planning	• MPWT(GDL)
		Implementation	• MPWT(GDL)
	PPP	Public	N/A
		Private	N/A
	Schedule (tentative)	Preparation/Planning	2018
		Implementation	2018-2019

Capacity Constraints		N/A	
Further Clarification		N/A	
Social and Environmental Consideration	**Necessity of ECC**	This project is categorized as an institutional strengthening and capacity development project so that ECC is not required.	
	Anticipated Impact	Environmental	N/A
		Social	N/A
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA.
		Social	No necessity of EIA/IEIA.

Project Name	Development of Railway Regulatory Framework	Project Number	P52-S1

Summary	**Site**	MPWT (Railway Department)
	Project Description	The project aims to strengthen the railway regulatory framework in Cambodia for increased safety and efficient railway operation, which would overall support the enhancement of the country's logistics sector. The key components of the project include the following: 1) Review of the railway concession agreement; 2) Updating and enactment of a Railway Law; 3) Development of railway regulations, technical standards and operation manuals 4) Implementation of cross-border railway agreements
	Justification	**Position in Strategy 5:** • Developing the railway regulatory framework is essential for an enhanced railway system that provides safe and punctual cargo services. • Moreover, with an increased reliability to railway operation, it would solidify railway as a key logistics mode, and accelerate further railway developments, and strengthens the overall logistics regulatory framework. **Project Background and Justification** • Currently, there is no Railway Law or technical standards/ manuals for railway operation in Cambodia. • The existing Southern Line is operated by a private enterprise under a concession agreement, with safety standards produced and adopted by the private operator. • Due to limitations of staff capacity within MPWT's Railway Department, monitoring of the operation is non-existent at present. • With the plans to expand its railway capacity through improvement of the Southern Line and Northern Line and by enhancing the railway economic corridors, development of the railway regulatory framework is necessary for safe and efficient railway operation in the country.
	Key benefits	Overall, the project will have the following economic benefits to each beneficiary: (i) Safer and timely transport by railways which would provide the industries the option to use railway transport more frequently *(railway users)* (ii) With concrete railway standards and operation manuals in place, railway depreciation will be extended and could lower the lifetime maintenance costs *(government, railway operator)* (iii) Lower entry barriers for private operators and increase private sector involvement in the railway sector *(railway operators)* (iv) Cross-border railway operation will be accelerated *(government, railway users)*

	Scope of work	**Component 1: Review of the railway concession agreement (including activation of the existing committee)** • Review the terms and conditions of the existing railway concession agreement, including investment and operational conditions as well as safety provisions • Re-activate the existing railway committee for concession matters and assign the secretariat to create the schedule and Action Plans • Study international best practices on railway concessions to adopt into the existing agreement, wherever applicable and for future concession agreements • Identify the clauses that need amendment to be consistent with the updated railway law and technical guidelines/ manuals • Re-negotiate the identified clauses with the concessionaire and amend the agreement **Component 2: Updating and enactment of a Railway Law** • Review the drafted railway law and identify any updates required to meet the current railway environment (seek international assistance, if necessary) • Study various railway laws enacted in countries with advanced railway operation and adopt the best practices wherever applicable • Update the railway law • Hold discussion sessions within MPWT and other stakeholders to agree with the clauses included • Send the drafted railway law for enactment and follow up on its status periodically **Component 3: Development of railway regulations, technical standards and operation manuals** • Review all forms of railway technical and operational standards, manuals and guidelines for the existing railway line operated by the concessionaire • Study various railway technical standards and operation manuals enacted in countries with advanced railway operation • Draft regulation for the International Carriage of Dangerous Goods by Rail (RID), under the guidance of OTIF (International Organization for International Carriage by Rail) for domestic railway transport of dangerous goods • Draft the railway technical standards and operation manuals, applying best practices and in consideration of the skill level of the operators (seek international technical assistance, if necessary) • Hold discussion and consultation sessions to agree on the content with all the stakeholders with concerns • Check inconsistencies with laws and regulations as well as the concession agreement • After clarifying responsibilities of each division, train staff of the Railway Department to fully understand the contents of the standards and manuals • Develop a monitoring and supervision system for the implementation of the standards and manuals

		• Adopt the regulation for RID, technical standards and operation manuals into the actual operation • Monitor the progress of the implementation and tackle obstacles that arise **Component 4: Implementation of cross-border railway agreements** • Monitor the progress of the signing of the cross-border railway agreement with Thailand • Create an Action Plan with the steps that need to be taken for the actual operation of cross-border railway transport • Review the challenges that may arise from cross-border railway operation and plan solutions • Implement the necessary actions for smooth cross-border operation • Study and plan for future possibilities for cross-border railway operation that would benefit the industries and the overall economy of Cambodia	
	Possible cost requirements	Short (2018-19)	Consultancy Costs • US$ 0.5 million (annual) (support update of railway law, draft technical standards/manuals, capacity building and training)
		Medium (2020-22)	
		Long (2023-25)	N/A
	Other cost implications	N/A	

Implementation	**Responsible Organization**	**Planning**	• MPWT (RD)
		Implementation	• MPWT (RD)
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2018
		Implementation	2018-2022

Capacity Constraints		N/A	
Further Clarification		N/A	
Social and Environmental Consideration	**Necessity of ECC**	This project is categorized as an institutional strengthening one so that no necessity of ECC.	
	Anticipated Impact	Environmental	N/A
		Social	N/A
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA.
		Social	No necessity of EIA/IEIA.

Project Name	Development of Port and Inland Waterway Regulatory Framework	Project Number	P52-S2

Summary	**Site**	MPWT (Department of Inland Waterway)
	Project Description	The project aims to develop the port and inland waterway regulatory frameworks in Cambodia for increased safety and efficient port and waterway operation, which would overall support the enhancement of the country's logistics sector. The key components of the project include the following: 1) Enactment of the Port Law and Maritime Transport Law 2) Enactment of the Inland Waterway Law and strengthening of the regulatory framework
	Justification	**Position in Strategy 5:** • Development of the port, maritime and inland waterway regulatory framework is essential to define and meet international standards for safe and efficient operation. **Project Background and Justification** • Drafts of the Port Law, Maritime Transport Law, and Inland Waterway Transport Law have been developed utilizing international technical assistance and the implementation process is on-going, but no clear time line and milestones are set for the implementation. • The draft laws require deliberation with all the related stakeholders and will be submitted to the Council of Ministers for their approval. • Secondary legislations and sub-decrees also need to be developed for the detailed standards and guidelines.
	Key benefits	Overall, the project will have the following economic benefits to each beneficiary: (i) With concrete standards and operation manuals at an international level in place, a more safe and reliable operation will be possible *(government, port/waterway operators)* (ii) Lower entry barriers for private operators and increase private sector involvement in the sector *(port/waterway operators)* (iii) Cross-border operation will be accelerated *(government, port/waterway users)*
	Scope of work	**Component 1: Enactment of the Port Law and Maritime Transport Law** • Review the drafted Port Act and the Maritime Transport Law and identify the issues and bottlenecks raised by the participants at consultation meetings • Study various port and maritime laws enacted in countries with advanced operation standards and adopt the best practices wherever applicable and update the laws if necessary (seek international technical assistance, if necessary) • Create an Action Plan towards the enactment of the Port Law/Maritime Transport Law as well as the secondary

		legislations and sub-decrees that need to be drafted, set milestones and timelines, and identify the responsible agencies • Implement the Action Plan and send the drafted laws to the Council of Ministers for approval and monitor its status periodically **Component 2: Enactment of the Inland Waterway Law and Strengthening of the Regulatory Framework** • With the Inland Waterway Law drafted and in discussion by the Council of Ministers for approval, monitor its progress • Identify necessary secondary legislations and sub-decrees that need to be drafted • Create an Action Plan create an Action Plan with the responsible agencies and timelines • Implement the Action Plan and tackle obstacles whenever issues arise	
	Possible cost requirements	Short (2018-19)	Consultancy Costs • US$ 0.1 million (annual) (support update and enactment of the laws)
		Medium (2020-22)	
		Long (2023-25)	N/A
	Other cost implications	N/A	

Implementation	**Responsible Organization**	**Planning**	• MPWT (DIW)
		Implementation	• MPWT (DIW)
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2018
		Implementation	2018-2022

Capacity Constraints		N/A	
Further Clarification		N/A	
Social and Environmental Consideration	**Necessity of ECC**	This project is categorized as an institutional strengthening one so that no necessity of ECC.	
	Anticipated Impact	Environmental	N/A
		Social	N/A
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA.
		Social	No necessity of EIA/IEIA.

Project Name	Trade and Cross-Border Agreements Acceleration Project	Project Number	P53-S1

Summary	**Site**	Not specified
	Project Description	The project aims to accelerate the negotiations and implementation of trade and cross-border agreements in order to lower the trade barriers and alleviate the cross-border issues to increase the logistics movements in the region and strengthening the market competitiveness of Cambodia. The key components of the project include the following: 1) Implementation of zero tariffs within the ASEAN countries; 2) Implementation of all WTO Agreement; 3) Further negotiations of Agreements including, CBTA, Bilateral Agreements and AFAFGIT and AFAMT.
	Justification	**Position in Strategy 5:** • Providing a basis for a more competitive trade environment in Cambodia through implementation of trade agreements and lowering tariff barriers. • Formulating a solid regulatory framework for cross-border transportation through implementation of various agreements including CBTA, Bilateral Agreements, and AFAFGIT/AFAMT. **Project Background and Justification** • Tariff and non-tariff barriers across Cambodian borders remain significant and are disadvantageous to export industries and increases the import prices. • With Cambodia being a member of WTO, it is expected for Cambodia to meet its obligations under the agreements, including full implementation of the WTO Trade Facilitation Agreement which is at 60.7% rate of implementation as of November 2017. • The GMS Cross-Border Transport Agreement (CBTA) is expected to be accelerated once the CBTA MOU signings are completed by all member countries. A pilot project in Cambodia, Vietnam, Laos and Myanmar will be commenced under the ASEAN Framework Agreement on the Facilitation of Goods in Transit (AFAFGIT) in 2018. Coordination on regulatory issues such as unification of standards still need to be discussed in order to accelerate the implementation. • Implementation of the ASEAN Framework Agreement on Multimodal Transport (AFAMT) is still to be conducted, including the development of the Law on Multimodal Transport. • Revision on the goods transported mentioned in the Bilateral Agreement between Cambodia and Vietnam on inland waterway transport is necessary.
	Key benefits	Overall, the project will have the following economic benefits to each beneficiary: (i) Lower priced goods accessible to consumers with the adoption

		of zero tariffs *(consumers)* (ii) Increased market competitiveness for import industries and overall market access ASEAN market with better allocation of resources *(industries)* (iii) Open and transparent trade flow with trade procedures set at international standards, with elimination of trade barriers *(industries)* (iv) Cheaper and faster transport options available for the industries, allowing the industries to strategically utilize the cross-transport vehicles *(industries, logistics companies)* (v) Legal protection will be provided to multimodal transport operators with the regulation in place *(operators)*
	Scope of work	**Component 1: Implementation of Zero Tariffs within ASEAN** • Review the current status and time schedule of the implementation of zero tariffs in the ASEAN countries • Identify the key domestic and regional issues pending, prioritize the necessary actions, unblock obstacles for acceleration of implementation • Conduct periodical inter-ministerial and private sector consultation to discuss the pending issues • Study the international best practices of zero tariff schemes • Review if all the customs control procedures and other government regulations are still necessary under zero tariff environment and simplify procedures wherever applicable • Train staff for smooth implementation and monitoring of zero tariffs, including applying guidelines/manuals for customs staff **Component 2: Implementation of all WTO Agreements** • Review status of compliance to the obligations set by the WTO Agreements, including the laws and regulations to be enacted to meet the commitments • Identify the key issues pending for full commitment, prioritize the necessary actions, and unblock obstacles for acceleration of implementation • Conduct periodical inter-ministerial and private sector consultation to discuss the pending issues • Train staff for smooth implementation and monitoring of the WTO agreements **Component 3: Further Negotiations of Agreements, including CBTA, Bilateral Agreements, AFAFGIT and AFAMT.** • Review the status of compliance to the obligations set by CBTA, Bilateral Agreements, AFAFGIT and AFAMT, including the regulatory framework that needs to be updated and adopted for regional and bilateral cross-border movements • Conduct private sector consultation through effective usage of the National Transit and Transport Coordinating Committee (NTTCC) to understand the issues faced by the private sector in transport and trade facilitation and the reasons behind the limited usage of cross-border transportation • Prioritize the domestic issues, such as the enactment of a national law on multimodal transport and revision of the goods

		transported through the Inland Waterway Agreement with Vietnam, and unblock obstacles for acceleration of implementation • Identify and create Action Plans for regional issues and monitor the progress on the discussions with the neighboring countries (ex. Create specific methodologies on how to unify cross-border vehicle standards across countries) • Train staff for smooth implementation of the agreements, including conducting a curriculum for policy making and enhancing negotiation skills	
	Possible cost requirements	Short (2018-19)	Consultancy Costs • US$ 0.2 million (annual) (capacity building and training)
		Medium (2020-22)	
		Long (2023-25)	N/A
	Other cost implications	N/A	

Implementation	**Responsible Organization**	**Planning**	• MOC, MEF, MPWT (GDLT, GDL)
		Implementation	• MOC, MEF, MPWT (GDLT, GDL)
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2018
		Implementation	2018-2022

Capacity Constraints		N/A	
Further Clarification		N/A	
Social and Environmental Consideration	**Necessity of ECC**	This project is categorized as an institutional strengthening one so that no necessity of ECC.	
	Anticipated Impact	Environmental	N/A
		Social	N/A
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA.
		Social	No necessity of EIA/IEIA.

Project Name	Cross-Border Transport Permit Facilitation Project	**Project Number**	P53-S2

Summary	**Site**	Not specifed
	Project Description	The project aims to create an effective system for cross-border transport permits according to the quota that has been agreed with through Bilateral Agreements, in order to optimize and accelerate the usage of cross-border vehicles by the industries. The key components of the project include the following: 1) Assessment and development of a strategic cross-border transport permit application system; 2) Implementation of the online cross-border transport permit application system.
	Justification	**Position in Strategy 5:** • Developing a strategic framework for cross-border transportation, through a more transparent and efficient application system, ultimately reducing the costs, time and inefficiencies for changing trucks or transloading at the border. **Project Background and Justification** • Having to operate two sets of trucks on each side of the border will theoretically double travel distances and increase the transport cost. • The government provides permits to vehicles for cross-border land transportation within the quotas agreed in the CBTA and Bilateral Agreements, however, currently the permits are provided manually to applicants on a First Come First Serve basis, and lacks a strategic application methodology. • Furthermore, the current application system is paper-based and lacks transparency. An online permit system would increase the transparency and overall efficiency for both the government and the applicant.
	Key benefits	Overall, the project will have the following economic benefits to each beneficiary: (i) Reduction of time and cost necessary for obtaining the cross-border transport permits *(freight forwarders)* (ii) Increased awareness on the permit application procedures, thus more effective usage of the quotas will be possible *(freight forwarders)* (iii) With a more streamlined application procedure and system for the permits, strategic management of the permits will be possible by the government, which would be the baseline of the quota negotiations with the neighboring countries *(government)* (iv) With the expansion of permit usage, transport cost will be decreased without having to change trucks or transload at the border for industries with cross-border businesses *(industries)*

	Scope of work	**Component 1: Assessment and development of a strategic cross-border transport permit application system** • Review and assess the current application system for cross-border transportation permits • Conduct traffic demand analysis and origin-destination surveys on border points to understand the vehicle movements and demand for border-less transportation • Consult with the industries and freight forwarders on the current issues with the permit system • Study best practices on the quotas and permit systems, including review of the online systems used in the neighboring countries • Design a scheme that best optimizes the usage of the permit system, in consideration of further increase of quotas • Develop an Action Plan for implementation, including timeline, budget, staff allocation and others • Draft and enact regulations for the implementation of the new scheme **Component 2: Implementation of the online cross-border transport permit application system** • Update the design for the online permit system according to the scheme formulated in Component 1 • Secure budget for upgrading the IT system and procure necessary equipment for the online cross-border transport permit system • Train government staff according to manuals/guidelines of the online system for smooth operation • Post the methodology online for access by all potential applicants	
	Possible cost requirements	Short (2018-19)	Capex US$ 15million (IT system) US$ 25 million (other equipment) Opex US$ 0.1 million (annual) (staff costs for system operation) Consultancy Costs • US$ 0.5 million (traffic demand/OD surveys) • US$ 0.2 million (annual) (procurement, capacity building and training)
		Medium (2020-22)	N/A
		Long (2023-25)	N/A
	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	• MPWT (GDLT, Information Technology and Public Relations

			Department)
		Implementation	• MPWT (GDLT, Information Technology and Public Relations Department)
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2018
		Implementation	2018-2019

Capacity Constraints		N/A	
Further Clarification		N/A	
Social and Environmental Consideration	**Necessity of ECC**	This project is categorized as an institutional strengthening one so that no necessity of ECC.	
	Anticipated Impact	Environmental	N/A
		Social	N/A
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA.
		Social	No necessity of EIA/IEIA.

Project Name	Logistics Cost Optimization Project (Phase 1)	Project Number	P54-S1

Summary	**Site**	Not specified
	Project Description	The project aims to develop effective calculation methodologies for various logistics fees/tariffs imposed by the government, in order to increase the cost competitiveness. The key components of the project include the following: 1) Review and assessment of logistics fees/tariffs structure and existing regulations, including port dues, customs handling fees, KAMSAB fees, and others; 2) Development of optimized tariff calculation methodologies.
	Justification	**Strategic fit in Strategy 5:** • Development of optimized fees/tariffs structures would increase the competitiveness of Cambodia's logistics market and in the process of implementation, the regulatory framework will be strengthened and will be taken a step closer to the international standards. **Project Background and Justification** • The logistics fees/tariffs in Cambodia are widely considered as expensive, and there are multiple cost items under each cost criteria (i.e., transportation costs, connectivity costs and agency costs). • Furthermore, specific costs are not decided under a proper or effective calculation methodology and the fees/tariffs are decided by various ministries and agencies with lack of coordination and consultations with the private sector. • Clear, streamlined rules and calculation methodologies need to be developed and implemented, as well as continuous management and supervision to increase the cost competitiveness of the country.
	Key benefits	Overall, the project will have the following economic benefits to each beneficiary: (i) Clarifies the costly components in the existing fee/tariff structure *(government)* (ii) A more transparent fees/tariffs structure will be available *(industries, freight forwarders)* (iii) Optimizes the logistics costs, which could mean less costs to be imposed to the industries and freight forwarders doing business in the country *(industries, freight forwarders)* (iv) Improved business environment through cost competitiveness which could attract more industries to be based in the country *(government)*
	Scope of work	**Component 1: Review and assessment of logistics fees/tariffs structure and existing regulations** • Review the existing logistics fees/tariffs structure for port dues, customs handling fees, KAMSAB fees, and other fees for government certificates and deposits • Review and assess the financial statements and budgets of

		each of the ministries and agencies concerned and analyze the revenue and cost streams • Study the methodologies applied to calculate the fees/ tariffs and approval procedures • Review and assess the existing rules and regulations that enforces such logistics fees/tariffs • Study international best practices on the logistics fees/tariffs structure as well as the neighboring countries' cost structure • Discuss with the private sector stakeholders on the issues faced with the fee/tariff structures • Identify the costly components and issues concerning the fees/tariffs structure • Prioritize the fees/tariffs that need to be optimized • Identify any inconsistencies with the regulatory framework that need to be amended for updating the cost structure **Component 2: Development of optimized fees/tariffs calculation methodologies** • Formulate various calculation methodologies for each fee/tariff component • Test run the equations with fixed conditions and compare the outcome of fees imposed to the logistics users and the changes to the income by the public sector using actual datasets • Conduct public and private consultations (including government officials that would be dealing with the fee/tariff structure on a daily basis) to present the outcomes and increase understanding of the necessity of amendment; and Discuss any concerns and issues • Select and agree the optimal fees/tariffs calculation methodology for each component • Create a step-by-step Action Plan towards the implementation of the new methodologies, including amendment of regulations and training of staffs • Implement and monitor the progress of the Action Plan	
	Possible cost requirements	Short (2018-19)	Consultancy Costs • US$ 0.4 million (annual) (formulation of the new fee/tariff structure, legal advice, capacity building and training)
		Medium (2020-22)	N/A
		Long (2023-25)	N/A
	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	• MPWT(GDL), and other port and border related ministries
		Implementation	• MPWT(GDL) and other port and border related ministries
	PPP	**Public**	N/A
		Private	N/A

	Schedule (tentative)	**Preparation/Planning**	2018
		Implementation	2018-2019

Capacity Constraints		N/A	
Further Clarification		N/A	
Social and Environmental Consideration	**Necessity of ECC**	This project is categorized as an institutional strengthening one so that no necessity of ECC.	
	Anticipated Impact	Environmental	N/A
		Social	N/A
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA.
		Social	No necessity of EIA/IEIA.

Appendix 1(2)

Project Profiles (Medium Term)

Project Name	Northern Line Railway Improvement Project (Phase 2)	**Project Number**	P12-M1

Summary	**Site**	The 386 km, meter-gauge Northern Line, from Phnom Penh northwesterly to Poipet (on the border with Thailand), through Kampong Chhnang, Pursat, Battambang, and Sisophon, constructed between 1929 and 1942	
	Project Description	Following on the Phase 1 improvements of the Northern Line, a short-term project (i.e., P12-S1, ongoing basic improvements), this intervention entails further improvements (e.g., more crossing loops, signaling improvements, motorized points, track circuiting, and electric level crossings).	
	Justification	**Position in Strategy 1** • Promotion of rail freight transport by improving one the two main existing railway lines in the country • Facilitation of domestic and international trade of Cambodia **Project Background and Justification** As set out in the profile of Project P12-S2, Northern Line Improvement Project (Phase 1), basic, short-term rehabilitation of the Northern Line has been proceeding, with support from the Asian Development Bank, the OPEC Fund for International Development, and the Governments of Australia and Malaysia (and from Thailand for the border bridge), although resettlement issues have slowed the work. An Agreement on Joint Traffic Working between the Government of the Kingdom of Thailand and the Government of the Kingdom of Cambodia is at an advanced state of negotiations considering that rehabilitation work is close to complete near the border.[1] However, even after this basic work is completed in Phase 1, the Northern Line will require additional improvements.	
	Key benefits	Increased railway operating speeds and increased railway capacity.	
	Scope of work	Specific tasks include the following: • Conduct feasibility and design studies; • Implement cost-effective project components, e.g., more crossing (passing) loops (sidings), signaling improvements, motorized points, track circuiting, and electric level crossings in Phase 2; and • Implement social and environmental impact mitigation measures, as required.	
	Possible cost requirements	Short (2018-19)	-
		Medium (2020-22)	F/S, D/D: US$ 5 million

[1] In addition, a cross-border railway agreement within the GMS framework is at an advanced stage of negotiations.

			Construction: US$ 23 million
		Long (2023-25)	-
	Other cost implications	Recurrent operating as well as routine and periodic maintenance costs	

Implementation	**Responsible Organizations**	**Planning**	MPWT(RD)
		Execution	MPWT(RD)
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning:**	2020
		Implementation:	2021-2022 (and possibly beyond)

Capacity Constraints		Government resources for capital spending in the railway sector are limited. Development partner support may be required; China is supporting the Phase 1 improvement of this line (Project P12-S2).	
Further Clarification		N/A	
Social and Environmental Considerations	**Necessity of ECC**	ECC would be required for the further railway improvement activities of this railway line.	
	Anticipated Impact	Environmental	Possible air pollution, noise and vibration impacts, as well as possible impacts on the surrounding agricultural ecosystem(s). The adverse environmental impacts will occur mainly during construction.
		Social	Possible land acquisition / resettlement impacts
	Major Scope of EIA	Environmental	
		Social	

Project Name	Southern Line / Sihanoukville Port Access Railway Improvement Project (Phase 1)	Project Number	P12-M2

Summary	**Site**	The 266 km, meter-gauge Southern Line, built from Phnom Penh to Sihanoukville Port in the 1960s, to reduce dependence on ports in Vietnam (Saigon) and Thailand (Bangkok)
	Project Description	Line improvements (i.e., automatic signaling, electric level crossings, addition of stations/sidings) to address outstanding infrastructure issues; and construction of a short rail access line within Sihanoukville port.
	Justification	**Position in Strategy 1** • Promotion of rail freight transport by improving one the two main existing railway lines in the country • Facilitation of domestic and international trade of Cambodia **Project Background and Justification** Rehabilitation of the Southern Line was undertaken from the same sources as the Northern Line (i.e., the Asian Development Bank, the OPEC Fund for International Development, and the Governments of Australia and Malaysia). A concessionaire with a 30-year contract, Royal Railways, has been undertaking operations along its entire length since December 2012. The main text presents freight traffic statistics for the line from 2010 to 2016. Speeds are slow, with travel times between Phnom Penh and Sihanoukville about 8-11 hours,[2] and an average of 3.4 trips per day in FY 2016-2017. Phase 1 of the project – in the medium term (2020-2022) – would address major infrastructure issues with the Southern Line, including (i) the need for automatic signaling, at an estimated cost of US$ 3-10 million, depending on future traffic and train frequencies[3]; (ii) the need for about 30 electric level crossings, at a cost of about US$ 6 million (US$ 200,000 each)[4]; and (iii) the need to add stations/ sidings to the (single-track) line.[5] In addition, a less than 1 km rail access line would be constructed within Sihanoukville port – more details are provided the profile of Project P14-M1, Sihanoukville Port Service Improvement Project (Phase 2). As stated in the profile, smooth connectivity between the maritime container terminal and the railway container terminal will promote railway transport and reduce total transport costs.

[2] Royal Railways considers that the service level is close to at par with that of road transport; while it takes 3-4 hours by road, trucks need to then wait at the gate of the port for 2-3 hours, while railways benefit from fast track service from customs.
[3] The Railways Department, MPWT, indicated that the need was (mainly) from the point 45 km from Phnom Penh to Sihanoukville.
[4] Other solutions may be considered, e.g., eliminating illegal crossings.
[5] Railway bridges that are sinking into the soil are also reducing speeds.

		[A second phase of the subject project, P12-L2, will follow – it is described in a following project profile and will include further improvements as warranted by traffic growth.]	
	Key benefits	Increased railway operating speeds and increased railway capacity.	
	Scope of work	• Conduct feasibility and design studies; • Implement cost-effective project components, e.g., automatic signaling, electric level crossings, stations/sidings in Phase 1; and • Implement social and environmental impact mitigation measures, as required.	
	Possible cost requirements	Short (2018-19)	-
		Medium (2020-22)	About US$ 20 million, to be specified in feasibility and design studies (excluding the component in Project P12-M1, a rail access line to Sihanoukville Port)
		Long (2023-25)	-
	Other cost implications	Recurrent operating as well as routine/periodic maintenance costs.	

Implementation	**Responsible Organizations**	Planning	MPWT（RD）
		Execution	MPWT（RD）
	PPP	Public	Infrastructure development by the Railways Department
		Private	Operation by Royal Railways under its existing concession
	Schedule (tentative)	Preparation/ Planning	2020 (first phase)
		Implementation	2021-2022 (first phase)

Capacity Constraints		Government and/or development partner resources for further capital spending in the railway sector	
Further Clarification		N/A	
Social and Environmental Considerations	**Necessity of ECC**	Necessary	
	Anticipated Impact	Environmental	Possible environmental impacts due to increased train operations
		Social	Possible impact on communities along the railway line
	Major Scope of EIA	Environmental	Possible adverse impacts of construction (e.g., watercourse interference), water pollution control, air pollution and dust control (i.e., at the loading, transport, and unloading stages); however, adverse impacts of railway operations are smaller than those for road transport
		Social	Possible small-scale land acquisition

Project Name	Sihanoukville Port Service Improvement Project (Phase 2)	Project Number	P14-M1

Summary	**Site**	Sihanoukville Autonomous Port (PAS)
	Project Description	The project is to improve the connectivity with railway to transport dry bulk to/from the multi-purpose terminal and containers to/from the new container terminal. The project is also to compete with neighboring international ports to encourage importers and exporters of Cambodia to use Sihanoukville Port. The project will consequently contribute to strengthening of the economic base of Cambodia and ensuring of the growth of its economy. The project contains following three components; 1) Improvement of Railway Connectivity 2) Port Access Railway Improvements 3) Implementation of Port Promotion Strategy
	Justification	**Strategic fit for Strategy 1** • Unblocking the current and future bottlenecks of the largest international gateway in Cambodia, by physical and operational capacity enhancement. • Debottlenecking the physical constraints which cause higher costs because of bypassing the alternative routes by enhancing trade potential and increasing the competitiveness of the PAS in the international market. • Exploiting the advantages which will be generated by lower maritime transport cost owing to larger calling vessels, both bulk and container vessels. **Project Background and Justifications** • Improvement of Railway Connectivity - The new container terminal of Phase 1 is scheduled to be completed in 2023. Development of a large railway area is planned at the center of future landfill area referred as "It is required to confirm future cooperation between marine and railways transportation." - While a significant number of containers to/from the new container terminal will be transported by railway as it is now, it is necessary to work out a layout of the railway access and railway container terminal and construct them to meet the Phase 1 development of the new container terminal. • Port Access Railway Improvements: - Transport of container by railway from Phnom Penh to Sihanoukville can be competitive with the road transport if an appropriate modal shift between railway and smooth connectivity between the maritime container terminal and existing railway container terminal is materialized. - Multi-purpose terminal is scheduled to commence its operation in 2018 to attract dry bulk like acacia

	woodchip and dry tapioca chip, which origins and destinations are too distant from the port for truck hauling all the way. - Railway transport of dry bulk for a long distance is normally more economical than road transport. However, at present, there is no railway bulk terminal in Sihanoukville Port. - Therefore, a railway bulk terminal is to be developed behind the multi-terminal. • Implementation of Port Promotion Strategy: - The regional maritime container transport from/to Sihanoukville Port is currently limited and most of the containers are transhipped at Singapore. This fact is one of the main causes for high transport cost of goods in Cambodia. - The new container terminal will have 13.5 m deep quay, which enable the port to accommodate up to a 4,500 TEU container ship; sufficient capacity for the regional transport. - The port must compete with other regional port as well as cooperate each other to promote shipping industry of the region. - Cambodian Government made policy decision that Sihanoukville be developed as the logistics centre of the region. - It is required, therefore, for PAS to establish its strategy to promote the port as a regional hub port.
Key benefits	• Overall, the proposed project will have following economic benefits: (i) Under "without project" scenario, trade potential will be capped (*importers and exporters*) (ii) Improvements of operational and financial efficiency (*port users and PAS shareholders*) (iii) Reduced logistics costs due to the use of larger vessels and efficient services (*shippers and end-users*) (iv) Higher trade volumes and increase of government revenue (government benefits). • Overall, port management and operations will become more effective and productivity/profitability is expected to be increased.
Scope of Work	**Improvement of Railway Connectivity** • Procurement of consultant to conduct the following: - Study on a possible railway access to the new container terminal - Study on the alignment of railway from the existing shunting area of Sihanoukville station and layout of the railway container terminal for the new container terminal. - Demand forecast of the containers to be transported by railway. - Feasibility study on the project to decide the completion year. - Selection of contractor

		• Construction works
		• Selection of railway terminal operator and commencement of operation and maintenance
		
		Port Access Railway Improvements
		• For multi-purpose terminal, following actions have to be undertaken:
		- Procurement of consultant to conduct the following:
		  • Study on layout of the railway bulk terminal in detail
		  • Detailed design and preparation of tender documents
		  • Selection of contractor
		- Construction of railway bulk terminal
		• For container terminal, the following actions have to be undertaken:
		- Identification of bottlenecks impeding the smooth movement of containers between railway and maritime container terminals
		- Debottlenecking of the causes identified
		
		Implementation of Port Promotion Strategy
		• Coordination with other policy-making agencies in view of national development strategy especially industrial development strategy including agriculture.
		• Study on the port policy of the neighboring countries for Sihanoukville Port to make them advantageous to the port
		• Study on a maritime transport demand especially about maritime container transport	

	Possible cost requirements	Short (2018-19)	N/A
		Medium (2020-22)	Capex US$ 20.0 million (Improvement of Railway Connectivity) US$ 4.5 million (Port Access Railway Improvements) N/A (Implementation of Port Promotion Strategy) Consultancy Costs US$ 0.6 million (FS/ Procurement/ Project Management as required)
		Long (2023-25)	Capex US$ 15.7 million (Port Access Railway Improvements) Consultancy Costs US$ 0.4 million (FS/ Procurement/ Project Management as required)
	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	• PAS
		Implementation	• PAS
	PPP	**Public**	N/A
		Private	N/A
		Preparation/Planning	2020 (Completed)

	Schedule (tentative)	**Implementation**	2021-23

Capacity Constraints		N/A	
Further Clarification		N/A	
Social and Environmental Considerations	**Necessity of ECC**	Improvement of Railway Connectivity and/or Port Access Railway Improvements may require ECC.	
	Anticipated Impact	Environmental	Possible local air quality, water quality degradation during construction period. Construction wastes management and relevant construction activity-related impacts are anticipated.
		Social	Possible land take process (depend on the site selection). Local traffic congestion during the construction phase.
	Major Scope of EIA	Environmental	Either of EIA/IEIA addressing major impacts, mentioned above, would be required.
		Social	Same as above.

Project Name	Bavet Cross-Border Improvement Project (Phase 2)	Project Number	P21-M1

Summary	**Site**	Bavet area (border town along NH1/NR 1 across from Moc Bai, Vietnam and possible another border point in the north of the current border point)
	Project Description	Following the Phase 1 of Bavet Cross-Border Improvement Project, Phase 2 project aims to further improve the capacity of cross-border transport at Bavet Area toward realizing seamless border-crossing and trade facilitation. There are four key project components, including the following: 1) Logistics Complex Development 2) Development of Common Control Area (CCA) and Single Stop Inspection (SSI) 3) 24-Hour Border Operationalization 4) Development of New Border Point
	Justification	**Strategic fit in the Strategy 2:** • The project aims to unblocking the bottlenecks at Bavet border crossing point congestion by implementing CCA and SSI and 24hour/7days operation. • Further logistics-related facilities shall be spatially concentrated and integrated to function as one integrated hub area namely "logistics complex" for smooth and effective movement of cargo and goods in the area. The proper area shall be designated as "logistics complex" to guide investment into the area. • The New Border Point crossing should be considered by taking into account the planned expressway between Vietnam and Cambodia. • Moreover, the project is expected to speed up the cross border procedures and support for the expansion of trade and logistics services of Cambodia. **Project Background and Justification** • Currently certain SEZs and factories are located in Bavet. The Bavet area has the further potential to gather private investment on manufacturing and logistics services depending on the further expansion of trade with Vietnam. To maximize efficiency of logistics as well as manufacturing in Bavet, logistics-related facilities shall be spatially concentrated and integrated as a logistics hub namely "logistics complex". The proper area shall be designated as "logistics complex" and give certain incentives to guide/attract further private investments to the complex area. • The clearance procedure at Bavet/Moc Bai is conducted at the respective countries. Since the volume of trade is increasing year by year, faster clearance is required. The GMS CBTA recommends implementing CCA and SSI services (both country's clearance related authority work in

		a single office building in the importing country). By this measure, the clearance processes including physical examination will further speed up and that will greatly contribute to the trade facilitation. • To further facilitate the border crossing procedures, 24-hour opening and operation is eventually desired. As the sea port at Ho Chi Ming city area is 2-hour drive distance from the Moc Bai border, the benefit of opening the gate and office for 24 hours mainly relates to the greater trade volumes and increased efficiency in border crossings. • The expressway is planned from Vietnam side to Phnom Penh through Bavet area. A new border crossing gateway will be constructed at the border which will be a new Cambodia gateway. The cross-border facility should be constructed in line with GMS CBTA standard and CCA and SSI shall be implemented. After all, opening the new gate would be beneficial with and without the expressway. Therefore, the feasibility should be assessed without delays.
	Key benefits	• Overall, the project will have following economic benefits to each beneficiary: (i) Reductions of logistics cost (Truck drivers and *road users*) (ii) Reductions of border waiting time (truck drivers, *road users as direct beneficiary but shippers/end-users as indirect beneficiaries*) (iii) Higher trade volumes and increase of government revenue (*government benefits*) • Moreover, the project will increase the competitiveness of Cambodia's logistics sector.
	Scope of Work	**Component 1: Logistics Complex Development** • Business survey on current locations of related businesses, demand for future infrastructure, land development at Bavet • Designate proper area as "Logistics Complex". • Development plan (including land preparation, basic infrastructure) • Incentives plan to attract private investment into the designated area **Component 2: Development of CCA and SSI** • Set up a task force team to discuss how CCA and SSI can be implemented at the Bavet border. • Discuss with the Vietnam side how they can implement the CCA and SSI at Bavet border. • Identify existing and future bottlenecks • Set up a border management committee consist of related agencies of both countries and discuss the clearance procedures and border management. • Develop a new layout of the border and construct or set up

		an OSSC facility. • Operationalize the OSSC **Component 3: 24-Hour Border Operationalization** • Set up a task force team consist of all border related agencies and discuss the needs of 24 hour border operationalization • Discuss with the Vietnam side how to implement the 24 hour border operationalization • Identify existing and future bottlenecks and seek solutions • Secure the budget for 24 hour operation • Implement the 24 hours operation system **Component 4: Development of New Border Point** • The construction of expressway from Vietnam to Phnom Penh through Bavet area has been planned. • A new border crossing gateway will be constructed at the border which will be a new Cambodia gateway. • The relevant authority shall setup a task force team to consider new border crossing issues and conduct a proper feasibility study. • The task force team should take into account the requirements of GMS CBTA standards and CCA and SSI. • The task force team should consider the demarcations of new border crossing and existing facility and seek best solutions for operationalization.	
	Possible cost requirements	**Short (2018-19)**	N/A
		Medium (2020-22)	Capex US$100 million (Logistics Complex) US$ 30 million (Construct CCA) US$ 2 million (New Border Point) Opex US$ 0.3 million（Logistics Complex management, CCA and SSI management, 24 hours operation cost and new border point development) US$ 0.03 million (annual)(staff costs for increased operating hours) Consultancy Costs • US$ 0.3 million (FS/ Procurement/ Project Management as required) US$ 1.2 million (Research, coordination, Capacity Building and Training)
		Long (2023-25)	N/A
	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	• MPWT(GDL) and provincial Dept. of MPWT (1st component)

			• MEF(GDCE) (2nd and 4th components)
		Implementation	• MPWT(GDL) and provincial Dept. of MPWT (1st component) • MEF(GDCE) (2nd and 4th components)
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2020
		Implementation	2020-22

Capacity Constraints		Technical assistance may be required for border clearance and traffic management officers.	
Further Clarification		Existing bilateral agreement is required to be amended regarding the border opening hours.	
Social and Environmental Considerations	**Necessity of ECC**	ECC would be required for the construction of Logistics Complex, Common Control Area (CCA) and Single Stop Inspection (SSI) and/or New Border Point truck parking space (2 ha) and road widening activities.	
	Anticipated Impact	Environmental	Possible local air quality, water quality degradation during construction period. Construction wastes management and relevant construction activity-related impacts are anticipated.
		Social	Possible land take process (depend on the site selection). Local traffic congestion during the construction phase.
	Major Scope of EIA	Environmental	Either of EIA/IEIA addressing major impacts, mentioned above, would be required.
		Social	Same as above.

Project Name	Specialized Agriculture Logistics Center	Project Number	P26-M1

Summary	**Site**	The location(s) needs to be decided by F/S. • One location is in the north-west with good access to railways. • Possibly the second location is around Phnom Penh. While most of Cassava are to be exported to China eventually, the location needs to be connected with PAPP port terminal (either nearby or connected by railways).
	Project Description	The aim of the project is to facilitate logistics demand around the production areas and to reduce local logistics costs, then to use railways for long distance transportation (otherwise total logistics costs will not be cheap). As a possibility, the proposed Agriculture Logistics Center could include processing facilities for small businesses to benefit from a scale of economy. This will increase value added within the country. Overall, the Agriculture Logistics Center could include the following functions: 1) Collection of Rice and Cassava from farmers 2) Processing facilities 3) Packaging facilities 4) Stock point /warehouse services 5) Empty container supply and storage 6) One stop forwarding/custom broker services 7) Customs and CamControl inside the logistics center (it would be good if Thai/Vietnamese border control agencies can stay inside SEZ in future) While the logistic center/regional development project will be developed in the Battambang area, linkages with the other side of the Tonle Sap should be considered. For this purpose, water-based transportation across Tonle Sap Lake is proposed.
	Justification	**Strategic fit in the Strategy 2:** • Increasing the availability of logistics hub services is a core objective in the Strategy 2 • Moreover, reductions of logistics costs by establishing efficient logistics services could fit to the Strategy objectives • Activating regional potential for the development of rural areas would fit to the IDP and other national strategies **Background and Justifications** • Production of Rice (10 million tons) and Cassava (14 million tons) in Cambodia has been growing rapidly in the last decade. These agricultural products have significant comparative advantages vis-à-vis other countries in the region. Despite increased demands, only truck based transportation is available. These agricultural products are large, heavy and bulky – the characteristics suitable to railway transportation. It is proposed to transform the main mode of transportation from trucks to railways gradually.

	• The northern line is being rehabilitated, and becomes available by 2020. Currently transport costs related to railway transportation are significantly lower than those of truck-based transportation (US$ 0.42 per km for Railways vis-à-vis US$ 1.0 – 1.5 per km for trucks). However, total costs are not necessarily low. This is mainly because it is still necessary to make use of trucks for local transportation, possibly twice at the origin and destination (e.g. local transportation in Battambang and Phnom Penh and associated transshipment/transloading costs). • Individual farmers and processers are yet fragile and cannot provide much needed value added within the territory of Cambodia. Therefore, most of exports are in a form of raw products without being processed but this is a lost opportunity for Cambodia. Another problem in the industry relates to high logistics costs for cross-border trade. • The proposed project can potentially kill two birds with one stone. Key objectives are: (i) to bring small/fragile market players in one place; (ii) to produce more value added within Cambodia by processing agricultural products before exporting; (iii) to reduce logistics costs significantly by gaining a scale of economy and bringing railways into agricultural logistics center; and (iv) to reduce border related costs by creating one-stop service inside the agriculture logistics center (virtually no border control at the border).
Key benefits	• Overall, the project will have following economic benefits to each beneficiary: (i) Reductions of logistics costs (*to agriculture processing companies/ exporters*) and increase competitiveness of Cambodian agricultural products (*government*); (ii) Production of higher value added within the country and produce more employment (*farmers and government*); (iii) Overall quicker delivery of goods (*shippers*) and (iv) Higher trade volumes (*nationwide benefits*).
Scope of Work	**Common Scope of Work** • Demand Study • Develop inter-government agreements/commitments • Run public consultations • Run feasibility study (with or without PPP scope) **Component 1: Agriculture Specialized Logistics Center in North-West** • Find a location • Secure the space (if resettlement issues exist, resolve these issues as soon as possible) • Develop access roads and access to railway facilities • Tender the contract • Physical implementation of railway connection • Physical development of storage and LOLO facilities • Border management facilitation

		Component 2: Logistics Center in Phnom Penh (Dry Port, Warehouse(s), Customs) • Gather existing logistics providers for agricultural goods to agree on the concept • Identify the location with good access to railways (both north and south) and PPAP port (and key rice millers in PP area) • Develop one-stop-service center with customs facilities • Develop warehouse facilities • Secure the space for container storage • Select the operating company • Start operations and capacity building **Component 3: Building Logistics Linkages Between East and West Sides of the Tonle Sap Lake** • Conduct a demand study on the east side of the Tonle Sap Lake • Conduct technical feasibility study to make logistics linkages during peak season of the year (with options and pros/cons) • Conduct full feasibility study and consider funding options (including operations) • Make linkages between the port and the Specialized Agriculture Logistics Center	
	Possible cost requirements	Short (2018-19)	-
		Medium (2020-22)	Consultancy costs for the preparation of the project (US$ 1.8 million) The estimated costs should be defined by F/S. Costs may include the followings: ・ US$ 7 million for access roads, storage facilities, and LOLO facilities (Private Sector: processing facilities: US$ 1 million)
		Long (2023-25)	N/A
	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	• MAFF • MPWT (RD)
		Implementation	• MAFF • MPWT (RD) • (possibly PPP unit)
	PPP	**Public**	• PPP solution is possible and desirable. The government can provide the land space in a strategic location
		Private	• Operations

	Schedule (tentative)	**Preparation/Planning**	2018-
		Implementation	2020-2021

Capacity Constraints		This project needs large land near the railway station	
Further Clarification		N/A	
Social and Environmental Considerations	**Necessity of ECC**	ECC would be required for the construction of the Agriculture Logistics Center.	
	Anticipated Impact	Environmental	Possible local air quality, water quality degradation during construction period. Construction wastes management and relevant construction activity-related impacts are anticipated.
		Social	Possible land take process (depend on the site selection). Local traffic congestion during the construction phase.
	Major Scope of EIA	Environmental	Either of EIA/IEIA addressing major impacts, mentioned above, would be required.
		Social	Same as above.

Project Name	Port EDI Implementation Project (Phase 2)	Project Number	P31-M1

Summary	**Site**	MPWT & KAMSAB （PAS/PPAP, and local ports Port Authority, MEF (GDCE), MOI (Immigration), and MOH (Quarantine).）
	Project Description	The project is the second phase of the project which aims to enhance the function of the Port EDI system by connecting the system to CNSW and further roll out to local ports for enhancing the capacity of vessel entry and departure procedures and expected to save time for vessels clearance procedures by providing single window environment to several government agencies. Such agencies are Port Authority, Immigration, Customs, Quarantine and KAMSAB. The second phase have two key project components, including the following: 1) Connect the Port EDI system to the CNSW as part of the system. 2) Rollout the system to other international ports in Cambodia including K'am Samnar, Kampot and Koh Kong.
	Justification	**Strategic fit in the Strategy 3: Realization of Seamless Border Management** • The project is expected to further speed up the vessel port entry and departure procedures by connecting the Port EDI to CNSW and accessing each other by sharing the necessary information and improve trade facilitation. • The Port EDI is expected to roll out to other local ports for improving vessel entry and departure procedures and enhancing CNSW. **Project Background and Justification** • Following the implementation of the Port EDI system to PAS and PPNP, the system should be further connected to CNSW for sharing necessary information between the two systems. The CNSW project aims to connect all trade related system to single CNSW in the future, which will be a main system of trade processing system of Cambodia. • The Port EDI system should be further rolled to local ports of Cambodia. The local port vessels entry and departure will be computerized and all the vessel related information will be monitored centrally. This is an important strategy of Cambodia to centralize the shipping related information and use it for data analysis and Risk Management purposes.
	Key benefits	• Overall, the project will have following economic benefits to each beneficiary: (i) Reduction of standby time at the local ports, because the cargo unloading and loading cannot be started before submitting the necessary documents to the relevant government agencies. (Beneficiaries; shipping companies, terminal operators, truck drivers)

	(ii) Reduce the vessel port stay duration time on berth. (Beneficiaries; The shipping companies; they can move to the next port early) (iii) Reduction of time for the preparation of documents and reduction of making copies of documents. (Beneficiaries; KAMSAB and shipping companies at the local ports); (iv) The electronic data of vessels port calling make it easier to conduct risk management and compilation of statistical data. (Beneficiaries; KAMSAB, and all government agencies) • Moreover, the project will increase the competitiveness of Cambodia's logistics sector.	
Scope of Work	**Component 1: Connect the Port EDI system to the CNSW as part of the system.** • Formulate a task force team on Port EDI" to study and decide the strategy of connecting the Port EDI to CNSW. • The task force team shall consists of MPWT (GDWMT), PAS/PPAP, KAMSAB, MEF (GDCE), MOI (Immigration), MOH (Quarantine). • The task force team procure the company that connect the Port EDI and CNSW and develops the user manuals for the connected system. • Conduct a seminar for connection of the system and explain its use to the users. • Training to the users of the system shall be conducted. • Set up a help desk and support the implementation and its usage. **Component 2: Rollout the system to other international ports in Cambodia including K'am Samnar, Kampot and Koh Kong.** • Formulate a task force team to roll out and implement the Port EDI system at the local ports. • The task force shall include the local port authority and relevant government agency representatives such as MPWT (GDWMT), PAS/PPAP, KAMSAB, MEF (GDCE), MOI (Immigration), MOH (Quarantine). • Study the connectivity condition at the local ports. • Procure a company that conduct the rollout of the systems to local ports. • Procure the necessary equipment. • Implement the systems at the local port and conduct a training to its users. • Set up a help desk and support its implementation.	
Possible cost requirements	Short (2018-19)	N/A
	Medium (2020-22)	Opex • US$ 10 million (Connecting the Port EDI system to CNSW and roll out the system to local ports, procure computer and equipment for local needs)

			Consultancy Costs • US$ 0.25 million (FS/ Procurement/ Project Management as required) • US$ 1.3 million (Follow up and manage the implementation, Capacity Building and Training)
		Long (2023-25)	N/A
	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	• MPWT and KAMSAB • PAS/PPAP, MEF (GDCE), MOI (Immigration), MOH (Quarantine), and local port authority
		Implementation	• MPWT and KAMSAB • PAS/PPAP, MEF (GDCE), MOI (Immigration), MOH (Quarantine), and local port authority
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2020
		Implementation	2020-22

Capacity Constraints		ICT Technical assistance will be required for operating the system.	
Further Clarification		N/A	
Social and Environmental Considerations	**Necessity of ECC**	This project has been already approved so that no necessity of ECC.	
	Anticipated Impact	Environmental	N/A
		Social	N/A
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA.
		Social	No necessity of EIA/IEIA.

Project Name	Port Management System Enhancement Project (Phase 2)	Project Number	P31-M2

Summary	**Site**	Sihanoukville Autonomous Port
	Project Description	The phase 2 of the project aims to improve the Port Management System by connecting it to the CNSW. The system will improve the function of CNSW by providing additional information to the system and centralize the information. The key project component is to, • Connect the Port Management System to CNSW as part of the system.
	Justification	**Strategic fit in the Strategy 3:** • By connecting the Port Management System to the CNSW, it will centralize the port related information and will make it easy to share port and terminal related information between the government authorities and port users, thereby contribute to the seamless border management. • Moreover, the project is expected to provide further support for the expansion of trade and cargo services. **Project Background and Justification** • The second phase of the project aims to improve the Port Management system by connecting it to CNSW. • By connecting the Port Management System to the CNSW following will be improved and it will further contribute to realize the seamless border management. - More cost effective system management can be done by centralizing the system - Information collection and sharing information will be easier between the system users and government authority - Both private sector and government may be able to analyze the information and use it for risk management purpose
	Key benefits	• Overall, the project will have following economic benefits to each beneficiary: (i) More cost-effective system management can be done *(the system users of both private sector and government agencies)* (ii) Faster processing of the procedures for the port users that will contribute to seamless border management. (*truck drivers and the PAS, local residents as indirect beneficiaries because it will ease the road congestion*); • Moreover, the project will increase the competitiveness of Cambodia's logistics sector.
	Scope of Work	**Component 1: Connect the CTMS to truck company** • Set up a task force team to discuss how to connect the

		system to CNSW. • The task force team will consist of the PAS and members of CNSW. • The task force team will decide the scope of the project and make a proposal document to the head of the PAS for approval. • Procure the ICT Company to connect the system to CNSW. • The task force team design and make necessary changes of laws and regulations, if necessary. • The user acceptance test must be conducted. • A seminar shall be conducted to inform the users how to use the system. • Set up a help desk to support the system users. • Implement the system and operate.	
	Possible cost requirements	Short (2018-19)	N/A
		Medium (2020-22)	Capex • US$ 1 million (system connection to CNSW) Opex • US$ 0.5 million (annual)(staff costs for a developed system and cost for maintenance and system management) Consultancy Costs • US$ 0.1 million (FS/ Procurement/ Project Management as required) • US$ 0.4 million (Capacity Building and Training)
		Long (2023-25)	N/A
	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	• PAS
		Implementation	• PAS
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2020
		Implementation	2020-21

Capacity Constraints		Technical assistance may be required for port the connection.	
Further Clarification		N/A	
Social and Environmental Considerations	**Necessity of ECC**	This project is categorized as an institutional strengthening one so that no necessity of ECC.	
	Anticipated Impact	Environmental	N/A
		Social	N/A
		Environmental	No necessity of EIA/IEIA.

	Major Scope of EIA	Social	No necessity of EIA/IEIA.

Project Name	Border Clearance Procedures Improvement Project (Phase 2)	Project Number	P32-M1

Summary	**Site**	General Department of Customs and Excise
	Project Description	The second phase of the project aims to develop the computerized system for all other government agencies system that are willing to develop and connect their system to CNSW. The key project component is the following: • Develop the all government agency systems with the forthcoming CNSW system
	Justification	**Strategic fit in the Strategy 3: Realization of Seamless Border Management** • The second phase of the project realizes to develop the computerized system for the government agencies that are not developed at the first phase of the project. By developing such systems it will be ready for connecting all the trade related systems to CNSW. • Moreover, the project is expected to speed up the clearance procedures and contribute to the economic development and revenue generation of Cambodia. **Project Background and Justification** • The GDCE is a leading agency of implementing CNSW. The blueprint of implementing CNSW anticipates that all the import/export trade relating agencies are willing to use the CNSW and desires to simplify the clearance procedures. • At the first phase of the project following agencies systems will be developed. - Council Development of Cambodia, - Ministry of Agriculture, Forestry and Fisheries - Ministry of Health - Ministry of Industry and Handicrafts - Ministry of Commerce • The anticipated government agencies that are willing to connect to the CNSW at the second phase will be the following CNSW committee members which is issuing the permit, license or certificate for import or export; - Ministry of Culture and Fine Arts - Ministry of Defense - Ministry of Energy and Mining - Ministry of Environment - Ministry of Interior - Ministry of Post and Telecommunications - National Bank of Cambodia • The second phase just develop the computerised system that can be connect to the CNSW. Actual connecting activity and alignment to the existing system will be planned at the third phase of the project.
	Key benefits	• Overall, the project will have following economic benefits to each beneficiary:

		(i) Computerizing the clearance procedures with paperless environment (*importers, exporters and customs brokers, and government agencies)* (ii) Modernizing the clearance system will contribute to stable clearance management (*importers, exporters and customs brokers, and government agencies)* (iii) More attractive investment and trade environment (investors, *government*). • Moreover, the project will increase the competitiveness of Cambodia's logistics sector.	
	Scope of Work	**Component 1: Develop the all government agency computerised systems with the forthcoming CNSW system** • Set up a task force team under the CNSW committee and agrees on what to develop for the CNSW. • Respective government agencies that is willing to develop the system that connect to the CNSW shall set up an agency committee and agree in detail of the system what to develop. • The CNSW committee procure the ICT consultant that will assist the government agencies to discuss above matters. • Acquire an approval from senior authority and report to CNSW committee for its development. • The CNSW Committee will procure the ICT expert that will develop the system. • Each concerned government agencies set up a system implementation team and monitor the progress of development conduct user acceptance test and implement the system. • Each concerned government agencies shall review the existing rules and regulations and revise it to fit in the computerized system. • A seminar would be held for the user of the system. • Training to government officers and users shall be conducted. • A help desk should be established to support the users.	
	Possible cost requirements	Short (2018-19)	N/A
		Medium (2020-22)	Capex • US$ 10 million (development of respective government agency system, setup and implement) Opex • US$ 1 million (annual)(maintenance cost for the new system) Consultancy Costs • US$ 0.25 million (FS/ Procurement/ Project Management as required) US$ 10 million (Capacity Building and Training)

		Long (2023-25)	N/A
	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	• MEF(GDCE) and other government agencies
		Implementation	• MEF(GDCE) and other government agencies
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2020
		Implementation	2020-23

Capacity Constraints		Technical assistance may be required for system development and implementation.	
Further Clarification		N/A	
Social and Environmental Considerations	**Necessity of ECC**	This project has been already approved so that no necessity of ECC.	
	Anticipated Impact	Environmental	N/A
		Social	N/A
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA.
		Social	No necessity of EIA/IEIA.

Project Name	Best Traders Incentive Mechanism Promotion Project (AEO Implementation) (Phase 2)	Project Number	P33-M1

Summary	**Site**	General Department of Customs and Excise
	Project Description	The project is the second phase of the project aims to implement the Authorized Economic Operator (AEO) system which follows the first phase of the project that the member of Best Traders was increased. The GDCE planning to implement the AEO program in line with GDCE Customs Reform and Modernization. The GDCE considers that they can identify the candidates of the AEO program among the Best Traders Group. The AEO system is developed by World Customs Organization (WCO). The AEO system requires its operators (importers, exporters, customs brokers, warehouse operators and logistics service providers) comply with all the legal requirements and implement the measures that the employees and visitors follows the requirements. If a legal violation is committed by the AEO operator the AEO license will be deprived. As the legal and security compliance requirement is very high, once the AEO operator license is issued the operator can enjoy great benefits. The benefits are different from country to country, but at some countries, there is no requirement of duty payment at the time of import declaration and it can be made for the sum of the month importation. All the physical examination will be waived. And the goods that discharged from the vessel at the port can be taken to the operator's warehouse or factory strait from the vessel. It will also realize a seamless border-management. There are three key project components, including the following: 1) Development and Implementation of an AEO System under WCO Rules 2) Clarification of the Benefits of an AEO System and Standardization of Benefits among Member Countries in the Region 3) Mutual Recognition of AEO-certified Traders among Countries in the Region
	Justification	**Strategic fit in the Strategy 3:** • The AEO system promote benefits of high compliant traders which will simplify the clearance procedure. The system will contribute to the realization of seamless border management. • Moreover, the project is expected to change the investment environment which will contribute to more revenue generation by the GDCE. **Project Background and Justifications** • The GDCE implemented the Best Traders Incentive Mechanism and promoted the system that is similar to the AEO system that attract importers the benefits and importance of legal compliance. • The GDCE is planning to promote AEO operators from the Best Traders member.

	• The difference of AEO and Best Traders is the issues of security management. • The GDCE need to develop the system that can check the requirement of security under the AEO program. • The AEO system will attract many operators and may increase the compliance level of Cambodia. • The GDCE shall develop a very attractive system for AEO operator that can enjoy the benefits. • The AEO system shall be mutually recognized by the other government agencies and invites high level compliant traders as AEO operators. • The AEO system has the program of mutual recognition with other countries. If this is realized AEO Company of Cambodia can enjoy the AEO benefits of importers country of Cambodia products. • Coordination with JICA Customs Expert for GDCE is necessary for smooth implementation of the AEO program.
Key benefits	• Overall, the project will have following economic benefits to each beneficiary: (i) Faster cargo clearance (*Importers/exporters Customs Brokers*) (ii) The AEO traders may allow the border agencies ease the control to such traders and put human resources to non-compliant traders (customs and border agencies) • Moreover, the project will increase the competitiveness of Cambodia's logistics sector.
Scope of Work	**Component 1: Development and Implementation of an AEO System under WCO Rules** • Set up a task force team to develop the AEO program • Study the WCO AEO rules and discuss for development of the system. • Conduct a research of the AEO incentives of other countries that already implemented the system. • Discuss with other government agencies how they can mutually recognize the AEO system to their import process. • Discuss the AEO programme that can be fit to the Cambodia environment. • Draft the rules and regulation. • Prepare a recommendation to higher authority for approval. **Component 2: Clarification of the Benefits of an AEO System and Standardization of Benefits among Member Countries in the Region** • The task force team to develop the AEO program conduct a research of the AEO incentives of other countries already implemented the system. • The task force team considers if AEO standardization is necessary, particularly with the relation to other ASEAN countries.

		Component 3: Mutual Recognition of AEO-certified Traders among Countries in the Region • The task force team shall seek for the possibility of mutual recognition of the system. • Negotiate with the target country selected and decide.	
	Possible cost requirements	Short (2018-19)	N/A
		Medium (2020-22)	No Capex and Opex Consultancy Costs US$ 0.2 million (Capacity Building and Training)
		Long (2023-25)	N/A
	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	• MEF(GDCE)
		Implementation	• MEF(GDCE)
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2020
		Implementation	2020-21

Capacity Constraints		Technical assistance may be required for AEO system study	
Further Clarification		N/A	
Social and Environmental Considerations	**Necessity of ECC**	This project is categorized as an institutional strengthening one so that no necessity of ECC.	
	Anticipated Impact	Environmental	N/A
		Social	N/A
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA.
		Social	No necessity of EIA/IEIA.

Project Name	Compliance Improvement Project	Project Number	P34-M1

Summary	**Site**	Phnom Pen and other areas
	Project Description	The project aims to improve the compliance level of public officials and private companies and that promote unnecessary interruption at the clearance procedures and contribute to seamless border management. There are three key project components in this project including the followings: 1) Develop a yearly salary review system of national public officials and secure a budget for overtime work 2) Implement life style check system to national public officials and implement more strict monitoring system of asset and income (Support anti-corruption unit) 3) Compliance improvement training to both public and private sector
	Justification	**Strategic fit in the Strategy 3:** • Seamless border management would be achieved by eliminating unnecessary interruption by the government officials and private company employees. The project proposes to review the salary level of public officials and propose to provide an improved working environment for government official. At the same time, conduct a life style check to government officials to confirm if they are properly contributing and concentrating to the assigned job or amassing private wealth. **Project Background and Justifications** • The one of the cause of corruption is the low level of salary of public officials. The salary or income of the government officials should be properly calculated and balanced with the standard private company employees that are doing the similar work. • The project proposes to develop a system that will set a new salary scale for public officials, and incorporate a mechanism that will review the salary of government officials by yearly bases. • The overtime work cost also should be included in the yearly budget. • It also proposes to develop a system that will monitor the income and assets of public officials, so called a life style check system. All public officials are required to report their income and assets (e.g. land, building, car and membership of Golf course, etc.) every year and the authority (anti-corruption committee) will check the lifestyle considering the declaration made. Some countries already implemented this system and using it to suppress the corruption. • The corruption approached not only by government officials but also by private company employees. The private company employee initiates the bribe by trying to get a better position

	or condition than the others, such as competitors. In this respect public campaign and warning is necessary for suppressing bribe activities.
Key benefits	• Overall, the project will have following economic benefits to each beneficiary: (i) Review the salary of national Public officials. (Beneficially; government officials); (ii) Implement life style check system (Beneficially; the government and a private company); and (iii) Anti-corruption campaign and public seminar; (Beneficially; the government and a private company); • Moreover, the project will suppress the unnecessary interruption by the government officials and private sector. And it will improve the public image of Cambodia's logistics sector.
Scope of Work	**Component 1: Develop a yearly salary review system of national public officials and secure budget for overtime work** • Set up a task force team in the government and study and research how other countries are setting the salary of National Public Officials. • Study and research the large and medium private company salary scale and consider the appropriate salary scale of public officials. • Conduct public hearing and decide appropriate salary scale of national public officials. • Develop a Personnel Bureau which independently and neutrally stands apart from the government and decide the salary of public officials and social standing. • The salary scale would be recommended by the Personnel Bureau to Prime Minister for change. • The recommendation should be respected by the government. **Component 2: Implement life style check system to national public officials and implement more strict monitoring system of asset and income (Support anti-corruption unit);** • Set up a task force team in the anti-corruption unit and study the life style check system that other countries are implemented. • Develop a life style check legal system and regulations that can be implemented in the Cambodian environment. • Conduct a seminar to inform all the government agencies the life style check system and promote. • Develop the data collection system of life style check. • Disseminate the life style check declaration forms to all government officials and collect the form. • Analyze the declarations for checking. **Component 3: Compliance improvement training to both public and private sector** • A task force team would be set up to conduct a public seminar and campaign of anti-corruption.

	Possible cost requirements	Short (2018-19)	N/A
		Medium (2020-22)	Capex • US$ 2 million (set up a personnel bureau and procure necessary equipment) • US$ 0.5 million (develop a computerized system that analyze the declaration) Opex • US$ 1 million (annual)(staff costs for setting up the personnel bureau) Consultancy Costs • US$ 0.09 million (FS/ Procurement/ Project Management as required) • US$ 1.3 million (legal advice, capacity building and training)
		Long (2023-25)	N/A
	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	• MPWT(GDL) and all other government Ministry
		Implementation	• MPWT(GDL) and all other government Ministry
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2020
		Implementation	2020-22

Capacity Constraints		Technical assistance may be required for developing the new salary scale.	
Further Clarification		N/A	
Social and Environmental Considerations	**Necessity of ECC**	This project is categorized as an institutional strengthening one so that no necessity of ECC.	
	Anticipated Impact	Environmental	N/A
		Social	N/A
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA.
		Social	No necessity of EIA/IEIA.

Project Name	Truck Driving School Development Project (Phase 2)	Project Number	P41-M1

Summary	**Site**	Phnom Penh
	Project Description	The project aims to expand from Truck Driving School established in P42-S1 to expand trainings in different field of logistics like logistics vehicle operation skill, material handling and picking in the ware house and logistics education. Key components are as follows: 1) Selection of target services through needs assessment 2) Expansion works (in both soft and hard components);
	Justification	**Strategic fit in Strategy 4** • Capacity Enhancement of Logistics Service Providers especially for freight transport • Enhancement of truck driver's driving skill could guarantee the provision of stable and reliable logistic services. **Project Background and Justification** • Improvement of efficiently of logistics services is one of keys to reduce cost and improve reliability on the logistics in Cambodia. • Cambodian private logistics providers have limited capacity to carry out training due to limited technical capacity and budget. • Unlike other developed countries where large-size truck companies operate and organize in-house training to drivers or truck company association organize training course. However, the private sector in Cambodia is still insufficient capacity to manage training. • GDL should offset insufficient and unmatured capacity of the private sector by taking a lead role on the project under collaboration with CAMFFA and CAMTA.
	Key benefits	The project will have following economic benefits to each beneficiary. (i) Improvement of logistics services; (ii) Reduce logistics cost; (iii) Reliance on logistics service providers; and (iv) Enhancement of investment climate of Cambodia
	Scope of work	**Component 1: Needs Assessment:** • Analysis of current demand on new material handling • Identify (plan and design) the contents of training and necessary equipment/facility **Component 2: Expansion Works**; • Course and curriculum development • Facility development • Procurement of the equipment

	Possible cost requirements	Short (2018-19)	-
		Medium (2020-22)	US$ 0.3 million for planning US$ 3.0 million for construction and procurement excluding land acquisition cost
		Long (2023-25)	-
	Other cost implications	N/A	

Implementation	**Responsible Organization**	**Planning**	• MPWT(GDL)
		Implementation	• GDL
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2018
		Implementation	2020-2022

Capacity Constraints		There are no skills accumulated in the GDTL. It is necessary to start to enhance capacity of GDTL.	
Further Clarification		N/A	
Social and Environmental Consideration	**Necessity of ECC**	ECC will be required depending on size of expansion of buildings.	
	Anticipated Impact	Environmental	N/A
		Social	N/A
	Major Scope of EIA	Environmental	N/A
		Social	N/A

Project Name	Green Logistics Promotion Policy	Project Number	P43-M1

Summary	**Site**	MPWT (General Department of Land Transport, General Department of Logistics)
	Project Description	Based on the baseline survey conducted in P43-S1 and other existing action plan and policies related to green logistics, the intra- and inter-ministerial task force team should be set and the action plan to promote green logistics should be developed. It is important to initiate the public and private actions which may first enhance the awareness on the green logistics in Cambodia and develop incentive or promotion system to provide more eco-friendly services. The proposed project consists of following four components 1) Set Up Task Force Team and Develop Sector-wide Green Logistics Promotion Action Plan 2) Promotion of Green Logistics in the Truck Industry 3) Promotion of use of Railway 4) Enhance Public Awareness of Green Logistics
	Justification	**Strategic fit for Strategy 4** • Review the result of baseline survey and existing action plans related to green logistics and set up the intra- and inter-ministerial task force to promote green logistics • Develop comprehensive action plan which focused on the green logistics, to improve the quality of the private logistics services to mitigate environmental impact. • Enhance public awareness of both logistics service providers and logistics service users in Cambodia toward the concept of green logistics **Project Background and Justifications** • It is vital to set the nation-wide green logistics framework in order to mitigate environmental impact from logistics activities which is expected to grow rapidly in the near future. The intra- and inter-ministerial framework should be developed to tackle this since green logistics ranges from multimodal shift to upgrade of various services and techniques in the industry, including not only logistics but also procurement, manufacturing and sales. • The government should play a key role in setting the policy and enhancing public awareness to advocate the concept of green logistics among the logistics service provider and consumers.
	Key benefits	(i) The task force team and sector-wide green logistics promotion action plan will contribute to promote penetration of the concept of green logistics and use of environmentally less harmful logistics service activities, and further to control CO_2 emissions from logistics industry. (ii) The modal shift from land transport to other mode of logistics such as railways and inland waterways will contribute to moderate CO_2 emissions from trucks which is expected to considerably increase.

	Scope of work	**Set Up Task Force Team and Develop Sector-wide Green Logistics Promotion Action Plan** • Set up the task force team to implement policy actions regarding the green logistics • Study and develop action plan to promote reduction of CO_2 emissions from the truck, such as the support on SME finance to procure a new truck, enhancement of inspection and maintenance, promotion of eco-driving and provision of incentives, public awareness campaign • Monitor and promote implementation of other projects which relate to the green logistics (P12-S1, P12-M1, P12-M2, P41-S1, P41-S2, P43-S1, P43-M2) **Promotion of Green Logistics In the Truck Industry** • Based on P43-S1, continue monitoring of truck companies • Conduct the pre-study to promote the introduction of eco-truck by the logistics service providers (pre-study to P43-L3, the result might be utilized in P43-L3). • Implement the action plan formulated above (including the monitoring of other related projects) **Promotion of use of Railway and Inland Waterway** • Conduct the demand survey of railways and potential cargos suitable for railway transportation • Develop incentive to shift the transport mode from the land transport to railways or inland waterway (e.g. labelling system of the company) • Conduct promotion **Enhance Public Awareness of Green Logistics** • Collect the good practices of green logistics of private logistics service providers in Cambodia and publish the collection of that green logistics practices. • Develop the green logistics standard and guideline to be used by the private logistics service providers	
	Possible cost requirements	Short (2018-19)	-
		Mid (2020-22)	US$ 80,000 • Data collection (US$ 40,000) • Promotion Projects (US$ 40,000)
		Long (2023-25)	-
	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	• MPWT (GDL, GDT, GDR) and other relevant organizations
		Execution	• MPWT (GDL, GDT, GDR) and other relevant organizations
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2020
		Implementation	2020-22

Capacity Constraints		N/A	
Further Clarification		N/A	
Social and Environmental Consideration	**Necessity of ECC**	This project is categorized as an institutional strengthening project so that ECC is not required.	
	Anticipated Impact	Environmental	N/A
		Social	N/A
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA.
		Social	No necessity of EIA/IEIA.

Project Name	Introduction of Grading System(s) (Phase 1)	Project Number	P43-M2

Summary	**Site**	Phnom Penh
	Project Description	Since the market of logistics industry has relatively low barrier to entry, various number of players have been working for this sector. As Cambodia is unexceptional, a variety of logistics companies could be recognized ranging from large-scale enterprises dealing with international freight to small-scale companies such as family-run or individual management business. For the service user, selection of logistics service provider was reported to be difficult due to the large number of companies and limited information about such service providers. The project aims to grade the scale, service and quality of logistics industry companies in Cambodia. For the 1st phase, there are three key components in this project as followings: 1) Establishment of logistics regulator and responsible organization for grading system 2) Introducing the grading system for truck companies 3) Introducing the grading system for custom brokers
	Justification	**Strategic fit in the Strategy 4:** • In accordance with expanding economic activities, diversified logistics services are expected to provide in Cambodia. Since demands of the logistics service user have variety depending of the package size, delivery time, level of certainty and transportation cost, the grading system could contribute to match between customer and service provider appropriately. **Project Background and Justifications** • Luck of the information about logistics service provider tends to cause trouble due to mismatch expectation of service between the customers and providers. Because there are several irresponsible service providers and illegal operator without required license in the logistics industry sector in Cambodia. • Middle- and small-scale companies tend to do their business without registration in order to avoid tax payment. • This grading system is expected to provide qualified services for customers, to reduce the illegal or/and unregistered operators
	Key benefits	Overall, the project will have following benefits. • Logistics service user could select appropriate logistics company and meet their satisfaction • Reduction of irresponsible and unregistered operators is expected; and • Increase corporate tax is anticipated;
	Scope of Work	**Establishment of logistics regulator and responsible**

		organization for grading system • Study of logistics service providers in Cambodia and classified them in terms of size and service • Establish the evaluation team or association as logistics regulator based on the discussion through Public-Private Dialogue (P42) **Introducing the grading system for truck companies** • Develop evaluation system for grading of truck companies by means of interview or/and questionnaire surveys • Establish the data base of truck company in Cambodia • Introducing the grading system **Introducing the grading system for custom broker** • Develop evaluation system for grading of custom broker by means of interview or/and questionnaire surveys • Establish the data base of custom broker in Cambodia • Introducing the grading system	
	Possible cost requirements	Short (2018-19)	N/A
		Medium (2020-22)	US$ 0.5 million
		Long (2023-25)	N/A
	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	• MPWT(GDL), CAMFFA, CAMTA and other private companies who is a member of Logistics TWG
		Implementation	• CAMTA, CAMFFA or new association
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2020
		Implementation	2020-22

Capacity Constraints		Understanding current logistics service provider supposes to take certain time. Introducing the grading system should be discussed in the Technical Working Group established in the program of "Public-Private Dialogue (P42)"	
Further Clarification		N/A	
Social and Environmental Considerations	**Necessity of ECC**	No necessity of ECC	
	Anticipated Impact	Environmental	N/A
		Social	N/A
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA.
		Social	No necessity of EIA/IEIA.

Project Name	Logistics Institutional Capacity Building Project (Phase 2)	Project Number	P51-M1

Summary	**Site**	MPWT (General Department of Logistics)
	Project Description	The project aims to enhance the logistics institutional capacity of General Department of Logistics (GDL), MPWT for effective administration, management, coordination, monitoring and evaluation of logistics related activities, including inter-ministerial and private sector consultation. The key components of the project include the enhancement of capacity of GDL for the followings: 1) Monitoring and management of the implementation of the Logistics Masterplan; 2) Facilitation of the National Logistics Committee (NLC) and National Logistics Steering Committee (NLSC) and Technical Working Groups as the secretariat; 3) The consultation with the private sector, problem finding and proposing solution; 4) Preparation of GDL Data Center (or web-based monitoring/data collecting system); 5) Training Needs Assessment and planning;
	Justification	**Position in Strategy 5:** • Developing a self-sustained mechanism through capacity building for the implementation of the Master Plan and future logistics improvement. • Strengthening the institutional framework and enhancement of the inter-ministerial and private sector consultation capacity. **Project Background and Justification** • In the medium term of the Logistics Masterplan, the capacity of GDL such as monitoring of the implementation of the Logistics Masterplan and project management and problem-solving of the logistics issues and delayed projects is essential to make maximum output. • GDL will continue to play a key role to facilitate the implementation of the Logistics Masterplan, with the mechanism developed in the short-term.
	Key benefits	Overall, the project will have the following economic benefits to each beneficiary: (i) GDL's management and coordinating capacity will increase, thus effective facilitation of the NLC and NLSC will be possible *(GDL as direct beneficiary and all members as indirect beneficiaries)* (ii) With GDL's active mediation and coordination between inter-ministries and private sector, logistics issues will be addressed, reviewed, and followed-up in a more effective and timely manner *(all stakeholders)* (iii) With the development of the GDL Data Center (or web-based monitoring/data collection system), statistics and logistics date will be smoothly shared among the GDL staffs and stakeholders (depending on the design of the system). It will enhance the efficiency of data processing, reporting and

	publishing *(GDL as direct beneficiary and all stakeholders as indirect beneficiaries);* (iv) Smooth implementation of the actions of Logistics Masterplan *(government)* (v) All the progress mentioned above will be available to the public in the annual report *(all stakeholders).*
Scope of work	**Component 1: Facilitation of TWG, NLSC and NLC and Publicization of Logistics Master Plan** • Continue to facilitate TWG, NLSC and NLC meetings according to the Action Plan and annual schedule developed in the Phase 1 • Continue to facilitate public-private consultation and problem-solving of the logistics issues • Publish the annual report and post on the website • Conduct hands-on training to M&E staff for the publication of the annual reports **Component 2: Promotion of Implementation of Logistics Master Plan Projects** • Conduct GDL staff training both On-the-Job Training and overseas site visit to improve knowledge on logistics and understanding of international best practices • Capacity building of project management of GDL by conducting Pre-Feasibility study to implement and coordinate project implementation of the actions of Logistics Masterplan projects • Study and develop the training plan to other ministries and private sector including Training Needs Assessment (such as information and follow-up workshop of the logistics masterplan for other ministries, logistics technical training centre project (P41) for the private sector) **Component 3: Enhancement of Monitoring and Evaluation and Data Collection Capacity** • Continue monitoring and reporting of the progress and output of the Logistics Masterplan • Review the pending issues that needs to be dealt with, and action that needs to be taken to cope with issues delaying the implementation • If budgetary issues arise with certain projects, review various sources of financing including international assistance and seek for assistance if applicable • Consult with various government agencies, private sector, and institutions to decide the data that will be included in the web-based database system • Plan for the procurement and implementation of the web-based database system with guidelines/manuals for database operation and management • Procure the web-based database system and start operation • Conduct GDL staff training for management of the web-based database system

	Possible cost requirements	Short (2018-19)	N/A
		Medium (2020-22)	Capex US$ 0.02- 0.03 million (Pre-Feasibility Study for one project) Consultancy Costs 20-40MM (annual) (capacity building and training)
		Long (2023-25)	N/A
	Other cost implications	N/A	

Implementation	**Responsible Organization**	Planning	• MPWT(GDL)
		Implementation	• MPWT(GDL)
	PPP	Public	N/A
		Private	N/A
	Schedule (tentative)	Preparation/Planning	(2018)
		Implementation	2018-2022 (continue to 2023)

Capacity Constraints		N/A	
Further Clarification		N/A	
Social and Environmental Consideration	**Necessity of ECC**	This project is categorized as an institutional strengthening one so that no necessity of ECC.	
	Anticipated Impact	Environmental	N/A
		Social	N/A
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA.
		Social	No necessity of EIA/IEIA.

Project Name	Cross-Border Insurance System Development Project	Project Number	P53-M1

Summary	**Site**	Phnom Penh and other areas
	Project Description	The project aims to enhance border-less transportation, by developing the insurance framework for cross-border vehicles through the implementation of motor third party liability policy and cross border motor vehicles insurance systems. The key components of the project include the following: 1) Development of the regulatory framework for cross-border insurances; 2) Improvement of the inter-ministerial and private sector dialogues for effective enforcement of the insurances.
	Justification	**Position in Strategy 5:** • Strengthening the overall regulatory framework through enforcement of cross-border insurances which is one of the essential factors for the acceleration of border-less transportation. **Project Background and Justification** • It is estimated that 90% of domestic trucks operated in Cambodia are without insurances and even less operate with insurances overseas. • A Motor Third Party Liability Policy Form has been drafted, and is awaiting further negotiation with the neighboring countries. • Moreover, the procedures of enforcement of insurances within Cambodia, by the various authorities including the Ministry of Economy and Finance and Ministry of Public Works and Transport are not streamlined effectively.
	Key benefits	Overall, the project will have the following economic benefits to each beneficiary: (i) Availability of cross-border motor vehicle insurances *(logistics companies)* (ii) Optimized premium for third party insurance through the "pooled" cross-border motor vehicle insurance system *(logistics companies)* (iii) Accelerated implementation and increase of border-less transportation *(government)* (iv) In the long term, with the increase in border-less transportation, cheaper and faster transport options will be available, allowing the industries to strategically utilize the cross-transport vehicles *(industries, logistics companies).*
	Scope of work	**Component 1: Development of the regulatory framework and procedures for implementation of cross-border insurances** • Collect data on the vehicles with and without insurances (domestic and cross-border) • Identify the issues and reasons for vehicles without insurances, both from the vehicle owners and insurance

		companies • Study international best practices for cross-border insurances and third party liabilities and their implementation procedures • Create an Action Plan with the steps that need to be taken, including the schedule for negotiation with counterpart governments as well as detailed implementation plans on who is responsible for what and by when • Implement the Action Plan **Component 2: Improvement of the inter-ministerial and private sector consultations** • Re-activate the technical working group for insurance related discussions including the core stakeholders from the public and private sector in the aim to discuss all matters related to insurances in the TWG and the information to be shared amongst its members • Hold periodical meetings to follow the progress on the issues raised, for both domestic and cross-border insurances	
	Possible cost requirements	Short (2018-19)	N/A
		Medium (2020-22)	US$ 0.6 million
		Long (2023-25)	N/A
	Other cost implications	N/A	

Implementation	**Responsible Organization**	Planning	• MEF, MPWT (GDLT)
		Implementation	• MEF, MPWT (GDLT)
	PPP	Public	N/A
		Private	N/A
	Schedule (tentative)	Preparation/Planning	2020
		Implementation	2020-2022

Capacity Constraints		N/A	
Further Clarification		N/A	
Social and Environmental Consideration	**Necessity of ECC**	This project is categorized as an institutional strengthening one so that no necessity of ECC.	
	Anticipated Impact	Environmental	N/A
		Social	N/A
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA.
		Social	No necessity of EIA/IEIA.

Project Name	Logistics Cost Optimization Project (Phase 2)	Project Number	P54-M1

Summary	**Site**	Phnom Penh and other ports and cross-border areas
	Project Description	The project is the second phase of the project which aims to develop effective calculation methodologies for various logistics fees/tariffs imposed by the government, in order to increase the cost competitiveness. The key components of the phase 2 project include the following: 1) Revision of the regulatory framework 2) Implementation of the new and optimized prices/tariffs
	Justification	**Position in Strategy 5:** • Development of optimized fees/tariffs structures would increase the competitiveness of Cambodia's logistics market and in the process of implementation, the regulatory framework will be strengthened and will be taken a step closer to the international standards. **Project Background and Justification** • The logistics fees/tariffs in Cambodia are widely considered as expensive, and there are multiple cost items under each cost criteria (i.e., transportation costs, connectivity costs and agency costs). • Furthermore, specific costs are not decided under a proper or effective calculation methodology and the fees/tariffs are decided by various ministries and agencies with lack of coordination and consultations with the private sector. • Clear, streamlined rules and calculation methodologies need to be developed and implemented, as well as continuous management and supervision to increase the cost competitiveness of the country.
	Key benefits	Overall, the project will have the following economic benefits to each beneficiary: (i) Clarifies the costly components in the existing fee/tariff structure *(government)* (ii) A more transparent fees/tariffs structure will be available *(industries, freight forwarders)* (iii) Optimizes the logistics costs, which could mean less costs to be imposed to the industries and freight forwarders doing business in the country *(industries, freight forwarders)* (iv) Improved business environment through cost competitiveness which could attract more industries to be based in the country *(government)*
	Scope of work	**Component 1: Revision of the Regulatory Framework** • According to the new fees/tariffs calculation methodologies and its Action Plan created in the Phase 1 project, draft the rules and regulations for implementation of the prices/tariffs, wherever necessary **Component 2: Implementation of the New and Optimized Prices/Tariffs**

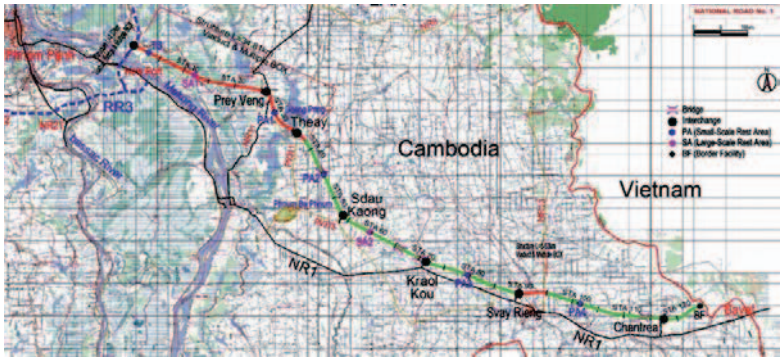
		• Once the regulatory framework is in place, start utilizing the new prices/tariffs according to the Action Plan • Review and monitor the prices/tariffs in a quarterly basis through conducting surveys and update the Action Plan, if necessary • Conduct public and private consultations to increase understanding of the transparent logistics cost structure • Conduct training sessions for government officials that would be dealing with the fee/tariff structure on a daily basis in order to increase understanding of the new structure	
	Possible cost requirements	Short (2018-19)	N/A
		Medium (2020-22)	Consultancy Costs • US$ 0.2 million (annual) (formulation of the regulatory framework, training and capacity building)
		Long (2023-25)	N/A
	Other cost implications	N/A	

Implementation	**Responsible Organization**	Planning	• MPWT(GDL), and other port and border related ministries
		Implementation	• MPWT(GDL) and other port and border related ministries
	PPP	Public	N/A
		Private	N/A
	Schedule (tentative)	Preparation/Planning	2020
		Implementation	2020-2022

Capacity Constraints		N/A	
Further Clarification		N/A	
Social and Environmental Consideration	**Necessity of ECC**	This project is categorized as an institutional strengthening one so that no necessity of ECC.	
	Anticipated Impact	Environmental	N/A
		Social	N/A
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA.
		Social	No necessity of EIA/IEIA.

Appendix 1(3)
Project Profiles (Long Term)

Project Name	Enhancement of the Central Subcorridor	Project Number	P11-L1

Summary	**Site**	Between Phnom Penh and Bavet (on the border with Vietnam), parallel to the existing NR/NH 1[1] alignment, traversing Phnom Penh City, Kandal Province, Prey Veng Province, and Svay Rieng Province. The selected route of the expressway is shown below:  Source: Japan International Cooperation Agency, *Preparatory Survey for Phnom Penh-Bavet Expressway Development Project in the Kingdom of Cambodia*, August 2017, Figure 1, p. S-1
	Project Description	The project entails construction of a 140 km, high-speed expressway from Phnom Penh to Bavet, including Ring Road 3 from NR 1 to Lvea Aem. A 1,240 km extra-dosed bridge[2] over the Mekong River is recommended for Ring Road 3.
	Justification	**Position in Strategy 1** • Enhancement of the Central Subcorridor of the GMS Southern Economic Corridor, which provides the main east-west link within Cambodia. • Facilitation of international and domestic trade of Cambodia **Project Background and Justification** In the latest configuration of the GMS economic corridors, Cambodia is traversed by the Southern Economic Corridor, which includes a Central Subcorridor (Dawei-Bangkok-Vung Tau via Poipet, Phnom Penh, and Ho Chi Minh City), corresponding to part of Asian Highway 1 and ASEAN Highway 1; within Cambodia, this economic corridor constitutes the major east-west connection in the country. As indicated in the profiles of the short- to medium-term projects, project P11-S1 includes an asphaltic concrete (AC) overlay along NR/NH 1, between Neak Loeang (about 66 km from Phnom Penh) and the western edge of Bavet City.

[1] National roads (NRs) have generally been referred to as NR/NH to reflect at least an aspiration that the main roads of the country will become major arteries.
[2] An extradosed bridge employs a structure that combines the main elements of both a prestressed box girder bridge and a cable-stayed bridge.

	In addition, following upon expressway master planning studies conducted by Japan (JICA, 2013) and China (Henan Province, 2015), a feasibility study for a Phnom Penh-Bavet Expressway (along a new alignment) was conducted in 2017 with Japanese support. Since government policy is now for expressway projects to be developed on a BOT basis (considering their high capital costs), this project component is considered long term in the current logistics master plan. That said, a highway in this corridor offering high travel speeds and traffic capacity is considered necessary for the modernization of Cambodia's industrial structure.[1]
Key Benefits	Both direct and indirect economic benefits are envisaged. Direct benefits may include travel time reductions, vehicle operating cost savings, improved road traffic safety, and environmental benefits. Indirect benefits may relate to the transformation of the transport (sub)corridor into a full-fledged economic corridor, e.g., through an expansion of the market for agricultural and/or industrial products and improvement in the access to public services. In addition, the expressway will promote regional cooperation with Vietnam. Assuming toll rates of US$ 0.05 per km for light vehicles and US$ 0.15 per km for heavy vehicles, the economic rate of return for the project, considering only direct benefits (i.e., travel time and vehicle operating cost savings) was estimated as 12.04%, i.e., slightly higher than the presumed opportunity cost of capital (i.e., 12%), indicating economic feasibility. With these same assumptions, the project financial rate of return was estimated as 1.16%, which is low but greater than the interest rate on a Japanese official development assistance loan, i.e., 0.70% (if that option were to be taken).
Scope of work	• Phnom Penh-Bavet Expressway The project includes construction of a 140 km expressway (with associated civil works and consulting services) along the following sections between Phnom Penh and Bavet: (i) NR1-Lvea Aem Interchange (Ring Road 3), (ii) Lvea Aem Interchange-Prey Veng Interchange; (iii) Prey Veng Interchange- Theay Interchange, (iv) Sdau Kaong-Kraoul Kou Interchange; (v) Kraoul Kou Interchange-Svay Rieng Interchange, (vi) Svay Rieng Interhchange-Chantrea Interchange, and (vii) Chantrea Interchange-Vietnam border. A 1,240 m extra-dosed bridge is planned to cross the Mekong River along Ring Road 3. The feasibility study selected road design standards based on Cambodian Design Standards, with reference to Asian Highway, ASEAN, Thai, and Vietnamese design standards. The elevation of the road surface and expressway structure was planned based on the flood area of the Mekong River, the level of flood water, and the clearance of

[1] It was suggested that widening of the existing road in this corridor (NR/NH 1) may not be viable alternative to developing an expressway since there are many cities and towns along the route, and it is difficult to widen the (cable-stayed) Neak Loeung / Tsubasa Bridge, which would therefore present a bottleneck even if the road is widened. However, it is now considered that there may be some justification for widening the existing road – see the profile for Project P11-L3. Land acquisition would not be a problem because MPWT has rights of way 20 m from the center line in each direction.

		crossing roads. The total thickness of the pavement including surface course, base course, and subbase course was recommended as 90 cm, Rest areas are to be provided at 15-25 km intervals, while service areas are to be provided at 50-100 km intervals. Traffic signs, traffic safety devices, and traffic control equipment were planned with reference to Japanese expressway practice. Specific tasks will include feasibility studies, detailed design, procurement assistance (e.g., selection of contractors), construction supervision, operations, and maintenance.	
	Possible cost requirements	Short (2018-19)	-
		Medium (2020-22)	-
		Long (2023-25)	The total project cost, including the Ring Road 3 portion, was estimated at JPY 409.964 billion (equivalent to US$ 3.83 billion at the exchange rate prevailing at the time of the estimation). The implementation period may be from 5 to 10+ years, depending on the scenario selected.
	Other cost implications	Routine maintenance costs (US$ 0.89-3.26 million per year), periodic maintenance costs (US$ 5.96-27.30 million per year), and operation costs for tolled facilities (US$ 0.86-3.20 million per year)	
Implementation	**Responsible Organization**	**Planning**	MPWT
		Execution	Expressway Authority (to be established) or private sector expressway concessionaire
	PPP	**Public**	Expressway Authority (one alternative)
		Private	Private sector expressway concessionaire (another alternative)[1]
	Schedule (tentative)	**Preparation/Planning**	2012-2017
		Implementation	The project is programmed for 2023-2025 and beyond in this logistics master plan, i.e., long term in view of the high capital costs required.
Capacity Constraints		Government resources for infrastructure spending are constrained (i.e., "fiscal space" is limited), making spending of the magnitude required for this project difficult without private sector participation, at least for several years.	
Further Clarification		A realistic timeframe for implementing the Phnom Penh-Bavet Expressway Project needs to be clarified in view of expected fiscal constraints.	
Social and Environmental Considerations	**Necessity of ECC**	This project has been already approved so that no necessity of ECC.	
	Anticipated Impact	Environmental	Possible air pollution, noise and vibration impacts, as well as possible impacts on the surrounding agricultural ecosystem(s). There are

[1] Other alternatives include (i) direct construction and operation by MWT, and (ii) PPP (lease).

			no protected areas or forest zones in the vicinity. The adverse environmental impacts will occur mainly during construction.
		Social	Acquisition of about 8.8 billion m^2 of land, affecting 4,317 households and 413 structures.
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA.
		Social	No necessity of EIA/IEIA.

Project Name	Enhancement of the Intercorridor Link	Project Number	P11-L2

Summary	**Site**	Links between Phnom Penh and Sihanoukville, and between Battambang and Koh Kong
	Project Description	The project entails: 1) completion of the Phnom Penh-Sihanoukville Expressway, commenced in the short to medium term 2) development of a Battambang-Koh Kong road link.
	Justification	**Position in Strategy 1** • Enhancement the Intercorridor Link, which is a major logistics link in the country • Facilitation of domestic and international trade of Cambodia, including rice trade from Battambang **Project Background and Justification** *Phnom Penh to Sihanoukville Expressway* In the latest configuration of the GMS economic corridors, Cambodia is traversed by the Southern Economic Corridor, which includes an Intercorridor Link (Sihanoukville-Phnom Penh-Stung Treng-Pakse-Savannakhet), corresponding to part of Asian Highway and ASEAN Highway 11; within Cambodia, this economic corridor is of major logistics importance in the country since it connects the country's capital and its largest seaport. As noted in the profile of short-to-medium project P11-S2, there is a project to develop an expressway between Phnom Penh and Sihanoukville, along a different alignment from NR/NH 4. China-supported feasibility and concession studies were undertaken in 2016, and construction is expected to start by 2018 (or December 2017), with completion expected in 2023. *Battambang-Koh Kong Road Link* Battambang is a major rice- and cassava-growing center in northwestern Cambodia. Considering that the use of Laem Chabang Port on Thailand's Eastern Seaboard has proven unreliable (e.g., due to unstable relations with Thailand, due to procedures in moving goods across the border), the development of a Battambang-Koh Kong road link has been proposed. In consultation with the Road Infrastructure Department of MPWT, it was suggested that the most logical route for the Battambang-Koh Kong road link (at least in the shorter term) would follow NR 55 (assisted by China, 182 km, Pursat to Thma

		Dar, DBST, US$ 132.8 million, 2015-2018) west to the coast and NR 48 (P11-S3, which has already been included in the logistics master plan). In the longer term, a more difficult (and potentially more beneficial) route could be considered, e.g., from Battambang 140 km south to Veal Vaeng, and then 160 km from Veal Vaeng south to Koh Kong, requiring about 60 km of new construction between Battambang and Veal Vaeng.[1]
	Key benefits	*Phnom Penh-Sihanoukville Expressway* Both direct and indirect economic benefits are envisaged from the Phnom Penh-Sihanoukville Expressway, Direct benefits may include travel time reductions, vehicle operating cost savings, improved road traffic safety, and environmental benefits. Indirect benefits may relate to the transformation of the transport (sub)corridor into a full-fledged economic corridor, e.g., through an expansion of the market for agricultural and/or industrial products and improvement in the access to public services. The feasibility and design documents for the Phnom Penh-Sihanoukville Expressway – which presumably estimated economic and financial rates of return – are not publicly available. *Battambang-Koh Kong Road Link* The benefits from developing a Battambang-Koh Kong road link would mainly be from the development of the agricultural sector in the Battambang area, by providing a more reliable alternative for rice and cassava exports than Laem Chabang Port in Thailand.
	Scope of work	• Phnom Penh-Sihanoukville Expressway (continued) The Phnom Penh-Sihanoukville Expressway as programmed entails the construction of a 190 km long, 25 m wide, tolled highway from Kov Srov, Phnom Penh, to Sihanoukville, along a different alignment from NR/NH 4, with a design speed of 100 kph. Assuming construction until 2023, the last part of the work will be undertaken in the long-term phase as defined in this logistics master planning study. • Battambang-Koh Kong Road Link A detailed route selection study (requiring about 10 person-months) should be undertaken, (i) identifying candidate routes, (ii) undertaking a comparative evaluation of the candidate routes and selecting the optimal route, and (iii) holding consultations with stakeholders leading to adoption by the Government of Cambodia. In a consultation with the Road Infrastructure Department of MPWT, it was suggested that the most logical route for the

[1] Arguably, new road links (especially in difficult terrain) in Cambodia should be developed only over a long-term planning horizon, considering needs for maintaining the existing road network, developing other transport subsectors, and investing in non-transport sectors. That said, the proposed new links offer significant potential, and the part of the proposed Sihanoukville-Pursat road traversing the Cardamom [Krâvanh] Mountains (with peaks of 1,000+ m) could be constructed across a valley.

		Battambang-Koh Kong road link would follow NR 55 (assisted by China) west to the coast and NR 48 (P11-S3, which has already been included in the logistics master plan. A more direct, although more difficult route could be considered in the longer term, e.g., from Battambang 140 km south to Veal Vaeng, and then 160 km from Veal Vaeng south to Koh Kong, requiring about 60 km of new construction between Battambang and Veal Vaeng.	
	Possible cost requirements	Short (2018-19)	-
		Medium (2020-22)	-
		Long (2023-25)	*Phnom Penh-Sihanoukville Expressway* Costs of the entire Phnom Penh-Sihanoukville Expressway are estimated at about US$ 1.7 billion, although estimates vary; a tender is forthcoming. Assuming a six-year construction period (i.e., 2018-2023), and costs spread evenly throughout the period, one-six of the costs (US$ 283 million) will be in 2023. Funding has been made available under China's Belt and Road Initiative. *Battambang-Koh Kong Road Link* The cost of improving NR 55 is US$ 132.8 million; the cost of improving the relevant part of NR 48 is part of US$ 75.7 million. Preliminary costs of a more direct Battambang-Koh Kong road link: US$1,000.
	Other cost implications	Recurrent routine and periodic maintenance costs, as well as operating (e.g., toll collection and administration) costs in the case of the expressway.	

Implementation	**Responsible Organizations**	**Planning**	MPWT
		Execution	BOT Operator/Concessionaire (China Road and Bridge Corporation, CRBC) for the expressway component
	PPP	**Public**	MPWT
		Private	CRBC (for the expressway component)
	Schedule (tentative)	**Preparation/ Planning**	Expressway (see profile of Project P11-S2) – 2015-2017 Battambang-Koh Kong Road Link – 2014-2017 and/or 2023
		Implementation	Expressway (see profile of Project P11-S2) – 2018-2023 Battambang-Koh Kong Road Link – 2015-2020 and/or 2024-2028

Capacity		N/A

Constraints			
Further Clarification		N/A	
Social and Environmental Considerations	**Necessity of ECC**	This project has been already approved so that no necessity of ECC. Additional road link improvement projects may need ECC, depending on those route alignments.	
	Anticipated Impact	Environmental	If a route directly south of Battambang is pursued, possible adverse impacts from constructing a road traversing the Cardamom [Krâvanh] Mountains (a protected forest) and/or the 333,750 ha Phnom Samkos Wildlife Sanctuary should be assessed.
		Social	Possible Land acquisition / resettlement impacts.
	Major Scope of EIA	Environmental	Either of EIA/IEIA addressing major impacts, mentioned above, would be required.
		Social	Same as above.

Project Name	Enhancement of National Roads	**Project Number**	P11-L3[1]

Summary	**Site**	NR/NH 1, NR/NH 3, NR/NH 4, and NR/NH 6 (NR/NH 1 is part of the Central Subcorridor of the GMS Southern Economic Corridor; NR/NH 3 and NR/NH 4 are part of the Intercorridor Link of the Southern Economic Corridor; and NR/NH 6 links Phnom Penh and Sisophon in the northwestern Cambodia, via Kampong Thom and other provincial centers as well as the major touristic center of Siem Reap)
	Project Description	The project entails widening of all or part of NR/NH 1, NR/NH 3, NR/NH 4, and NR/NH 6.
	Justification	**Position in Strategy 1** • Enhancement of national roads along roads of major economic significance • Facilitation of domestic and international trade (as well as tourism) of Cambodia **Project Background and Justification** In the latest configuration of the GMS economic corridors, Cambodia is traversed by the Southern Economic Corridor, which includes a Central Subcorridor (Dawei-Bangkok-Vung Tau via Poipet, Phnom Penh, and Ho Chi Minh City), corresponding to part of Asian Highway 1 and ASEAN Highway 1; within Cambodia, this economic corridor constitutes the major east-west connection in the country. In addition, the GMS Southern Economic Corridor includes an Intercorridor Link (Sihanoukville-Phnom Penh-Stung Treng-Pakse-Savannakhet), corresponding to part of Asian Highway and ASEAN Highway 11; within Cambodia, this link includes NR/NH 3 and NR/NH 4, which provide connections between the nation's capital and its largest seaport. Also, NR/NH 6 connects the nation's capital and its major touristic center, via provincial centers such as Kampong Thom. Relevant developments along these major national roads include the following: • NR/NH 1: It had been suggested that widening of this road is difficult since there are many cities and towns, and it is difficult to widen the cable-stayed Neak Loeung / Tsubasa Bridge, which would therefore present a bottleneck even if the road is widened. However, based on ongoing discussions with

[1] This project is listed as long term, but may be better classified as short-, medium-, and long-term.

		municipalities along the route, MPWT now considers that it is possible to widen from two to four lanes at least parts of NR 1 that are bottlenecks and/or in urban areas. Land acquisition would not be a problem because MPWT has rights of way 20 m from the center line in each direction. • NR/NH 3: This road was improved with Korean assistance from 2008 to 2011 (to 11 m with AC) but is still relatively narrow; however, it will be widened with a Chinese loan –detailed design and cost estimation have been undertaken, and construction may commence in 2018. • NR/NH 4: This road consists of two lanes, except for four lanes from Phnom Penh to km 20 and from km 45 to km 48. The World Bank is planning study of improving (although not four-laning) the road, with construction from about 2018 to 2021 (a performance-based contract for maintenance for five years after construction, i.e., a road asset management component, is also included)(see the profile of Project P11-S2). • NR/NH 6: This road has been widened to four lanes (AC) from Phnom Penh to Skoun (82 km), and could be widened from Skoun to Siem Reap (240 km).[1]	
	Key benefits	Both direct and indirect economic benefits are envisaged. Direct benefits may include travel time reductions, vehicle operating cost savings, improved road traffic safety, and environmental benefits. Indirect benefits may relate to the transformation of the transport (sub)corridors into full-fledged economic corridors, e.g., through an expansion of the market for agricultural and/or industrial products, increased tourism, and improvement in the access to public services.	
	Scope of work	• The project consists of widening of all or part of NR/NH 1, NR/NH 3, NR 4/ NH4, and NR/NH 6, with associated civil works and consulting services. Timings vary, with some ongoing and others in the planning stage or not yet planned. Specific sections to be widened have been or will be determined in detailed studies closer to implementation. In the case of NR/NH 4, four-laning may be considered based on assessment of the number of vehicles shifting to the planned parallel expressway (and any relevant clauses in the concession agreement for the expressway). • Tasks will include feasibility studies, detailed design, selection of contractor(s), construction, and maintenance (if a hybrid-based performance contract is applied).	
	Possible cost requirements	Short (2018-19)	US$ 1.8 billion
		Medium (2020-22)	
		Long (2023-25)	
	Other cost implications	Recurrent routine and periodic maintenance costs	

Implementation	**Responsible**	**Planning**	MPWT

[1] From 2018 to 2022, under the ADB-supported Road Network Improvement Project, improvement (AC overlay) of NR/NH 6 is planned, from km 62 to km 159 (97 km). From 2013 to 2016, NR/NH 6 (km 45 to km 291) was improved (AC), at a cost of US$ 248.8 million, with a Chinese loan. In addition, from 2012 to 2015, from km 4 to km 40 (Thnal Keng) was improved (AC and four-laning) at a cost of US$ 70.25 million, with a Chinese loan. Also, from 2006 to 2008, ADB provided a loan for an AC overlay between Sisophon and Siem Reap, at a cost of US$ 100 million.

	Organizations	**Execution**	MPWT
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning:**	Throughout the master planning period
		Implementation	At various junctures throughout the master planning period.[1]

Capacity Constraints		N/A	
Further Clarification		N/A	
Social and Environmental Considerations	**Necessity of ECC**	ECC would be required for the road widening activities of targeted road sections.	
	Anticipated Impact	Environmental	Possible air pollution, noise and vibration impacts, as well as possible impacts on the surrounding agricultural ecosystem(s). The adverse environmental impacts will occur mainly during construction.
		Social	Possible land acquisition / resettlement impacts
	Major Scope of EIA	Environmental	Either of EIA/IEIA addressing major impacts, mentioned above, would be required.
		Social	Same as above.

[1] Timings vary by subproject and will ultimately depend on traffic growth and the availability of funds.

Project Name	Southern Line Railway Improvement Project (Phase 2)	Project Number	P12-L1

Summary	**Site**	The 266 km, meter-gauge Southern Line, built from Phnom Penh to Sihanoukville Port in the 1960s, to reduce dependence on ports in Vietnam (Saigon) and Thailand (Bangkok)	
	Project Description	Following on the Phase 1 improvements of the Southern Line, a medium-term project (i.e., P12-M1), this intervention entails further improvements as warranted by traffic growth (e.g., double tracking of some segments).	
	Justification	**Position in Strategy 1** • Promotion of rail freight transport by improving one the two main existing railway lines in the country • Facilitation of domestic and international trade of Cambodia **Project Background and Justification** Phase 1 of the project – under P12-M1 – would address major infrastructure issues with the Southern Line in the medium term, including (i) the need for automatic signaling, depending on future traffic and train frequencies; (ii) the need for about 30 electric level crossings; and (iii) the need to add stations/sidings to the (single-track) line. In addition, a less than 1 km rail access line would be constructed within Sihanoukville port.[1] The second phase – described in this project profile – would include further improvements as warranted by traffic growth. For example, double tracking may be considered, from Sihanoukville to Veal Rinh (38 km) and from the Samrong/Samroang junction (i.e., the junction of the Northern and Southern Lines) to Komarachea (37 km, near Phnom Penh), with the latter having greater priority.	
	Key benefits	Increased railway operating speeds and increased railway capacity; time reductions of up to 4 hours per freight train are envisaged (equivalent to about US$ 20,000 per day) by reducing shunting requirements.	
	Scope of work	Specific tasks include the following: • Conduct feasibility and design studies; • Implement cost-effective project components, e.g., double tracking; and • Implement social and environmental impact mitigation measures, as required.	
	Possible cost requirements	Short (2018-19)	-
		Medium (2020-22)	-

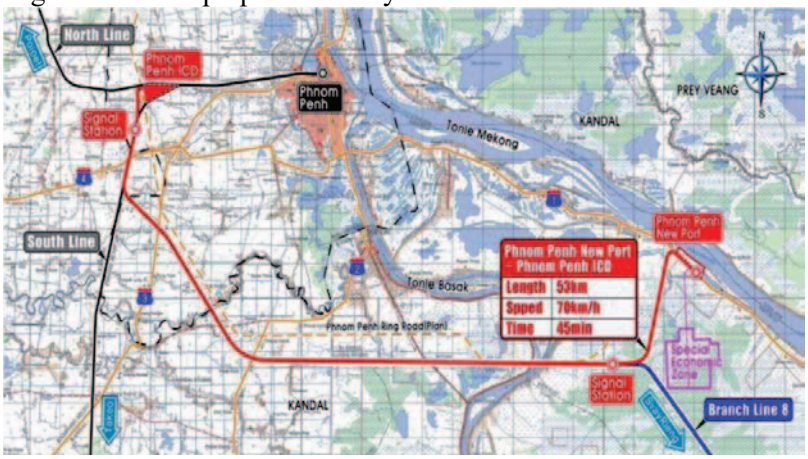
[1] More detail on the project component providing rail access to Sihanoukville port is found in the profile of Project P14-M1, Sihanoukville Port Service Improvement Project (Phase 2). As stated in the profile, smooth connectivity between the maritime container terminal and the railway container terminal will promote railway transport and reduce total transport costs.

		Long (2023-25)	F/S and D/D: US$ 3 million Construction: US$ 15 million
	Other cost implications	Recurrent operating as well as routine/periodic maintenance costs	

Implementation	**Responsible Organizations**	**Planning**	MPWT(RD)
		Execution	MPWT(RD)
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2023
		Implementation	2024-2025 (and beyond)

Capacity Constraints		Government and/or development partner resources for further capital spending in the railway sector	
Further Clarification		N/A	
Social and Environmental Considerations	**Necessity of ECC**	ECC would be required for the further railway improvement activities of this railway line.	
	Anticipated Impact	Environmental	Possible environmental impacts due to increased train operations.
		Social	Possible impact on communities along the railway line.
	Major Scope of EIA	Environmental	Possible adverse impacts of construction (e.g., watercourse interference), water pollution control, air pollution and dust control (i.e., at the loading, transport, and unloading stages); however, adverse impacts of railway operations are smaller than those for road transport.
		Social	Possible small-scale land acquisition.

Project Name	Further Enhancement/Development of Railway Economic Corridors	Project Number	P12-L2

Summary	**Sites**	• 42-53 km from Prateas Lang (km 22+ along the Southern Line) to the new Phnom Penh Port, about 30 km southeast of Phnom Penh; and • 255-258 km linking Bat Doeung / Bat Deng (31 km northwest of Phnom Penh on the Northern Line)-Snuol-Vietnam (connecting to the Di An-Loch Ninh railway line in southern Vietnam)
	Project Description	Construction of new railway lines from the existing Southern Line to Phnom Penh Port and between Bat Doeung / Bat Deng and Vietnam[1]
	Justification	**Position in Strategy 1** • Promotion of rail freight transport by developing a new railway line from the Southern Line to the new Phnom Penh Port and a proposed new line between Bat Doeung / Bat Deng (near Phnom Penh) and Viet Nam • Facilitation of domestic and international trade of Cambodia **Project Background and Justification** *Rail Link to the New Phnom Penh Port* Financed by a US$ 28.2 million soft loan from China, a 10 ha new Phnom Port (LM 17 container terminal) about 30 km southeast of Phnom Penh commenced operations in 2013 with an annual capacity of 150,000 TEUs (with prospects of increasing this annual capacity to 300,000 TEUs), with the aim of moving about 75% of annual traffic downstream from the old (original) Phnom Penh Port. In 2016 a Chinese state railway construction contractor (China Railway 16th Bureau Group) conducted a feasibility study of a 42-53 km rail link to the new Phnom Port from Prateas Lang (km 22+ along the Southern Line). The objective is to allow the port to handle an increased volume of heavy containers, although more studies of traffic prospects are required. The figure below shows the proposed alignment for the proposed railway link to new Phnom Port.  Source: Ouk Sota, Deputy Director of Railway Department, Ministry of Public Works and Transport, *The Current Situation and Future*

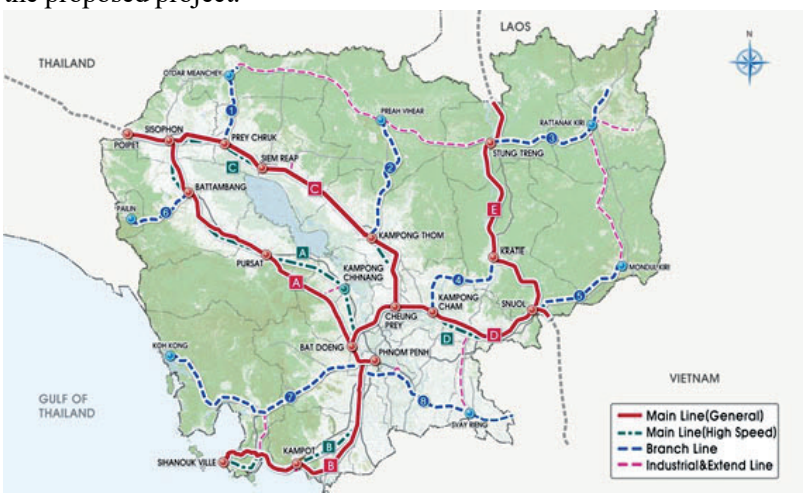
[1] Development of a new, high-speed railway line between Phnom Penh and Siem Reap to serve passenger traffic may also be considered.

Development Plan of Railway Network in Cambodia, March 2017, slide 24

Proposed New Railway Line to the New Phnom Penh Port

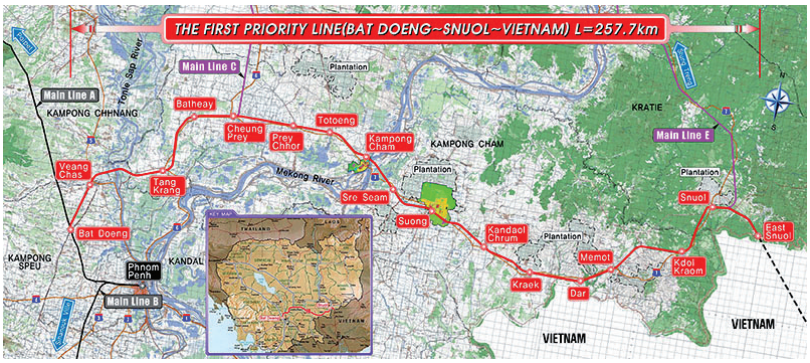
Phnom Penh (Bat Doeung / Bat Deng)/Vietnam Railway

As shown in the following figure, the *Master Plan for Railway Development in Cambodia* supported by the Korea International Cooperation Agency (KOICA) from 2011 to 2013 proposed a number of longer-term railway plans (in order of current governmental priority): (i) a 255-258 km Bat Doeng / Bat Deng-Snuol-Vietnam railway link (D; a missing link in the Singapore-Kunming Rail Link, which is now under China's Belt and Road initiative, and the Trans-Asian Railway), (ii) a 319 km, high-speed Sisophon-Siem Reap-Cheung Prey railway link (C), and (iii) a 248 km Snuol-Stung Treng-Lao PDR railway link. A series of China-funded feasibility studies (by the Third Railway and Design Institute) of the 255-258 km Bat Doeng / Bat Deng-Snuol-Vietnam railway link (D) has been undertaken (2009-2015), which would commence development under the proposed project.



Source: Chan Samleng, Director, Railways Department, MPWT, presentation to Land Transport Sub-TWG Meeting, 28 July 2017, slide 15

A more detailed figure showing a suggested alignment for the new line to Vietnam (D) is presented below.



More Detailed Drawing of a Suggested Alignment for a New Line to Vietnam

Source: KOICA Railway Master Planning Feasibility Study, Chapter

	B-1, p. 1 This alignment was also mentioned in the first ADB-supported GMS Transport Sector Study (1993-94), which noted that it would benefit from the foundation and embankment from an old 120 km line between Ho Chi Minh City and Loc Ninh. Regarding complementary efforts on the soft side, a cross-border railway agreement was reached between Cambodia and Vietnam in 2008 and a cross-border railway agreement within the GMS framework is at an advanced stage of negotiations.	
Key benefits	Key benefits include development of new railway links, providing lower-cost transport alternatives with less environmental impact than road transport, and in the case of the rail link to the new Phnom Port, promotion of growth of waterborne traffic. Considering (only) travel time savings, vehicle operating cost savings, and traffic accident cost reductions, the KOCIA master planning study estimated the economic rate of return of the railway link to Cambodia to be 12.5%, i.e., greater than the presumed opportunity cost of capital of 12%. However, the project was found to not be financially feasible unless a subsidy of at least 76% were to be provided.	
Scope of work	This new railway line would be built with a wide embankment for future expansion from meter gauge to standard gauge (1.435 m). Bridges across the Tonle Sap and Mekong Rivers with a total length of about 5,000 m would be required; total bridge length would be about 23.5 km. Specific tasks include the following: • Conduct feasibility and design studies; • Conduct social and environmental studies and implement impact mitigation measures, as required; • Undertake preparatory works (e.g., land acquisition); and • Undertake construction.	
Possible cost requirements	Short (2018-19)	-
	Medium (2020-22)	-
	Long (2023-25)	Rail Link to the New Phnom Port: US$ 75-250 (estimates vary, but the per km cost may be relatively high due to likely extensive land acquisition requirements) Phnom Penh-Viet Nam Railway: US$ 700 million (Chinese feasibility study), to US$ 1.267 billion (KOICA master plan), to US$ 1.5 billion (MPWT Railway Department estimates); the latter two estimates include motive power, rolling stock, and the signaling system
Other cost implications	Recurrent operating as well as routine/maintenance costs (operating costs are estimated at US$ 13.4 million in the opening year).	

Implementation	**Responsible Organizations**	**Planning**	MPWT(RD)
		Execution	MPWT(RD)
	PPP	**Public**	Infrastructure development by the Railways Department
		Private	Operation by concessionaire
	Schedule (tentative)	**Preparation/Planning**	Rail Link to the New Phnom Penh Port, 2016 and 2023 Phnom Penh (Bat Doeung / Bat Deng) to Vietnam Railway: 2009-2015 (KOICA railway master plan and Chinese feasibility studies) and 2023
		Implementation	Rail Link to the New Phnom Penh Port, 2024 to 2026 Phnom Penh (Bat Doeung / Bat Deng) to Vietnam Railway: 2024-2028

Capacity Constraints		Government resources for infrastructure spending are constrained (i.e., "fiscal space" is limited), making spending of the magnitude required for this project difficult without private sector participation, at least for several years.	
Further Clarification		The availability of private sector financing will need to be clarified in the mid-2020s. Also, regarding the rail link to the new Phnom Penh Port, a study comparing the different modal alternatives (road, river, or rail) should be undertaken; over the relatively short distance to the new port, rail may not necessarily be the best mode to develop.	
Social and Environmental Considerations	**Necessity of ECC**	Necessary	
	Anticipated Impact	Environmental	Possible environmental impacts due to increased train operations.
		Social	Possible impact on communities along the railway line.
	Major Scope of EIA	Environmental	Possible adverse impacts of construction (e.g., watercourse interference), water pollution control, air pollution and dust control (i.e., at the loading, transport, and unloading stages); however, adverse impacts of railway operations are smaller than those for road transport.
		Social	Possible large-scale resettlement requirements will need to be assessed.

Project Name	Phnom Penh Port Competitiveness Enhancement Project (Phase 2)	Project Number	P15-L1

Summary	**Site**	Phnom Penh Autonomous Port (PPAP)
	Project Description	The project is to sustain the economic growth of Cambodia by lowering the transport cost of import and export cargo, increase the cargo handling capacity of Phnom Penh Port to meet the future demand of containers and dry bulk. The project objectives can be summarized as follows: - Expansion of the existing container terminal and/or development of a new container terminal - Increase of dry bulk handling capacity The project contains following two components; 1) Further expansion of port capacity 2) Development of port promotion and sales enhancement strategy (to be continued from Short- and Mid-terms)
	Justification	**Strategic fit for Strategy 2** • Unblocking the current and future bottlenecks of the 2nd largest international gateway in Cambodia after Sihanoukville Autonomous Port (PAS), by physical and operational capacity enhancement. • Debottlenecking the physical constraints and/or higher costs because of bypassing alternative routes by enhancing trade potential and increasing the competitiveness of the PPAP in the intra- and international market. • Exploiting advantage that PPAP is located in Phnom Penh City which is the origin and destination of a considerable part of cargo in Cambodia by provision of more facilities and services to improve the logistics. **Project Background and Justifications** • Further expansion of port capacity - The current development of the container terminal up to 500,000 TEU per year when Phase 3 Development is completed will not be sufficient to handle the forecasted container traffic, which is estimated to be about 700,000 TEU in 2040. - After "Navigation Channel and Dredging Plan Phase 1" from Phnom Penh to Kampong Cham is implemented, waterborne transport of dry bulk along the Mekong River will increase. Phnom Penh Port is expected to be transshipment of dry bulk in case it is transported by river barges for export or import. - RoRo ferry transport on the inland waterway is envisaged by PPAP, who may construct public landing facilities for ferry services on the rivers. As dry bulk will be truck-hauled to/from PPAP Commercial Zone from/to National Highways NH5 to 8, Phnom Penh Port will play a role as a dry bulk hub exploiting advantages of the improved road network via inland waterway. • Development of port promotion and sales enhancement strategy

	- In view of the development of both the road network in the north-eastern and north-western areas of Cambodia and the development of waterways within PPAP's Commercial Zone, Phnom Penh Port can be more competitive with Sihanoukville Port. - Better connectivity with Cai Mep – Thi Vai Port is necessary for Phnom Penh Port to attract more container cargo by lowering the ocean-going maritime transport cost. - The port development strategy is, therefore, required to sustain the economic growth of Cambodia.	
Key benefits	• Overall, the proposed project will have following economic benefits: (i) Under "without project" scenario, trade potential will be capped (*importers and exporters*) (ii) Improvements of operational and financial efficiency (*port users and PPAP shareholders*) (iii) *Higher trade volumes and increase of government revenue (government benefits).* • Overall, port management and operations will become more effective and productivity/profitability is expected to increase.	
Scope of Work	**Further expansion of port capacity** • Identification of the development site for container terminal, dry bulk terminal and RoRo ferry landing facilities • Procurement of consultants for the following works - Feasibility study including demand forecast and basic design - Survey works, detailed design, preparation of tender documents - Selection of contractor/supplier - Construction supervision - Selection of terminal operators, if necessary • Construction works • Operation and maintenance **Development of port promotion and sales enhancement strategy (continued from Short- and Mid-terms)** • Coordination with other policy-making agencies in view of national development strategy • Preparation of a development master plan to exploit advantages of other transport sectors in Cambodia • Study on the port policies of the neighboring countries for Phnom Penh Port to make them advantageous to Phnom Penh Port	
Possible cost requirements	Short (2018-19)	N/A
	Medium (2020-22)	N/A
	Long (2023-25)	Capex US$ 80.3 million (Further expansion of port capacity) US$ 0.5 million (Development of port promotion and sales enhancement strategy) Consultancy Costs

			US$ 2.0 million (FS/ Procurement/ Project Management as required)
	Other cost implications	-	

Implementation	**Responsible Organizations**	**Planning**	• PPAP
		Implementation	• PPAP
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2023 (Completed)
		Implementation	2023-25

Capacity Constraints		-	
Further Clarification		-	
Social and Environmental Considerations	**Necessity of ECC**	ECC would be required for the further expansion of port facilities.	
	Anticipated Impact	Environmental	Possible local air quality, water quality degradation during construction period. Construction wastes management and relevant construction activity-related impacts are anticipated.
		Social	Possible land take process (depend on the site selection). Local traffic congestion during the construction phase.
	Major Scope of EIA	Environmental	Either of EIA/IEIA addressing major impacts, mentioned above, would be required.
		Social	Same as above.

Project Name	Kaorm Sormnor One Stop Processing Center Project	Project Number	P21-L1

Summary	**Site**	Kaorm Sormnor (border town along Mekong river at border with Vietnam)
	Project Description	The project aims to improve the facility and capacity of cross-border transport at Kaorm Sormnor Mekong river border toward realizing seamless border-crossing at the Kaorm Sormnor border point. There are three key project components, including the following: 1) Construction of one stop vessel entry and departure center at land border area of Cambodia and Viet Nam of Mekong river 2) The facility will be designed also for land border one stop service center. 3) 24-Hour Operationalization (coordination with Viet Nam is required)
	Justification	**Strategic fit in the Strategy 2:** • Unblocking the current bottlenecks at Kaorm Sormnor border crossing point by constructing One Stop Service Center and seek for 24 hour operationalization. • Moreover, the project is expected to support for the expansion of trade and cargo services. This is particularly essential for export goods to arrive in the major Vietnamese ports in time for shipping schedule. **Project Background and Justification** • The Kaorm Sormnor gate is a checkpoint of entry and departure of Cambodia through Mekong River. • Many number of cargo, container and passenger ships come and go through this check point to Phnom Penh New Port and other river ports. (2016 statistics shows 749 container ships, 398 bulk ship, 497 tanker ship and 357 cruise ship (total 2001 ship) called the Kaorm Sormnor check point. Total in and out passengers were 29,892 and 151,892 TEU containers are processed) • The gate is open for 7days a week however the processing the document takes place only at daytime. Therefore, the ships have to wait till morning even it has arrived at night time. • The ship anchor at the middle of the river therefore the shipping agent have to make two boat trips for every entry and departure (receive the necessary document from the ship, and after processing finished the documents will be returned to the ship). • The document processing must be done not only at Cambodia side but also Vietnam side. • There is no permanent berth at Kaorm Sormnor Therefore, when it is raining hard or wind is strong the shipping agency boat cannot go to the ship for procedures. • If there is at least one berth and a common control area with one stop service center is established, the vessel entry and

	departure procedures of both Cambodia and Vietnam side can be done at one place and can speed up the processing. The night time office opening would be easier for government officials. • The one stop service center can be used cargo clearance for trucks and cars crossing the land border of Kaorm Sormnor.	
Key benefits	• Overall, the project will have following economic benefits to each beneficiary: (i) Reductions of waiting time (shipping company, shipping agents, traders, government office) (ii) Safer operation of vessel entry and departure procedures. (shipping company, shipping agents) (iii) Higher trade volumes (government *benefits*). • Moreover, the project will increase the image of trade facilitation and competitiveness of Cambodia's logistics sector.	
Scope of Work	**Component 1: Construction of one stop center at land border area of Cambodia and Viet Nam of Mekong river** • Conduct a feasibility study and identify the construction site for one stop service center • Design the one stop service center that also can be used for land crossing trucks and cars. • Negotiate with land owner for purchase the site • Construct the one stop service center and berth **Component 2: 24-Hour Operationalization (coordination with Viet Nam is required)** • Propose 24 hours border office opening to Vietnam and agree • Allocate necessary personnel for 24 hours operation of the office.	
Possible cost requirements	Short (2018-19)	N/A
	Medium (2020-22)	N/A
	Long (2023-25)	Capex US$ 10million (Land acquisition) US$ 50million (Berth construction) US$ 2 million (OSSC construction) Opex US$ 3 million（berth management, OSSC management) US$0.2 million (annual)(staff costs for increased operating hours) Consultancy Costs • US$1.63 million (FS/ Procurement/ Project Management as required) • US$ 1.2 million (Research, coordination, Capacity Building and Training)

	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	• MPWT(GDL) and provincial Dept. of MPWT (1st component) • MEF(GDCE) (2nd component)
		Implementation	• MPWT(GDL) and provincial Dept. of MPWT (1st component) • MEF(GDCE) (2nd component)
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2023
		Implementation	2023-25

Capacity Constraints		Technical assistance may be required.	
Further Clarification		Coordination with Vietnam side for OSSC construction and opening the gate for 24 hours.	
Social and Environmental Considerations	**Necessity of ECC**	ECC would be required for the construction of one stop vessel entry and departure center.	
	Anticipated Impact	Environmental	Possible local air quality, water quality degradation during construction period. Construction wastes management and relevant construction activity-related impacts are anticipated.
		Social	Possible land take process (depend on the site selection). Local traffic congestion during the construction phase.
	Major Scope of EIA	Environmental	Either of EIA/IEIA addressing major impacts, mentioned above, would be required.
		Social	Same as above.

Project Name	Regional Logistics Complex Project	Project Number	P23-L1

Summary	**Site**	Battambang Stung Treng Siem Reap
	Project Description	Logistics volume drastically increases depending upon overall economic growth, rise of income level and population increase. Especially consumption goods in urban area drastically increases, depending upon rapid urbanization and rise f income level of urban residents. This trend (increase of logistics demand) may continue in future based on the urbanization in regional cities. Regional Logistics Complex project is to identify the designated area for comprehensive logistics hub in regional cities by concentrating all related activities such as public truck terminal, distribution center, logistics service businesses, other related facilities. The project also needs to prepare the incentives plan to guide/attract private logistics related businesses like provision of basic infrastructure, transport network, tax incentives so on.
	Justification	**Strategic fit in Strategy 2** • Strengthening of logistics hub function in region to improve efficiency of logistics as well as to promote more related businesses. • Accelerating establishment of the regional distribution center towards the last mile logistics **Project Background and Justification** Cambodia enjoys continuous economic growth in the past decade. Population gradually increases as well. Depending upon these favorable socio-economic situation, trade volume or logistics volume rapidly increases in Cambodia. It is expected that these trends will be continued in further years. In addition, urban population increases rapidly especially large cities like not only Phnom Penh and Sihanoukvile, but also other regional cities such as Siem Reap, Battambong, Stung Treng and so on. The logistics volume in regional cities will increase accordingly. Regional Logistics Complex aims to develop comprehensive logistics hub in regional cities to concentrate all related activities such as public truck terminal, distribution center, logistics service businesses, other related facilities in one area to maximize efficiency of logistics activities. It will contribute to avoid traffic congestion in the downtown, keep logistics efficiency, and cost reduction. Future expansion and diversification of logistics activities will be also taken into account in the complex. Particularly, the regional logistics complex has also important role to realize “last mile logistics” in the regions to promote regional distribution center that is a key of the last mile logistics in terms of facility development.

	Key benefits	Beneficiary: logistics and related businesses, citizen (through restraint of increased traffic) Benefit: (i) More efficient logistics and related services (ii) Acceleration of new logistics businesses in the complex (iii) Restraint increased traffic volume cased from logistics in down town (iv) More intensive land use with urban renewal after the logistics businesses relocated from the downtown to the complex	
	Scope of work	• Designation of complex zone • Zoning plan in close coordination with Urban Development Plan of the regional cities • Coordination with future transport and urban transport plan • Facility plan (Public Truck Terminal Development, Cold Storage Development, Distribution Center (DC) of private companies, other related facilities) • Basic Infrastructure development in the complex zone • Incentives to attract private investment into the complex zone	
	Possible cost requirements	Short (2018-19)	-
		Medium (2020-22)	-
		Long (2023-25)	10 million each city
	Other cost implications	None	

Implementation	**Responsible Organization**	**Planning**	MPWT(GDL)
		Implementation	MPWT(GDL), provincial government
	PPP	**Public**	Designation of area and land use zoning Provision of basic infrastructure Provision of Incentives
		Private	Development of own facilities
	Schedule (tentative)	**Preparation/Planning**	2023-2025
		Implementation	After 2025

Capacity Constraints		Planning and coordination capacity of GDL	
Further Clarification		N/A	
Social and Environmental Consideration	**Necessity of ECC**	ECC would be required for the construction of proposed regional logistics complex facilities.	
	Anticipated Impact	Environmental	Possible local air quality, water quality degradation during construction period. Construction wastes management and relevant construction activity-related impacts are anticipated.
		Social	Possible land take process (depend on the site selection). Local traffic congestion during the construction phase.

	Major Scope of EIA	Environmental	Either of EIA/IEIA addressing major impacts, mentioned above, would be required.
		Social	Same as above.

Project Name	Kampong Chnang Logistics/Business Special Zone	Project Number	P24-L1

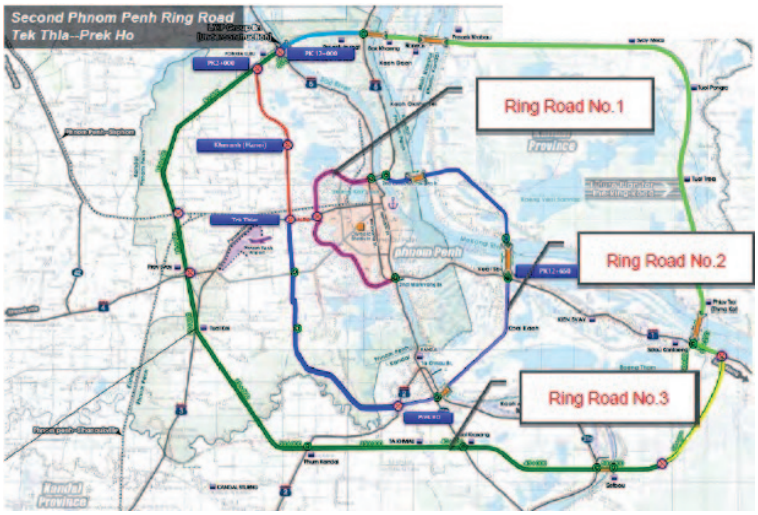
Summary	**Site**	Kampong Chhnang
	Project Description	The project contains following four components; 1) Marketing Study on potential businesses 2) Development of Logistics/Business Special Zone Concept leading to a potential rehabilitation of the site 3) Promotion of Private Investor(s)
	Justification	**Strategic fit in Strategy 2** • Development of Logistics/Business special zone is expected to effectively benefit from a rehabilitation of the Kampong Chhnang site. Developing at the same time its connectivity to the national and regional networks, such logistics/business special zone could become an advantageous multimodal transport site toward Regional Hub in the Mekong Region. **Project Background and Justifications** • Kampong Chhnang is located only 95km from Phnom Penh, and the existing airstrip has runway of 2.5km in length as well as small airport tower and other buildings which needs restoration • The investment on Kampong Chhnang International Project (KCI) which includes rehabilitation/improvement of existing airport. • The cost of Phase 1 development including airport upgrading, purchase of land etc. was estimated at US$ 668 million by pre-Feasibility study and conceptual masterplan by WATBOREY Investment Co. Ltd in 2009 • Utilizing the upgraded or improved site, the development of logistics/business special zone with regional businesses base/centers well connected to national and regional networks may serve Mekong region as regional hub. • It can potentially attract private investors for operation of the airport, logistics centers with VMI etc.
	Key benefits	• The proposed project will have the following economic benefits: (i) Improvements of operational and financial efficiency (logistic/business zone uses, and potential concessionaire) (ii) Reduced logistics time and costs by providing efficient services including VMI (shippers and end-users) (iii) Increase of trade volumes by attracting goods from/to other ASEAN countries and increase in government revenue (government benefits).
	Scope of Work	**Marketing Study on Potential Businesses** • Marketing surveys • Demand analysis • Business feasibility **Rehabilitation/Improvement of existing Kampong Chhnang airport site**

		• Feasibility Study • Detailed design and preparation of bidding documents • Procurement of the rehabilitation/improvement works • Procurement of the operators • Project management and construction supervision **Development of Logistics/Business Special Zone Concept** • Feasibility Study including selection of the location, area of development, access infrastructure as well as defining necessary logistic functions and incentives to be given • Business environment improvement and incentives plan (including VMI) • Implementation Plan • Procurement of Investor • Concession • Construction **Promotion of Private Investor(s)** • Public relations Implementation of promotion activities including workshops or business conference NOTE: in case of a long-term plan to restore civil aviation activity at Kampong Chhnang airport, it will be necessary to involve the current operator and developer of the international airports in the process, to optimize the outcome of the solutions and take into account the complementarity with the development at the existing airports on the long term.	
	Possible cost requirements	Short (2018-19)	NA
		Medium (2020-22)	US$ 2.8 million (FS and masterplan)
		Long (2023-25)	In the option of a civil airport activity: Capex US$ 53 million (Airport rehabilitation/improvement) US$ 95 million (Airport upgrading/expansion) US$ 90 million (logistic special zone) Consultancy Costs US$ 6.0 million
	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	• MPWT(GDL), SSCA
		Implementation	• SSCA
	PPP	**Public**	incentives
		Private	Investment, O&M
	Schedule (tentative)	**Preparation/Planning**	2023 -2025
		Implementation	Beyond 2025

Capacity Constraints		N/A	
Further Clarification		N/A	
Social and Environmental Considerations	**Necessity of ECC**	ECC would be required for the development of the proposed logistics/business special zone.	
	Anticipated Impact	Environmental	Possible local air quality, water quality degradation during construction period. Construction wastes management and relevant construction activity-related impacts are anticipated.
		Social	Possible land take process (depend on the site selection). Local traffic congestion during the construction phase.
	Major Scope of EIA	Environmental	Either of EIA/IEIA addressing major impacts, mentioned above, would be required.
		Social	Same as above.

Project Name	Phnom Penh Ring Road No. 3 (including Truck Traffic Control Measures)	Project Number	P25-L1

Summary	**Site**	Phnom Penh	
	Project Description	The Capital City of Phnom Penh / Phnom Penh Capital Administration has developed urban road development master plan, which includes 3 ring road system. The project is to construct new outer ring road at Phnom Penh. 	
	Justification	**Strategic fit in Strategy 2** • Improving transport conditions in Phnom Pen to be more flexible transport and delivery • Reducing logistics cost by improving transport efficiency • Reducing traffic congestions by reducing through-traffic in Phnom Penh **Project Background and Justification** Phnom Penh City has track ban system to reduce track in daytime at urban area of Phnom Penh. Truck ban has many rationales and positive effects. However it negatively functions cargo transport, especially for transport between Phnom Penh Port and SEZs in the western suburban area. It is one of factors on high logistics cost. The Ring Road aims at providing outer by-pass road at Phnom Penh and passes outside the truck ban area of Phnom Penh. Accordingly, it is expected to offer smooth traffic in day time to connect new Phnom Penh Port with existing industrial areas in the eastern suburban area.	
	Key benefits	Beneficiary: logistics and related businesses Benefit: (i) More efficient logistics and related services (ii) Acceleration of new support businesses in the complex, (iii) Restraint increased traffic volume cased from logistics	
	Scope of work	• Construction of new road • Revision of track ban (after completion of the ring road)	
	Possible cost	Short (2018-19)	-

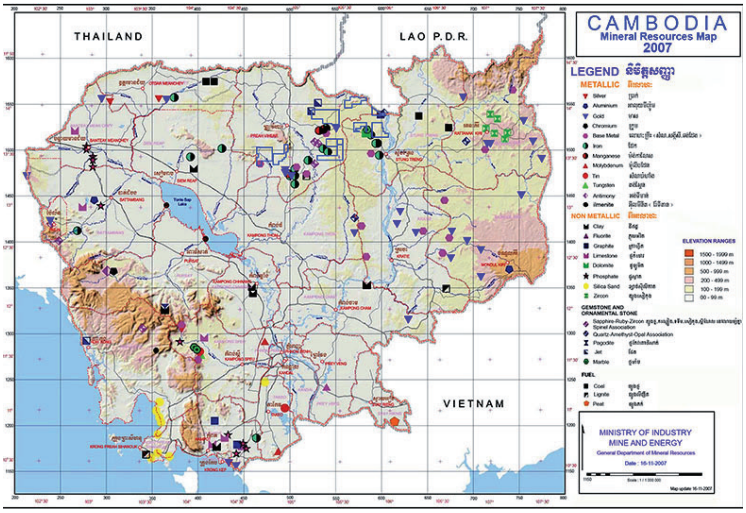
	requirements	Medium (2020-22)	-
		Long (2023-25)	F/S and D/D: US$ 5 million Construction: US$ 800 million
	Other cost implications	N/A	

Implementation	**Responsible Organization**	**Planning**	PPCC, MPWT(DH)
		Implementation	PPCC
	PPP	**Public**	Planning, designing, construction and management and maintenance
		Private	none
	Schedule (tentative)	**Preparation/Planning**	2023-2025
		Implementation	After 2025

Capacity Constraints		Fanatical arrangement	
Further Clarification		N/A	
Social and Environmental Consideration	**Necessity of ECC**	ECC would be required for the proposed partial road construction.	
	Anticipated Impact	Environmental	Possible local air quality, water quality degradation during construction period. Construction wastes management and relevant construction activity-related impacts are anticipated.
		Social	Possible land take process (depend on the site selection). Local traffic congestion during the construction phase.
	Major Scope of EIA	Environmental	Either of EIA/IEIA addressing major impacts, mentioned above, would be required.
		Social	Same as above.

Project Name	Enhancement of Regional/Local Linkages	**Project Number**	P26-L1

Summary	**Site**	Various regional/local areas in western, southern, northern, and northeastern Cambodia
	Project Description	The project entails improving regional/local linkages in various regions of the country. Identified subprojects include: 1) a Battambang-Sihanoukville road link, 2) a Siem Reap-Battambang road link, 3) a Kampong Thom-Kampong Chhnang road link, and 4) improvement of roads connecting northeastern Cambodia and the Northern Subcorridor / improvement of roads to support minerals development in northern and northeastern Cambodia.
	Justification	**Position in Strategy 2** • Enhancement of regional/local linkages, to promote economic development in more remote areas • Facilitation of domestic and international trade (as well as tourism) of Cambodia **Project Background and Justification** The project has been formulated to stimulate development in regional/local areas, to develop industries with comparative advantage(s), e.g., minerals development in northern and northeastern Cambodia, tourism in northwestern Cambodia. Specific observations relevant to the identified subprojects follow: • Battambang-Sihanoukville road link: At the northern end, improvement of the road section between Battambang and Pursat long NR/NH 5 is ongoing/programmed under Project P11-S1, with JICA support. At the southern end, improvement of NR/NH 4 is programmed under P12-S2 with planned World Bank assistance, and widening may be pursued under this project and/or the project for enhancement of national roads (P11-L3). An intermediate section of about 250 km would require new development through the Cardamom [Krâvanh] Mountains (with peaks of 1,000+ m), although it may be possible to construct the road through a valley. • Siem Reap-Battambang road link: Improving east-west access, this link would require a new road of about 60 km, south of a point about 30 km west of Siem Reap, but it would save considerable time compared to the current connection via NR/NH 6 and NR/NH 5. • Kampong Thom-Kampong Chhnang road link: Also, improving east-west access, this link would require a new

		road of about 60 km, including a crossing of the Tonle Sap River. • Improvement of roads connecting northeastern Cambodia and the Northern Subcorridor / improvement of roads to support minerals development in northern and northeastern Cambodia The following figure illustrates locations of mineral deposits in the country, with generally the greatest concentrations in the north and northeast. Associated roads to improve may include NR 7, 9, 62, 76, and 78. For reference, NR 9 in northern Cambodia was improved (DBST) from 2012 to 2015 with a US$ 63.8 million loan from China; NR 62 from Kampong Thom to Tbeng Meanchey (128 km) was improved (DBST) from 2009 to 2012 with a US $ 52.0 million loan from China; NR 76 from Snoul to Sen Monorom (127 km) was improved (DBST) from 2008 to 2011 with a US$ 51.9 million loan from China; and NR 78 from Ban Lung to the Vietnam border (69.6 km) was improved (AC) from 2007 to 2009 with a US$ 22 million loan from Vietnam.  **Locations of Mineral Deposits in Cambodia** Source: Ministry of Mines and Energy, Cambodia, November 2007
	Key benefits	Economic development benefits are envisaged from the project, e.g., agricultural development from the Battambang-Sihanoukville and Kampong Thom-Kampong Chhnang road links, tourism development from the Siem Reap-Battambang road link, and minerals development from the improvement of roads connecting northeastern Cambodia and the Northern Subcorridor / improvement of roads to support minerals development in northern and northeastern Cambodia.
	Scope of work	• 4-laning of the whole or part of NR/NH 1, NR/NH 3, NR/NH 4, and NR/NH 6 The project consists of improvement of existing roads and development of new roads to promote regional/local rural development, with associated civil works and consulting services. Tasks will include feasibility studies, detailed design, selection of contractor(s), construction, and maintenance (if a hybrid-based

		performance contract is applied).	
	Possible cost requirements	Short (2018-19)	-
		Medium (2020-22)	
		Long (2023-25)	F/S and D/D: US$10 million Construction: US$ 1,420 million
	Other cost implications	Recurrent routine and periodic maintenance costs	

Implementation	**Responsible Organizations**	**Planning**	MPWT
		Execution	MPWT
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2023
		Implementation	2023-2025 and beyond

Capacity Constraints		N/A	
Further Clarification		N/A	
Social and Environmental Considerations	**Necessity of ECC**	ECC would be required for the proposed road link construction.	
	Anticipated Impact	Environmental	To be determined in detailed studies.
		Social	Possible land acquisition / resettlement impacts
	Major Scope of EIA	Environmental	Either of EIA/IEIA addressing major impacts, mentioned above, would be required.
		Social	Same as above.

Project Name	Battambang Cement Terminal	Project Number	P26-L2

Summary	**Site**	Battambang. The location(s) needs to be decided by F/S.
	Project Description	The aim of the project is to facilitate logistics demand around the cement production (lime stone) areas and to reduce local logistics costs to transport cement for both domestic use and potential export by improving access to Phnom Penh and Sihanoukville port. Overall, the Battambang Cement Terminal could include the following functions: 1) Supar line from the main line of the Northern Line 2) Freight station (warehouse)
	Justification	**Strategic fit in the Strategy 2:** • Increasing the flexibility and speediness of the transport of cement by Northern railway would enhance the industrial development of mining sector. • Moreover, reductions of logistics costs by establishing efficient logistics services could fit to the Strategy objectives • Activating regional potential for the development of rural areas would fit to the IDP and other national strategies **Background and Justifications** • Production of cement in Cambodia was 3 million tons in 2016 in Cambodia and it is expected to increase in near future because of the new construction of cement plant. Cement is mainly consumed in the domestic market, although some are exported via by road transportation. Despite that there is the increased demands from the construction and development in Cambodia, only truck based transportation is available. The characteristics of cement is suitable to railway transportation. It is proposed to transform the main mode of transportation from trucks to railways gradually to reduce logistics cost. • The northern line is being rehabilitated, and becomes available by 2020. Currently transport costs related to railway transportation are significantly lower than those of truck based transportation (US$ 0.42 per km for Railways vis-à-vis US$ 1.0 – 1.5 per km for trucks). However, total costs are not necessarily low. This is mainly because it is still necessary to make use of trucks for local transportation, possibly twice at the origin and destination (e.g. local transportation in Battambang and Phnom Penh and associated transshipment/transloading costs).
	Key benefits	• Overall, the project will have following economic benefits to each beneficiary: (i) Reductions of logistics costs (*to cement producers and users such as construction industry*); and (ii) Higher trade volumes (*nationwide benefits*).
	Scope of Work	• Demand Study • Run public consultations • Pre-feasibility study (with or without PPP scope) • Feasibility study including selection of the location, area of

		development, access infrastructure • Detailed design and preparation of bidding documents • Procurement of the construction works including utility services • Project management and construction supervision	
	Possible cost requirements	Short (2018-19)	N/A
		Medium (2020-22)	N/A
		Long (2023-25)	F/S and spport: US$ 1.2 million Construction: US$ 10 million
	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	• MPWT (Railways department) • Ministry of Mines and Energy
		Implementation	• MPWT (Railways department) • (possibly PPP unit)
	PPP	**Public**	• PPP solution is possible and desirable. The government can provide the land space in a strategic location
		Private	• Operations
	Schedule (tentative)	**Preparation/Planning**	2023-2024
		Implementation	2025-

Capacity Constraints		This project needs large land near the railway station	
Further Clarification		N/A	
Social and Environmental Considerations	**Necessity of ECC**	ECC would be required for the proposed cement terminal facilities construction.	
	Anticipated Impact	Environmental	Possible local air quality, water quality degradation during construction period. Construction wastes management and relevant construction activity-related impacts are anticipated.
		Social	Possible land take process (depend on the site selection). Local traffic congestion during the construction phase.
	Major Scope of EIA	Environmental	Either of EIA/IEIA addressing major impacts, mentioned above, would be required.
		Social	Same as above.

Project Name	Border Clearance Procedures Improvement Project (Phase 3)	Project Number	P32-L1

Summary	**Site**	General Department of Customs and Excise
	Project Description	The third phase of the project aims to merge all the developed system at the phase two into the CNSW. The key project component is the following: • Introduction of the CNSW and associated Capacity Building
	Justification	**Strategic fit in the Strategy 3: Realization of Seamless Border Management** • The third phase of the project realizes to connect all the developed computerized system at the second phase to CNSW. Also roll out the CNSW system to all the border office in Cambodia and complete the CNSW. • This will realize the seamless border management by all the border related government agencies at all border crossing point. • Moreover, the project is expected to speed up the clearance procedures and contribute to the economic development and revenue generation of Cambodia. **Project Background and Justification** • The GDCE is a leading agency of implementing CNSW. • At the first phase of the project following agencies systems will be developed and connected to CNSW. - Council Development of Cambodia, - Ministry of Agriculture, Forestry and Fisheries - Ministry of Health - Ministry of Industry and Handicrafts - Ministry of Commerce • At the second phase of the project following government office systems were developed. - Ministry of Culture and Fine Arts - Ministry of Defense - Ministry of Energy and Mining - Ministry of Environment - Ministry of Interior - Ministry of Post and Telecommunications - National Bank of Cambodia • At the third phase of the project, connect all the systems that are developed at the second phase of the project to CNSW. • Roll out the CNSW to all the border office of Cambodia
	Key benefits	• Overall, the project will have following economic benefits to each beneficiary: (i) Computerizing the clearance procedures with paperless environment (*importers, exporters and customs brokers, and government agencies)*; (ii) Modernizing the clearance system will contribute to stable clearance management (*importers, exporters and customs brokers, and government agencies)* (iii) More attractive investment and trade environment (investors,

		government). • Moreover, the project will increase the competitiveness of Cambodia's logistics sector.	
	Scope of Work	**Component 1: Introduction of the CNSW and associated Capacity Building** • Set up a task force team under the CNSW committee and agrees on to make connection of all the systems developed for other government agencies to be connected to CNSW. • The CNSW committee procure the ICT company that will connect all the developed system under the phase two to CNSW. • Make sure that CNSW is connected to all the border crossing clearance office and implemented. • A seminar would be held for the user of the system. • Training to government officers and users shall be conducted. • A help desk should be established to support the users.	
	Possible cost requirements	Short (2018-19)	N/A
		Medium (2020-22)	N/A
		Long (2023-25)	Capex • US$ 1 million (Connection of all the developed system to CNSW.) Opex • US$ 1 million (annual) (maintenance cost for the new system) Consultancy Costs • US$ 0.05 million (Project Management as required) US$ 1.8 million (Capacity Building and Training)
	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	• MEF(GDCE) and other government agencies
		Implementation	• MEF(GDCE) and other government agencies
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2023
		Implementation	2023-25

Capacity Constraints		Technical assistance may be required for system development and implementation.	
Further Clarification		N/A	
Social and Environmental Considerations	**Necessity of ECC**	This project has been already approved so that no necessity of ECC.	
	Anticipated Impact	Environmental	N/A
		Social	N/A

	Major Scope of EIA	Environmental	No necessity of EIA/IEIA.
		Social	No necessity of EIA/IEIA.

Project Name	Truck Modernization Project (Phase 2)	Project Number	P43-L1

Summary	**Site**	Cambodia
	Project Description	In Cambodia, most of the trucks and trailers used for freight transport are second hand imported from USA, Canada, Korea and Japan because of the vehicle price. Second hand vehicles are likely to require maintenance cost, fuel consumption and emitting exhaust gas. Reducing old freight vehicle and increasing brand new one including fuel-efficient and less required maintenance is necessary in terms of providing better freight service and keeping better environment. The project consists of following two components 1) Study of the Market for Trucks and Heavy Vehicles 2) Introduction of an Incentive System to Increase the Number of Eco Trucks and New Logistics Vehicles
	Justification	**Strategic fit for Strategy 4** • Increasing modernized freight vehicle could contribute to decrease the troubles during transportation and to reduce the freight cost • Trucking companies could be enhanced by introducing truck modernization **Project Background and Justifications** • The second-hand vehicles, say old vehicles need regular maintenance for safety working however small-scale companies tend not to well care because of the cost. These old vehicles without maintenance were reported to have troubles in freight service and to cause unexpected delivery delay and traffic congestion in middle of highway. • These old vehicle is lower millage compared to modernized one. In other word, such old gas eater vehicle contributes to high freight cost
	Key benefits	(i) By introducing of incentive system for purchasing brand-new or eco vehicle, the trucking companies could attain better freight vehicle and reduce the costs (ii) Reduction of old vehicle could contribute to keep better environment in terms of gas emission
	Scope of work	**Study of the Market for Trucks and Heavy Vehicles** • Interview survey for data collection of in-use freight vehicles • Establishment of the database by using collected data in terms of manufacturing year, purchase price, maintenance cost and gas emission volume • Study on buying motive of brand new/ eco vehicle to the truck companies • Market analysis • Impact analysis of introducing brand new/eco vehicles **Introduction of an Incentive System to Increase the Number of Eco Trucks and New Logistics Vehicles** • Discussion with General Department of Customs and

		Excise about introducing the incentive system for purchasing brand new/ eco vehicle for freight transport	
	Possible cost requirements	Short (2018-19)	N/A
		Medium (2020-22)	N/A
		Long (2023-25)	US$ 0.8 million
	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	MPWT(GDL) and CAMTA
		Execution	MEF(GDCE)
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation**	2023
		Implementation	2025 and beyond

Capacity Constraints		Introducing the incentive system needs to careful discussion with GDCE due that it might affect tax revenue in Cambodia.	
Further Clarification		N/A	
Social and Environmental Considerations	**Necessity of ECC**	This project is categorized as an institutional strengthening one so that no necessity of ECC.	
	Anticipated Impact	Environmental	N/A
		Social	N/A
	Major Scope of EIA	Environmental	N/A
		Social	N/A

Project Name	Introduction of Grading System(s) (Phase 2)	Project Number	P43-L2

Summary	**Site**	Phnom Penh and other areas
	Project Description	Since the market of logistics industry has relatively low barrier to entry, various number of players have been working for this sector. As Cambodia is unexceptional, a variety of logistics companies could be recognized ranging from large-scale enterprises dealing with international freight to small-scale companies such as family-run or individual management business. For the service user, selection of logistics service provider was reported to be difficult due to the large number of companies and limited information about such service providers. The project aims to grade the scale, service and quality of logistics industry companies in Cambodia. For the 2nd phase, the other companies related to logistic industry are graded with a basis of the result of 1st Phase Project (P43-M1). • Introducing the grading system for other logistics companies
	Justification	**Strategic fit in the Strategy 4:** • In accordance with expanding economic activities, diversified logistics services are expected to provide in Cambodia. Since demands of the logistics service user have variety depending of the package size, delivery time, level of certainty and transportation cost, the grading system could contribute to match between customer and service provider appropriately. **Project Background and Justifications** • Luck of the information about logistics service provider tends to cause trouble due to mismatch expectation of service between the customers and providers. Because there are several irresponsible service providers and illegal operator without required license in the logistics industry sector in Cambodia. • Middle- and small-scale companies tend to do their business without registration in order to avoid tax payment. • This grading system is expected to provide qualified services for customers, to reduce the illegal or/and unregistered operators
	Key benefits	Overall, the project will have following benefits. (i) Logistics service user could select appropriate logistics company and meet their satisfaction (ii) Reduction of irresponsible and unregistered operators is expected (iii) Increase corporate tax is anticipated;
	Scope of Work	**Introducing the grading system for other logistics companies** • Grouping the logistics companies except truck company and custom broker, such as warehouse/ ICD, shipping line and

		air cargo • Develop evaluation system for grading of custom broker by means of interview or/and questionnaire surveys • Establish the data base of other logistics companies in Cambodia • Introducing the grading system	
	Possible cost requirements	Short (2018-19)	N/A
		Medium (2020-22)	N/A
		Long (2023-25)	US$ 0.8 million
	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	• MPWT(GDL), CAMFFA and other private companies who is a member of Logistics TWG
		Implementation	• CAMTA, CAMFFA or new association
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2023
		Implementation	2023-25

Capacity Constraints		Understanding current logistics service provider supposes to take certain time. Introducing the grading system should be discussed in the Technical Working Group established in the program of "Public-Private Dialogue (P42)"	
Further Clarification		N/A	
Social and Environmental Considerations	**Necessity of ECC**	This project is categorized as an institutional strengthening one so that no necessity of ECC.	
	Anticipated Impact	Environmental	N/A
		Social	N/A
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA.
		Social	No necessity of EIA/IEIA.

Project Name	Market Environment Improvement Project	Project Number	P45-L1

Summary	**Site**	Not specified
	Project Description	The project aims at realizing "Good Governance" in the field of logistics sector. Many logistics providers (private business) point out existence of unofficial payment in the logistics cost. It seems to be a constraints of logistics improvement and harms industrial competitiveness of Cambodia, and consequently are borne by the peoples in Cambodia. The project focuses on improving the following 3 points of view of public services related to the logistics: • Fairness • Transparency • Accountability In addition, it is also necessary to provide sufficient information through PR activities. It contributes to build reliability on the logistics administration from the private sector and peoples in Cambodia.
	Justification	**Strategic fit in the Strategy 4** • The key theme of the Strategy 4 is to improve functions of the logistics market with sound regulation and competition. This project fits to the objective through improving overall business basements in Cambodia. • This largely contributes to encourage/ enhance private investment and businesses in general, including logistics businesses **Project Background and Justifications** • National Strategic Development Plan (NSDP) 2014-2018 emphasizes "Good Governance" as the core of the Rectangular Strategy". Fighting Corruption is the "the central position" and the first issue in the NSDP. • Anti-Corruption Unit and Anti-Corruption Law are established. • Ministry of National Assembly-Senate Relations and Inspection (MONASRI) puts five piers to reduce corruption:1) Low dissemination, 2) Inspection, 3) Monitoring law enforcement, 4) compliant handling, and 5) institutional strengthening and capacity development. • Along this fundamental policy, the logistics sector may have benefits by emphasizing 1) fairness, 2) transparency, and 3) accountability to realize stable and reliable procedure and inspection on import and export.
	Key benefits	Beneficiary: logistics and related businesses (through being accountable expenditure), Manufacturers (trough reducing transport cost), consumers (through reducing prices) Benefit: (i) accountable expenditure (ii) reducing transport cost
	Scope of work	**Preliminary Analysis** • Review of current system • Lean foreign cases

		• Interview to private businesses • Problem identification • Countermeasures including the fields of 1) Low dissemination, 2) Inspection, 3) Monitoring law enforcement, 4) compliant handling, and 5) institutional strengthening and capacity development.	
	Possible cost requirements	Short (2018-19)	-
		Medium (2020-22)	-
		Long (2023-25)	US$ 150,000.
	Other cost implications	N/A	

Implementation	**Responsible Organization**	**Planning**	Anti-corruption unit, MPWT(GDL)
		Implementation	Anti-corruption unit, MPWT(GDL)
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2023-2025
		Implementation	After 2025

Capacity Constraints		Modal of government staffs	
Further Clarification		N/A	
Social and Environmental Consideration	**Necessity of ECC**	This project is categorized as an institutional strengthening one so that no necessity of ECC.	
	Anticipated Impact	Environmental	N/A
		Social	N/A
	Major Scope of EIA	Environmental	N/A
		Social	N/A

Project Name	Logistics Institutional Capacity Building Project (Phase 3)	Project Number	P51-L1

Summary	**Site**	MPWT (General Department of Logistics)
	Project Description	The project aims to enhance the logistics institutional capacity of General Department of Logistics (GDL) for the effective implementation of the Logistics Masterplan and overall evaluation, and preparation of the next stage to improve the logistics system. The key components of the project include the enhancement of capacity of GDL for the followings: 1) Review successes and shortcomings of the masterplan implementation; 2) Preparation of next stage of the Logistics Masterplan
	Justification	**Position in Strategy 5:** • Developing a self-sustained mechanism through capacity building for the implementation of the Master Plan and future logistics improvement. • Strengthening the institutional framework and enhancement of the inter-ministerial and private sector consultation capacity. **Project Background and Justification** • In the medium term of the Logistics Masterplan, the capacity of GDL is essential to make maximum output; such as monitoring, implementation including project management, and problem-solving of the logistics issues and delayed projects. • GDL will continue to play a key role to facilitate the implementation of the Logistics Masterplan, with the mechanism developed in the short-term.
	Key benefits	Overall, the project will have the following economic benefits to each beneficiary: (i) GDL's management and coordinating capacity will increase, thus the implementation and outputs of the Logistics Masterplan will be maximized *(all stakeholders); and* (ii) Preparation and planning of the next stage after the Logistics Masterplan period *(all stakeholders)*
	Scope of work	**Component 1: Facilitation of TWG, NLSC and NLC and Publicization of Logistics Master Plan** • Continue to facilitate TWG, NLSC and NLC meetings, especially to monitor the progress of implementation and evaluate outputs and outcome of the Logistics Masterplan. • Continue to facilitate public-private consultation and problem-solving of the logistics issues • Publish the annual report of the Logistics Masterplan and post on the MPWT website **Component 2: Promotion of Implementation of Logistics Master Plan Projects and Preparation for Next Action** • Capacity building of project management by conducting Pre-Feasibility study to implement and coordinate project implementation of the actions of Logistics Masterplan

		• Examine and prepare the further development plan or renewal of the Logistics Masterplan after 2025 **Component 3: Monitoring and Evaluation and Preparation for Final Evaluation of Logistics Master Plan** • Continue monitoring and reporting of the progress and output of the Logistics Masterplan • Review the pending issues that needs to be dealt with, and action that needs to be taken to cope with issues delaying the implementation • Preparation for the final evaluation of the overall Logistics Masterplan	
	Possible cost requirements	Short (2018-19)	N/A
		Medium (2020-22)	N/A
		Long (2023-25)	Capex Administration and general budget for consultation US$ 0.03-0.05 million (annual) Consultancy Cost US$ 0.01-0.02 million (Survey, one time) US$ 0.02- 0.03 million (Pre-Feasibility Study for one project)
	Other cost implications	N/A	

Implementation	**Responsible Organizations**	**Planning**	• MPWT(GDL)
		Implementation	• MPWT(GDL)
	PPP	**Public**	N/A
		Private	N/A
	Schedule (tentative)	**Preparation/Planning**	2023
		Implementation	2023-2025

Capacity Constraints		N/A	
Further Clarification		N/A	
Social and Environmental Consideration	**Necessity of ECC**	This project is categorized as an institutional strengthening one so that no necessity of ECC.	
	Anticipated Impact	Environmental	N/A
		Social	N/A
	Major Scope of EIA	Environmental	No necessity of EIA/IEIA.
		Social	No necessity of EIA/IEIA.

Appendix 2

Action Plan

Policy Measures/ Action Plans	Baseline (2017)	Target Year	Responsible Institution(s)
Strategy 1: Development of Economic Corridors and International Gateways			
Short-Term Actions			
Debottlenecking of the Central Subcorridor (P11-S1)	F/S was completed	2022	*Lead Institution*: MPWT *Other Relevant Institutions*: JICA, ADB
Debottlenecking of the Intercorridor Link (Sihanoukville – Phnom Penh Section) (P11-S2)	F/S was completed, and construction started for expressway component Preliminary assessment undertaken for the road upgrading component	2022	*Lead Institution*: MPWT *Other Relevant Institutions*: World Bank, China
Debottlenecking of the Southern Coastal Corridor Subcorridor (P11-S3)	F/S completed. Construction to start in 2017/18.	2022	*Lead Institution*: MPWT *Other Relevant Institutions*: Economic Development Cooperation Fund (Korea) and the Export-Import Bank of Korea (KEXIM)
Overloading Control Capacity Enhancement (P11-S4)	Needs identified by the government and business associations.	2019	*Lead Institution: MPWT (GDT)* *Other Relevant Institutions: CAMTA*
Northern Line Railway Improvement Project (Phase 1) (P12-S1)	Basic improvements/rehabilitation started	2019	*Lead Institution*: MPWT *Other Relevant Institutions*: Royal Railways, Government of Thailand
Mekong River Transport Improvement Project (P13-S1)	Project components were identified by various studies, but feasibility studies have not yet been conducted	2019	*Lead Institution*: MPWT, PPAP *Other Relevant Institutions*: Korean Exim Bank, GDWTP
Mekong River Night Time Waterway Transportation Implementation Project (P13-S2)	Project components were identified by various studies and the agreement between Cambodia and Vietnam has been signed, but the actual operation have not yet been implemented	2022	*Lead Institution*: MPWT (GDL), PPAP *Other Relevant Institutions*: Relevant ministries and authoities

Policy Measures/ Action Plans	Baseline (2017)	Target Year	Responsible Institution(s)
Sihanoukville Port Capacity Enhancement Project (P14-S1)	F/S completed. Loan was signed.	2022	*Lead Institution*: PAS *Other Relevant Institutions*: JICA
Vessel Trafficking Management Information System (P14-S2)	Needs were identified. Small scale-project and no need for designated F/S	2022	*Lead Institution*: PAS, PPAP *Other Relevant Institutions*: N/A
Sihanoukville Port Service Improvement Project (Phase 1) (P14-S3)	Needs were identified. F/S not yet conducted	2019	*Lead Institution*: PAS, MPWT (GDL) *Other Relevant Institutions*: JICA
Phnom Penh Port Competitiveness Enhancement Project (P15-S1)	F/S partly done (for the expansion of New Phnom Penh Port only). Other F/S need to be initiated	2022	*Lead Institution*: PPAP, MPWT (GDL) *Other Relevant Institutions*: N/A
Water Taxi Development Project (P15-S2)	F/S not yet developed	2019	*Lead Institution*: PPCC
Medium-Term Actions			
Northern Line Railway Improvement Project (Phase 2) (P12-M1)	Initial studies have been completed but a separate F/S is required for Phase 2	2022	*Lead Institution*: MPWT *Other Relevant Institutions*: N/A
Southern Line / Sihanoukville Port Access Railway Improvement Project (Phase 1) (P12-M2)	F/S not yet conducted	2022	*Lead Institution*: MPWT *Other Relevant Institutions*: Royal Railways
Sihanoukville Port Service Improvement Project (Phase 2) (P14-M1)	F/S not yet conducted	2025	*Lead Institution*: PAS *Other Relevant Institutions*: MPWT
Long-Term Actions			
Enhancement of Central Subcorridor (P11-L1)	Project was identified in expressway master plans and is part of Asian Highway 1 and ASEAN Highway 1; F/S completed	Beyond 2025	*Lead Institution*: MPWT, Expressway Authority *Other Relevant Institutions*: Private Sector (to be identified)
Enhancement of Intercorridor Link (P11-L2)	Sihanoukville-Phnom Penh Expressway project component was identified by expressway master plans and is part of Asian Highway 1 and ASEAN Highway 11; feasibility and concession studies	2023	*Lead Institution*: MPWT *Other Relevant Institutions*: China Road and Bridge Corporation

Policy Measures/ Action Plans	Baseline (2017)	Target Year	Responsible Institution(s)
	completed, and construction to commence F/S not yet conducted for Battambang-Koh Kong Road Link	2025	*Lead Institution*: MPWT *Other Relevant Institutions*: N/A
Enhancement of National Roads (P11-L3)	There are many road sections and the status varies	2025	*Lead Institution*: MPWT *Other Relevant Institutions*: N/A
Southern Line Railway Project (Phase 2) (P12-L1)	F/S not yet conducted	2025 and beyond	*Lead Institution*: MPWT *Other Relevant Institutions*: N/A
Further Enhancement/Development of Railway Economic Corridors (P12-L2)	Needs identified in Master Plan and F/S conducted for *Phnom Penh (Bat Doeung/ Bat Deng)/Vietnam Railway*. Also, F/S conducted for rail link to the new Phnom Penh Port	Beyond 2025	*Lead Institution*: MPWT *Other Relevant Institutions*: N/A
Phnom Penh Port Competitiveness Enhancement Project (Phase 2) (P15-L1)	Needs identified by the Master Plan. F/S needs to be conducted	2025	*Lead Institution*: PPAP *Other Relevant Institutions*: MPWT
Strategy 2: Development of Logistics Hubs for Multi-Modal Transport			
Short-Term Actions			
Bavet Cross-Border Improvement Project (Phase 1) (P21-S1)	Needs identified by JICA Study. Pre F/S needs to be conducted before in-depth FS	2019	*Lead Institution*: MPWT (GDL and technical department) and provincial Department of MPWT, GDCE, Moc Bai border agencies *Other Relevant Institutions*: N/A
Poipet Border Improvement Project (Extension of Service Hours and Alignment with those of Thailand) (P22-S1)	F/S was completed	2019	*Lead Institution*: MPWT(GDL) and MPWT *Other Relevant Institutions*: MOF(GDCE), LCZ (A Logistic Complex Zoning development)
Phnom Penh Logistics Complex Project (P23-S1)	Needs identified by 2015 KSP study	2025	*Lead Institution*: MPWT(GDL), CDC, PPCC *Other Relevant Institutions*: Royal Railway, MPWT(GDLT)

Policy Measures/ Action Plans	Baseline (2017)	Target Year	Responsible Institution(s)
Sihanoukville Logistics Complex Project (P23-S2)	Needs identified JICA Study	2025	*Lead Institution*: MPWT(GDL), Port SEZ *Other Relevant Institutions*: PAS
Phnom Penh Air Cargo Hub Development Project (P24-S1)	Needs were identified by various business associations	2022	*Lead Institution*: SSCA, Cambodia Airports *Other Relevant Institutions*: Private Sector
Phnom Penh 24/7 Truck Transport Project (P25-S1)	Issues were raised by various business associations. Special study has not yet been conducted	2019	*Lead Institution*: PPCC, MPWT (Department of Planning) *Other Relevant Institutions*: N/A
Medium-Term Actions			
Bavet Cross-Border Improvement Project (Phase 2) (P21-M1)	Needs identified by JICA Study. F/S needs to be conducted.	2022	*Lead Institution*: MPWT (GDL and technical department) and provincial Department of MPWT, GDCE, Moc Bai border agencies *Other Relevant Institutions*: N/A
Specialized Agriculture Logistics Center (P26-M1)	F/S needs to be conducted.	2025	*Lead Institution*: MPWT (RD), MAFF *Other Relevant Institutions*: Possibly CDC
Long-Term Actions			
Kaorm Sormnor One Stop Processing Center project (P21-L1)	F/S needs to be conducted.	2025	Lead Institution: MPWT, MEF(GDCE) Other Relevant Institutions: N/A
Regional Logistics Complex Project (P23-L1)	F/S needs to be conducted.	Beyond 2025	Lead Institution: MPWT(GDL) Other Relevant Institutions: N/A
Kampong Chhnang Logistics/Business Special Zone (P24-L1)	Kampong Chhnang Project was originally identified by MPWT	Beyond 2025	Lead Institution: MPWT (GDL), SSCA
Phnom Penh Ring Road No. 3 (including Truck Traffic Control Measures) (P25-L1)	F/S needs to be conducted.	Beyond 2025	Lead Institution: PPCC Other Relevant Institutions: MPWT(DH)
Enhancement of Regional/Local Linkages (P26-L1)	F/S needs to be conducted.	2025	Lead Institution: MPWT

Policy Measures/ Action Plans	Baseline (2017)	Target Year	Responsible Institution(s)
Battambang Cement Terminal (P26-L2)	F/S needs to be conducted.	2025	Lead Institution: MPWT, Ministry of Mines and Energy Other Relevant Institutions: N/A
Strategy 3: Improvement of Cross－Border Management and Trade Procedures			
Short-Term Actions			
Port EDI Implementation Project (Phase 1) (P31-S1)	FS was completed.	2019	*Lead Institution*: MPWT and KAMSAB *Other Relevant Institutions*: PAS/PPAP, MEF (GDCE), MOI, and MOH
Port Management System Enhancement Project (Phase 1) (P31-S2)	FS was completed.	2019	*Lead Institution*: PAS
Border Clearance Procedure Improvement Project(P32-S1)	FS was completed.	2020	*Lead Institution*: MEF(GDCE) *Other Relevant Institutions*: N/A
Best Traders Incentive Mechanism Promotion Project (P33-S1)	Special Study should be conducted	2018	*Lead Institution*: MEF(GDCE) *Other Relevant Institutions*: N/A
Institutional and Capacity Building for Customs and Customs Brokers (P33-S2)	N/A	2020	*Lead Institution*: MEF(GDCE) *Other Relevant Institutions*: CAMFFA
Working Environment Improving Project (P34-S1)	N/A	2019	*Lead Institution*: MEF(GDCE)/ MPWT *Other Relevant Institutions*: N/A
Reform and Modernization of CamControl Function (P35-S1)	Issues identified by various business associations. Special Study should be conducted	2019	*Lead Institution*: MOC
Medium-Term Actions			
Port EDI Implementation Project (Phase 2) (P31-M1)	FS was completed.	2022	*Lead Institution*: MPWT and KAMSAB *Other Relevant Institutions*: PAS/PPAP, MEF (GDCE), MOI, and MOH
Port Management System Enhancement Project (Phase2) (P31-M2)	FS was completed.	2022	*Lead Institution*: PAS *Other Relevant Institutions*: N/A
Border Clearance Procedures Improvement Project (Phase 2) (P32-M1)	FS was completed.	2022	*Lead Institution*: MEF(GDCE) *Other Relevant Institutions*: N/A

Policy Measures/ Action Plans	Baseline (2017)	Target Year	Responsible Institution(s)
Best Traders Incentive Mechanism Promotion Project (Phase 2) (P33-M1)	Special Study should be conducted	2022	*Lead Institution*: MEF(GDCE), MoC *Other Relevant Institutions*: N/A
Compliance Improvement Project (P34-M1)	Special Study should be conducted	2022	*Lead Institution*: MEF(GDCE) *Other Relevant Institutions*: N/A
Long-Term Actions			
Border Clearance Procedures Improvement Project (Phase 3) (P32-L1)	FS needs to be conducted	2025	*Lead Institution*: MEF(GDCE)
Strategy 4: Enhancement of Logistics Service Providers			
Short-Term Actions			
Logistics Technical Training Development Project (Phase 1) (P41-S1)	Needs identified by the government and business associations.	2022	*Lead Institution*: MPWT (GDLT) *Other Relevant Institutions*: N/A
MPWT Research Institution Development Project (P41-S2)	N/A	2022	*Lead Institution*: MPWT (GDL)
Establishment and Operations of Technical Working Group on Logistics Development (P42-S1)	Needs identified by the government and business associations.	2022	*Lead Institution*: MPWT (GDL) *Other Relevant Institutions*: CAMFFA, CAMTA, etc.
Truck Modernization Project (Phase 1) (P43-S1)	Needs identified by the government and business associations. Survey needs to be conducted.	2019	*Lead Institution*: MPWT (GDLT/ GDL) *Other Relevant Institutions*: N/A
Green Logistics Baseline Study (P43-S2)	Action plan was developed	2019	*Lead Institution*: MPWT (GDLT, GDL)
LCL Enhancement Project (P44-S1)	Survey and F/S need to be conducted	2019	*Lead Institution*: MPWT (GDL) *Other Relevant Institutions*: MEF(GDCE)
Cold Chain Development Project (P44-S2)	Need assessment should be done	2019	*Lead Institution*: MPWT *Other Relevant Institutions*: N/A

Policy Measures/ Action Plans	Baseline (2017)	Target Year	Responsible Institution(s)
Last Mile Logistics Development Project (P44-S3)	N/A	2019	*Lead Institution*: MPT, *MEF* *Other Relevant Institutions: N/A*
Tracking and Tracing System Promotion Support (P44-S4)	Need assessment should be done	2019	*Lead Institution*: MPWT (GDL) *Other Relevant Institutions*: CAMTA etc.
VMI Introduction (P44-S5)	N/A	2022	*Lead Institution*: MPWT, MEF(GDCE), CDC *Other Relevant Institutions*: N/A
Public Logistics Service Improvement Project (P45-S1)	N/A	2019	*Lead Institution*: MPWT *Other Relevant Institution: MEF*
Medium-Term Actions			
Logistics Technical Training Center Development Project (Phase 2) (P41-M1)	N/A	2022	*Lead Institution:* MPWT
Green Logistics Promotion Policy (P43-M2)	Implementation plan should be developed	2022	*Lead Institution:* MPWT (GDL, GDT, GDR)
Introduction of Grading System(s) (Phase 1) (P43-M3)	Survey for database needs to be conducted.	2022	*Lead Institution*: MPWT, CAMTA *Other Relevant Institutions*: N/A
Long-Term Actions			
Truck Modernization Project (Phase 2) (P43-L1)	Special study should be conducted	2025	*Lead Institution*: MPWT, CAMTA *Other Relevant Institutions*: N/A
Introduction of Grading System(s) (Phase 2) (P43-L2)	Survey for database needs to be conduct.	2025	*Lead Institution*: MPWT, CAMTA *Other Relevant Institutions*: N/A
Market Environment Improvement Project (P45-L1)	N/A	Beyond 2025	*Lead Institution*: ACU, *Other Relevant Institutions*: MPWT(GDL)
Strategy 5: Strengthening of Legal and Institutional Framework **(Note that all legal and regulatory actions are summarized in Annex 3)**			
Short-Term Actions			
Logistics Institutional Capacity Building Project (Phase 1) (P51-S1)	Capacity Assessment will be conducted by JICA Study Team	2019	*Lead Institution*: MPWT *Other Relevant Institutions*: NLSC,

Policy Measures/ Action Plans	Baseline (2017)	Target Year	Responsible Institution(s)
			NLC
Development of Railway Regulatory Framework (P52-S1)	Issues have been identified by business associations, effective cost calculation methodologies are necessary	2019	*Lead Institution*: MPWT *Other Relevant Institutions*: Other port and border related ministries/agencies
Development of Port and Inland Waterway Regulatory Framework (P52-S2)	See Appendix 3	-	-
Trade and Cross-Border Agreements Acceleration Project (P53-S1)	See Appendix 3	-	-
Cross-Border Transport Permit Facilitation Project (P53-S2)	See Appendix 3	-	-
Logistics Cost Optimization Project (Phase 1) (P54-S1)	Issues have been identified by business associations, effective cost calculation methodologies are necessary	2019	*Lead Institution*: MPWT *Other Relevant Institutions*: Other port and border related ministries/agencies
Medium-Term Actions			
Logistics Institutional Capacity Building Project (Phase 2) (P51-M1)	Capacity Assessment should be conducted	2022	*Lead Institution*: MPWT *Other Relevant Institutions*: NLSC, NLC
Cross-Border Insurance System Development Project (P53-M1)	See Appendix 3	-	-
Logistics Cost Optimization Project (Phase 2) (P54-M1)	Issues have been identified by business associations, effective cost calculation methodologies are necessary	2022	*Lead Institution*: MPWT *Other Relevant Institutions*: Other port and border related ministries/agencies
Long-Term Actions			
Logistics Institutional Capacity Building Project (Phase 2) (P51-L1)	Capacity Assessment should be conducted	2025	*Lead Institution*: MPWT *Other Relevant Institutions*: NLSC, NLC

Appendix 3

Legal and Regulatory Actions

and

International Agreements

Policy Measures/ Action Plans	Baseline (2017) and Actions Going Forward	Target Year	Responsible Institutions
Laws and Regulations			
Short to Medium Term Actions			
Development of Railway Regulatory Framework	*Baseline situation (2017)* - Concession Agreement is in place - Railway Law has been drafted - Technical standards and operation manuals have not been created - Cross-border railway agreement with Thailand is in discussion *Actions* - Review and updated of the draft Railway Law - Drafting of technical standards and operation manuals - Finalization and signing of the cross-border railway agreement with Thailand	2022	*Lead Institution*: MPWT *Other Relevant Institutions*: International donors (technical assistance)
Enactment of Port Act	*Baseline situation (2017)* - Port Act has been drafted - Consultations amongst ministries and workshops have been held - Secondary legislations and sub-decrees have not been discussed or drafted *Actions* - All related ministries to agree on the clauses and council of Ministers to approve the draft Port Act for enactment - Draft and implement the secondary legislations and sub-decrees	2022	*Lead Institution*: MPWT *Other Relevant Institutions*: International donors (technical assistance)
Enactment of Maritime Law	*Baseline situation (2017)* - Maritime Law has been drafted in 2012 - Consultations amongst ministries and workshops have been	2022	*Lead Institution*: MPWT *Other Relevant Institutions*:

Policy Measures/ Action Plans	Baseline (2017) and Actions Going Forward	Target Year	Responsible Institutions
	held - Secondary legislations and sub-decrees are being discussed *Actions* - All related ministries to agree on the clauses and Council of Ministers to approve the draft Maritime Law for enactment - Draft and implement the secondary legislations and sub-decrees		International donors (technical assistance)
Enactment of Inland Waterway Transport Law	*Baseline situation (2017)* - Inland Waterway Transport Law has been drafted in 2012 - Consultations amongst ministries and workshops have been held and sent to the Council of Ministers for approval - Secondary legislations and sub-decrees are being discussed *Actions* - Council of Ministers to approve the draft IWT Law for enactment - Draft and implement the secondary legislations and sub-decrees	2022 or earlier	*Lead Institution*: MPWT *Other Relevant Institutions*: International donors (technical assistance)
Trade and Cross Border Agreements			
Short to Medium Term Actions			
Facilitation of Trade Agreements	*Baseline situation (2017)* - Cambodia's fulfillment of WTO Trade Facilitation Agreement is at 60.7% as of November 2017 *Actions* - Implementation of zero tariffs within ASEAN - Fulfillment of obligations set by WTO Agreements	2022	*Lead Institution*: MPWT *Other Relevant Institutions*: Ministry of Commerce, Ministry of Economy and Finance and Governments of member countries
Acceleration of CBTA and Bilateral Agreements	*Baseline situation (2017)* - Main Agreement, Annexes and Protocols have been signed and ratified by all member countries including Cambodia, but an MOU is discussed for signing as the terms in the original CBTA	2022	*Lead Institution*: MPWT *Other Relevant Institutions*: Ministry of Commerce,

Policy Measures/ Action Plans	Baseline (2017) and Actions Going Forward	Target Year	Responsible Institutions
	has been outdated - Current quota with Vietnam is 500, Thailand 150 and Laos 40 *Actions* - Implementation of CBTA (coordination on unification of standards is necessary) - Negotiations on quota with each of the neighboring countries - Development of a strategic online permit system		Ministry of Economy and Finance and Governments of member countries
Acceleration of AFAFGIT	*Baseline situation (2017)* - Cambodia has ratified all protocols except for Protocol 2 on Designation of Frontier Posts, still pending for ratification by all member countries. - Pilot project by Singapore, Malaysia, and Thailand are expected to start (excluding Protocols 6,8, and 9) *Actions* - Ratification/negotiation of Protocol 2 - Implementation of AFAFGIT (coordination on unification of standards is necessary)	2022	*Lead Institution*: MPWT *Other Relevant Institutions*: Ministry of Commerce, Ministry of Economy and Finance *and Governments of member countries*
Acceleration of AFAMT	*Baseline situation (2017)* - Agreement signed by all member countries in 2005 - Implementation is still in progress, waiting for ratification by all member countries *Actions* - Ratification of the Agreement - Implementation of AFAMT (coordination on unification of standards is necessary)	2022	*Lead Institution*: MPWT *Other Relevant Institutions*: Ministry of Commerce, Ministry of Economy and Finance *and Governments of member countries*
Medium to Long-Term Actions			
Implementation of Cross-Border Insurance System	*Baseline situation (2017)* - A Motor Third Party Liability Policy Form has been drafted, but	2025	*Lead Institution*: MPWT

Policy Measures/ Action Plans	Baseline (2017) and Actions Going Forward	Target Year	Responsible Institutions
	under negotiation within the ministries and insurance companies *Actions* - Implementation of the Third Party Liability to increase the availability of insurances for cross border vehicles - Development of an online insurance system involving neighboring countries		

Abbreviations: AFAFGIT = ASEAN Framework Agreement on the Facilitation of Goods in Transit, AFAMT = ASEAN Framework Agreement on Multi Transport, CBTA = Cross-Border Transport Agreement, MPWT = Ministry of Public Works and Transport, NLC = National Logistics Council, NLSC = National Logistics Steering Committee, WTO = World Trade Organization.

Appendix 4

Ongoing and Committed (and Past) Projects

(Road Development Projects)

#	No. of Proj.	PROJECT NAME / DESCRIPTION	OUTLINE	PROJECT COST, USD Million	FUND SOURCES / TYPES		PERIOD		PROGRESS
					Grant	*Loan*	*Start*	*End*	
1. National and Provincial Roads									
	i.	**Completed Projects**							
VARIOUS / MIXED DONORS									
1	*1*	Various Road Projects - Total length app. L=2,186 Km	A Combination of AC and DBST, pavements with 11m wide carriageway	About USD 1.00 Bil.	-	-	1993	2005	Completed
CHINA				1,270.46					
1	*1*	NR 7/ Kratie-Stung Treng-Lao Border (192.800 km)	TBST pavement	62.80	-	Loan	2004	Aug-07	Complete
2	*2*	Prek Tamak Bridge (Across Mekong River-1,066m)	Concrete Bridge, Contract signed on 2 Nov 06	43.50	-	Loan	2007	2010	Completed
3	*3*	Prek Kdam Bridge (Across Sap River- 975 m)	Contract signed on 2 Nov 06, Concrete bridge	28.90	-	Loan	2007	2011	Completed
4	*4*	RN 8/Prek Tamak - Prey Veng - VN Border (109.08 km)	Contract signed on 2 Nov. 06 (AC pavement)	143.80	-	Loan	1-Jan-08	1-May-11	Completed
5	*5*	NR 76/ Snoul to Sen Monorom (127km)	DBST pavement (Contract signed on 02 Nov. 06)	51.90	-	Loan	5-Jan-08	25-Mar-11	Completed
6	*6*	NR62, 64 / Koh Ke-Thal Bek and Tbeng Meanchey - Preahvihear Temple, L=150.46Km	DBST pavement	57.80	-	Loan	10-Dec-08	24-Jun-11	Completed
7	*7*	NR 57 / Battambang- Pailin-Thai border (103.144km)	DBST pavement	41.88	-	Loan	15-Nov-08	16-Jan-12	Completed
8	*8*	PR3762 Road Rehabilitation, L=26.38Km (Sen Monorom-Dak Dam)	DBST	14.88	-	Loan	1-Dec-10	22-Mar-12	Completed
9	*9*	NR62 / Kampong Thom - Tbeng Meanchey , L=128Km	DBST pavement	52.00	-	Loan	28-Dec-09	13-Jun-12	Completed
10	*10*	NR78 (Ou Paong Moan - Ban Lung), L=121.1Km	DBST pavement	73.30	-	Loan	18-Dec-09	20-Aug-12	Completed
11	*11*	NR8-1 and NR8-2 Rehabilitation (Krabau-Meoun Chey) and (Aunlong Chrey-Krek), L=24.21Km	AC pavement	14.80	-	Loan	26-Dec-09	13-Aug-12	Completed
12	*12*	Construction of New Port	?	28.22	-	-	13-Dec-10	13-Aug-12	Completed
13	*13*	NR59 road rehabilitation, L=140.247Km	DBST	72.89	-	Loan	18-Dec-10	20-Jun-13	Completed
14	*14*	NR61 rehabilitation (Thnal Keng-Prek Kdam), L=15.633Km	AC pavement	9.76	-	Loan	18-Dec-10	18-Dec-12	Completed
15	*15*	NR57B Reconstruction (Thma Koul-Bavel-Sampau Loun), (Bavel-Phum SamSeb-Phnom Proek), (Phum Sam Seb-Kamrieng), L=176.814Km	DBST	89.98	-	Loan	15-Dec-10	20-Dec-13	Completed
16	*16*	Road Rehabilitation of the PR 258D(Nimitt-Ou Bei Chaon)	DBST	8.00	-	Graint	15-Dec-11	16-Jun-13	Completed
17	*17*	NR 41 / Thnal Totoeug - Chum Kiri - Kampot	DBST Pavement	46.25	-	Loan	15-Nov-11	28-May-14	Completed
18	*18*	Construction New Chroy Chanva Bridge	RC Bridge	27.50	-	Loan	2-Nov-11	16-Dec-14	Completed
19	*19*	Road Rehabilitation of NR 9 (PR214) 143.326Km (included 0.571 km connecting to Krong Preah Vihear)	DBST	63.78	-	Loan	15-Apr-12	26-Dec-15	Completed
20	*20*	Construction of Across the Mekong River Bridge (Stung Treng province) 1731m	RC Bridge	52.72		Loan	15-Apr-12	26-Dec-15	Completed
21	*21*	NR7 (Maintenance 38.8Km)		10.68					Completed
22	*22*	Rehabilitation of NR6A	AC	70.25	-	Loan	1-Jan-12	14-Feb-15	Completed
23	*23*	Takhmau Bridge Construction	RC Bridge, AC connecting road	25.40	-	Loan	1-Jan-12	14-Jun-15	Completed
24	*24*	Road connecting to NR21 (L=12.07 km)	RC Bridge, AC connecting road	7.49		Loan	1-Jan-12	14-Jun-15	Completed
25	*25*	Construction of NR76 (Sen Monorom - Ta Ang), L=171.78 km		91.68			18-Dec-12	31-May-16	Completed
26	*26*	Construction of NR44, L=139.144 km		80.30			8-Feb-12	23-May-16	Completed
27	*27*	Construction of NR5 (From Chroy ChangVar-Prek Kdam)	AC	56.80			16-May-13	28-Aug-16	Completed
28	*28*	Koh Thom Bridge Construction (L=415m)	Bridge 415m	19.39			15-Mar-14	27-Feb-17	Completed
29	*29*	NR 6(PK44+294 to PK 290+747.80)	AC	248.80			24-May-13	4-Nov-16	Completed

JAPAN				**184.01**					
29	*1*	Bridge on RN 2 and 3	3 Concrete Bridges	7.67	Grant		Dec-05	Jun-07	Completed
30	*2*	RN1 (1st Phase)	Concrete Bridge	7.00	Grant		2005	Dec-06	Completed
31	*3*	RN2 (Takeo-Phnom Den), L=51.7 Km	AC, Road Rehabilitation	12.45	-	Japan Non-Project Fund	2003	2007	Completed
32	*4*	RN1/ Neak Loeung-KM 13 from Phnom Penh (2nd Phase), L=43Km	AC pavement	47.48	Grant	-	2006	2009	Completed
33	*5*	RN1/Km4-Km13, L=9Km (3rd Phase) from Phnom Penh	AC pavement	11.17	Grant	-	Dec-09	Mar-11	Completed
34	*6*	Study on the Road Network Development in Cambodia	Elaboration of National Road Network Master Plan and F/S on rehabilitation of NR 57 and 8 Bridges	-	-	-	Mar-05	Sep-06	Completed
35	*7*	Project for Traffic Improvement in Phnom Penh City	Improvement of intersections, driver's education, strengthening of traffic enforcement in Phnom Penh City	-	-	-	Mar-07	2009	Completed
36	*8*	Neak Loeung 2nd Mekong Bridge	RC/PC Bridge, Cable Stay Bridge	98.24	Grant	-	Dec-10	Mar-15	Completed
37	*9*	RN1 (Phase 4, From Monivong Bridge to Pk 4 km), L = 4 km	AC	12.07	Grant	-	4-May-15	/Aug/2017	Completed
KOREA				**134.53**					
36	*1*	NR 3/ Kampot -Trapeang Ropau (L=32.79 Km)	DBST pavement	21.30	-	DECF Loan, Korea EXIMbank	Jun-04	May-07	Completed Phase I
37	*2*	NR 3 / Phnom Penh to Kampot (134.8km)	DBST pavement	41.50	-	DECF Loan, Korea EXIMbank	2-Jun-08	1-Jun-11	Completed Phase II
38	*3*	Improvement of Roads RN33, NR31, and RN 117 Kampot- Bypass (L= 106.10 km)	DBST, 2 lanes, slope protection and drainage system and Structures	24.95	-	DECF Loan, Korea EXIMbank	1-Aug-11	31-Jul-14	Completed
39	*4*	Construction of Siem Reap Waste Water Treatment and Siem Reap River Development	Establishment of Sanitation system for healthy living, Building a sound water cycle	26.10	-	DECF Loan, Korea EXIMbank	1-Nov-11	1-Jun-14	Completed
40	*5*	PMU3 NR56	DBST pavement	20.68		EDCF Loan, Korea EXIMbank	1-Feb-12	31-May-14	Completed
THAILAND				**65.57**					
41	*1*	RN 48/ Koh Kong to Sre Ambel (L=149.0 Km)	DBST pavement	21.89	-	Loan	2004	2007	Completed
42	*2*	RN 67/Choam Sa Ngam-Anlong Veng (L=18 Km)	DBST pavement	3.06	Grant	-	2006	2007	Completed
43	*3*	Bridges along RN 48	4 Concrete Bridges	7.20	Grant	-	2005 (44 Months)	2007	Completed
44	*4*	RN 67/Anlong Veng-Siem Reap (131 km)	DBST pavement	33.42	-	Loan	2007	2009	Completed
VIETNAM				**22.00**					
45	*1*	NR 78 / Ban Lung to VN Border (69.56km)	AC	22.00	-	Loan	2007	2009	Completed
WB/ADB/AUSTRALIA/OTHERS				**251.89**					
46	*1*	RN51 , L=38Km	Road Rehabilitation	5.80	-	WB Loan	2003	2006	Completed
47	*2*	Bridges along RN 56-68	38 Concrete Bridges and 57 Culverts	10.48	-	ADB Loan	2006	2008	Completed
48	*3*	NR 5 and 6 Poipet to Siem Reap (150Km) Siem Reap-Poipet (3 packages, 6E,6Fand5F) *-Package 6E* *-Package 6F* *-Package 5F*	AC pavement	77.50	-	ADB and OPEC Loan	2006	2009	Completed
49	*4*	PRIP Project (Year 1 and Year 2)	Laterite paving, DBST and SBST	14.50		WB/IDA	Mar-04	Sep-09	Completed
50	*5*	**Road Asset Management Project, RAMP**	Resurfacing of Pavements and Associated Works	**63.07**	-	WB = 30 mil, AusAid = 4.82 mil, ADB = 6 mil, OPEC = 7 mil	2008	2012	
		NR5 (PK 3+900 to PK 91+100)	-	-	-	-	1-Jun-10	30-Jun-11	Completed
		NR1 (PK 69+200 to PK 91+100)	-	-	-	-	16-Dec-10	17-Jul-12	Completed
		NR5 (PK 91+100 to PK 170+900)	-	-	-	-	1-Apr-11	31-Aug-12	Completed
		NR7-1 (PK 75+000 to PK 159+000)	-	-	-	-	20-Oct-11	16-Jan-13	Completed
		NR73 (PK 158+600 to PK 216+600)	-	-	-	-	23-Sep-11	11-Jul-13	Completed

		NR7 (PK 159+000 to PK 254+300) NR72 (PK 179+530 to PK 192+900)	-	-	-	-	14-Dec-11	2-Jul-13	Completed
		NR71 (PK 105+822 to PK 137+000) PR2714(PK 136+284 to PK 168+137)	-	-	-	-	14-Dec-11	23-Jun-13	Completed
		NR11 (PK 61+000 to PK 151+000)	-	-	-	-	12-Mar-12	28-Feb-14	Completed
		NR2 (PK 74+000 to PK 125+110)	-	-	-	-	8-Jan-13	30-Jun-14	Completed
		NR7 (PK 254+400 to PK 289+400)	-	-	-	-	14-Dec-12	6-May-14	Completed
51	*6*	PMU (wastwater Management)	Construction Sewerage System at Preah sihanouk ville	**11.19**			30-Jun-03	31-Aug-06	Completed
52	*7*	PMU (wastwater Management)	Construction Sewerage System at Siem Reap	**14.40**			1-Jun-07	31-Dec-09	Completed
53	*8*	Flood Damage Emergency Rehabilitation Project, FDERP (Prey Veng, Kompong Cham,Banteay Meanchey and B. Bang), Bridges along NR11, Detour road at Prey Veng, Koh Rorkar Bridge, PR270, PR159, Rural Roads	DBST Surface, RC Bridges	**28.50**		ADB = 55 mil, AusAid = 5.25 mil	2012	2013	Completed
54	*9*	Southern Coastal Corridor Project (NR3: Kampong Trach to Preak Chak, NR3: Kampot to Veal Renh, Cross-border facilities at Lork (Vietnam Border)	DBST Surface (Upgrading and Periodic Maintenance)			ADB = 7 mil, AusAid = 8 mil	2011	2014	Completed
55	*10*	**FDERP (ADB/AusAid)**		**26.45**					
		MPWT-CW1	2 KM DBST detour road in Prey Veng province	3.71		Loan	22-May-12	20-Sep-13	Completed
		MPWT-CW2	Baray Kaot Bridge in PV and Koh Rokar Bridge in KPC	1.99		Gran	22-May-12	18-Mar-13	Completed
		MPWT-CW3	Baray Lex Bridge PK88+000, KPC	1.33		Loan	22-May-12	18-Mar-13	Completed
		MPWT-CW4	Krong Prey Veng Bridge PK88+900	0.81		Loan	26-Dec-12	20-Sep-13	Completed
		MPWT-CW5	Sam Put Thour Bridge and Ampil Krao Bridge in PV	1.33		Loan	08-Jan-13	15-Dec-13	Completed
		MWT-CW6a	DBST 8.5km PR No.270 in KPC	1.27		Loan	26-Dec-12	12-Apr-14	Completed
		MPWT-CW6b	Replace 3 Structures on PR 270, KPC	3.21		Loan	18-Apr-13	15-Jun-15	Completed
		MPWT-CW6c	Replace 7 small structures on PR 270 KPC	1.52		Loan	11-Apr-13	15-May-14	Completed
		MPWT-CW8	34.6 km DBST PR No.159BandC in Banteay Meanchey	9.85		Loan and Grant	30-Sep-13	30-Jun-15	Completed
		MPWT-CW7	8.1km DSBT PR No.270 in Kampong Cham	1.43		Loan and Grant	20-Dec-13	6-Jan-15	Completed
		MPWT-CW9b	Prek Chiek Bridge on PR 270, KPC	0.94		Loan and Grant	10-Jul-14	15-Jun-15	Completed
		MPWT-CW10a	8KM DBST on PR 156D in BMC	2.13		Loan and Grant	10-Jul-14	30-Dec-	Completed
		MPWT-CW11and12	8.5KM Laterite on PR264E and 7.38 KM DBST on PR246D, KTH	2.80		Loan and Grant	10-Jul-14	3-Sep-15	Completed
		MPWT-CW13	18.75 KM Laterite Road on PR 1570, BTB	1.79		Loan	20-Jan-15	9-Dec-15	Completed
		MPWT-CW15	6 KM Concrete Road on NR 63 , SRP	2.33		Loan	30-Dec-14	15-Sep-16	Completed
		MPWT-CW16	11.2 KM DBST Road on 265F, SRP	2.23		Loan	27-Feb-15	30-Sep-16	Completed
56	*11*	**FDERP (Budget Support from MEF)**		**13.79**					
		FDERP/B/KD-PR/Package 01	Slope protection of Prek Ta Mao stream and Bridge, Kandal province	0.55			24-Aug-12	26-Nov-12	Completed
		FDERP/B/KD-PR/Package 02	Reconstruction of concrete bridge of Prek Long (15x1+20x1+15x1), Kandal province	0.62			26-Nov-12	05-Aug-14	Completed
		FDERP/B/KD-PR/Package 03	Reconstruction of 8 structures on PR 380 and 381, Kandal province	3.21			26-Nov-12		Completed
		FDERP/R/KD-PR/Package 04	8Km DBST NR 21A (Widening), Kandal provice	0.50			26-Nov-12	05-Jun-13	Completed
		FDERP/R-B/TK-PR/Package 05	11.45Km DBST PR129, Takeo provice	3.90			26-Nov-12	19-Sep-14	Completed
		FDERP/R/KCH-PR/Package 06	32.05 Km Laterite PR1534, Kampong Chhnang and Pursat province	2.83			26-Nov-12	25-Aug-14	Completed
		FDERP/R-B/BTM-PR/ Package 07	5.30 km DBST Ring Road, Bantey Meanchey province	1.04			26-Nov-12	03-Apr-14	Completed
		FDERP/R/PV-PR/Package 08	12.50 km DBST PR 384, Prey Veng province	1.15			26-Nov-12	05-Jul-14	Completed
CAMBODIA				628.12					
57	*1*	**Road Maintenance in 2006**	DBST, Macadam	**2.40**	-	National Budget	2006	2006	Completed
		a. Routine Maintenance (1,500 Km)							
58	*2*	**Road Maintenance 2007**	Laterite, DBST, Macadam	**31.69**	-	National Budget	2007	2007	Completed
		a. Routine Maintenance (1,960.30 Km)		5.38					
		b. Periodic Maintenance (52 projects)		23.28					
		c. Flood during year 2006 (19 Projects)		2.18					
		d. Emergency (37 projects)		0.85					

59	*3*	**Road Maintenance 2008**	Laterite, DBST, Macadam	**67.22**	-	National Budget	2008	2008	Completed
		a. Routine Maintenance		7.48					
		b. Periodic Maintenance		41.75					
		c. Bridge construction		17.99					
60	*4*	**Road Maintenance 2009**	Laterite, DBST, Macadam, AC and Structures, Rehabilitation, Reconstruction	**112.86**	-	National Budget	Feb. 2009	2009	Completed
		1. MPWT							
		a. Routine Maintenance		15.15					
		b. Periodic Maintenance (Road)		39.48					
		c. Bridge construction		4.88					
		2. Army Engineering							
		a. Road construction		23.56					
		b. Bridge construction		4.05					
		2. PRGO							
		a. Road and Bridge Construction (Phrase 1)		22.40					
		b. Road and Bridge Construction (Phrase 2)		3.34					
61	*5*	**Road Maintenance 2010**	Laterite, DBST, Macadam, AC, and Structures	**112.97**	-	National Budget	Feb. 2010	2010	Completed
		1. MPWT							
		a. Routine Maintenance	Rehabilitation, Reconstruction	16.31					
		b. Periodic Maintenance (Road)		46.85					
		c. Bridge construction		6.34					
		2. Army Engineering							
		a. Road construction		40.25					
		b. Bridge construction		3.22					
62	*6*	**Road Maintenance 2011**	Laterite, DBST, Macadam, AC, and Structures	**134.41**	-	National Budget	Feb. 2011	2011	Completed
		1. MPWT							
		a. Routine Maintenance	Rehabilitation, Reconstruction	13.77					
		b. Periodic Maintenance (Road)		45.73					
		c. Periodic Maintenance (Bridge)		8.01					
		d. Periodic Maintenance (Road Safety)		0.96					
		Flood Project (Year 2011 Step 1)		14.12					
		2. Army Engineering							
		a. Periodic maintenance (Road)		47.04					
		b. Periodic maintenance (Bridge)		1.11					
		Flood Project (Year 2011 Step 1)		3.67					
63	*7*	**Road Maintenance 2012**		**114.11**					
		1. MPWT					1-Jan-12	31-Dec-13	
		a. Routine Maintenance	NR, PR, and In-Town Roads (24 Provinces and 20 Cities)	13.68			1-Mar-12	28-Feb-13	Completed
		b. Periodic Maintenance (bridge)	24 Provinces/Cities Public Works	6.90			1-Jan-12	31-Dec-13	Completed
		c. Periodic Maintenance (road)		52.41			1-Jan-12	31-Dec-13	Completed
		Flood Project (Year 2011 Step 2)							
		Road Construction	19 Projects (A/C, DBST, and Laterite)	11.59			1-Jan-12	31-Dec-13	Completed
		Bridge Construction	05 Projects Concrete Bridge	2.14			1-Jan-12	31-Dec-13	Completed
		2. Army Engineering							
		a. Periodic Maintenance (Road)		27.39			1-Jan-12	31-Dec-13	Completed
		c. Periodic Maintenance (Bridge)	5 Bridges				1-Jan-12	31-Dec-13	Completed
64	*8*	**Road Maintenance 2013**	NRs, PRs and Urban Streets	113.75					Completed
		a) Chapter 61							
		Routine maintenance Works							
		Periodic Maintenance Works							
		Emeregncy Works							
		b) Chapter 21							
		Rehabilitation and New Construction							
65	*9*	**Road Maintenance 2014**	NRs, PRs and Urban Streets	123.75					Completed

		a) Chapter 61							
		Routine maintenance Works							
		Periodic Maintenance Works							
		Emeregncy Works							
		b) Chapter 21							
		Rehabilitation and New Construction							
66	*10*	**Road Maintenance 2015**		**130.65**					Completed
		1. MPWT							
		a. Routine maintenance (NR and PR)	NR, PR, and In-Town Roads (25 Provinces and 21 Cities)	26.12			1-Mar-15	28-Feb-16	
		b. Periodic maintenance (Roadandbridge)	614 Projects	44.56			1-Jan-15	31-Dec-16	
		c. 3 Car		0.12			1-Jan-15	31-Dec-16	
		d. Over Load		0.60			1-Jan-15	31-Dec-16	
		e. ROW Post		0.32			1-Jan-15	31-Dec-16	
		f. Dissimination of ROW		0.29			1-Jan-15	31-Dec-16	
		g. Traffic Count		0.05			1-Jan-15	31-Dec-16	
		h. Requlr Inspection		0.06			1-Jan-15	31-Dec-16	
		i. 2 car		0.10			1-Jan-15	31-Dec-16	
		2. Army Engineering							
		a. Periodic maintenance (Roads and Bridges)	15 Units (44 Projects)	47.77			1-Jan-15	31-Dec-16	
		3. Bidding Project							
		a. Periodic maintenance (Roads and Bridges)	Total=11 Projects (Under Study)	10.66					
67	*11*	**Road Maintenance 2016**	NRs, PRs, and Urban Streets	**133.00**					
		a) Chapter 61							
		Routine maintenance Works	Government takeover of NR 4 (AZ investment Co., Ltd) 13-Jan-16	31.25			1-Mar-16	29-02-2017	Completed
		Periodic Maintenance Works		18.25					
		Emeregncy Works		13.50					
		b) Chapter 21							
		Rehabilitation and New Construction		70.00					
	12	**Road Maintenance 2017**	NRs, PRs, and Urban Streets	**136.84**					
		a) Chapter 61							
		Routine maintenance Works		37.81					
		Periodic Maintenance Works	(31 projects)	25.87					
		Emeregncy Works		10.00					
		b) Chapter 21							
		Rehabilitation and New Construction	(56 projects)	63.16					
68	*10*	Poverty Reduction and Growth Operation, PRGO projects	Roads Rehabiltation and Bridges Reconstruction along National and Provincial Roads (National Competitive Bidding)	19.45	-	Government and Development Partner Credit	6-Jan-09	2011	Completed
69	*11*	New Monivong Bridge Construction	Concrete Bridge	-	-	National Budget	2007	2009	Completed
70	*12*	RN 68/O Smach-Kralagn (113.745 km and Bypass Krolanh = 3.175 km)	DBST pavement	33.00	-	National Budget	5-Dec-09	2011	Completed
	ii.	**Ongoing Projects**							
CHINA				598.56					Progress as of 30 Sep 2016
71	*1*	NR 55 From Pursat to Thma Dar (DBST, L=182.16 km)	DBST	132.80			12-Mar-15	23-Aug-18	83.86%
72	*2*	NR58 (DBST, L=174Km W=10m/12m)	DBST	122.88			10-Jun-15	21-Nov-18	76.24%
73	*3*	NR1577 DBST L=51.798Km 6 Bridges and 95pipe culverts, 19Box culverts and Drainage 127 Location	DBST	37.28			18-Dec-15	18-Dec-18	80.48%
74	*4*	Phnom Penh - 2nd Ring Road- PK 9+000(NR5)-Prek Ho (NR2)	RC	61.98	-	Loan	2017/3/6	-	38.95%
75	*5*	NR 58 (Banteaychey - Ph'ong NR68), L=174.16 km including connecting road L=8.98Km	DBST	122.98	-	Loan	2015/3/18	-	72.24%
76	*6*	RN 1577 (Sek Saok - Samlot - Border 400), L= 55.16 km	DBST	25.00	-	Loan	2015/12/18		80.48%

JAPAN				100.07					
77	1	RN5 Improvement, L=81.2Km (Battambang - Sisophaon)	AC	88.00	-	Loan	2015	2020	Construction stage
78	2	NR5 Improvement, L=135.4km (Prek Kdam - Thlear Ma'am)	AC			Loan	2016	2021	Bidding Evaluation
79	3	NR 5 Improvement, L=157.1 (Thlear Ma'am - Battambang) and (Srisophorn - Poipet)	AC			Loan	2016	2021	Detail design
80	4	Project for Development of Traffic Management System in Phnom Penh	Advanced traffic light system	-	Grant	-	2015	2017	Project Kick-Off Seminar was held in Feb 2016. Construction will be started in Mar 2016 and to be completed in April 2017
REPUBLIC OF KOREA				181.14					
81	1	Construction of 55 Km of NR. No. 21	AC, 4 and 2 Lanes and Structures	40.74	-	EDCF Loan, Ex-Im Bank of Korea	07-Apr-15	5-Oct-17	93.10%
82	2	Construction of NR. No. 2, L=68 Km and NR. N. 22, L=9.6 Km	AC, 2 lanes, RN2, L=68 Km and NR22, L=9.6 Km	64.70	-	EDCF Loan, Ex-Im Bank of Korea	Expected '2016	-	Under selection of consultancy (EOI)
83	3	Construction of NR. No. 48, L=150 Km	AC, 2 lanes: 11 m width	75.70		EDCF Loan, Ex-Im Bank of Korea	Expected '2016	-	Under selection of consultancy (EOI)
THAILAND				25.00				-	
84	1	Border Crossing Facilities at Stung Bot	Building	25.00			-		Bidding Process for Constructor
VIETNAM				18.76					
85	1	Construction of Chrey Thom Bridge (L=428m, W=13m)	Main Bridge (L=428m , W = 13m), 2 Other Bridges (L=39m, W=13m), Pipe Culverts 150cm at 10 locations, 1 Box Culvert 3mx3m , and Access Road L=2,66 km	18.76		VN = 18.76 and Loan=17.8	30-Jan-15	30-Sep-19	83.60%
WB/ADB/AUSTRALIA/OTHERS				#REF!					
86		***Project Management Unit-3 (PMU-3)***		**70.03**					
		1) Southern Coastal Corridor Project (SCCP);ADB L2373-CAM (SF)							
		- CW1 (NR33 Prek Chak)	-	4.25			1-Jul-11	31-Dec-12	100%
		- CW2 (Border Post Fasility Prek Chak)	-	3.13			23-Jan-12	23-Jul-13	100%
		- CW3 (Maintenance NR3 Kampot to NR4)	-	1.60			11-Jul-12	10-Jul-14	100%
		- CW4 (Covered Railway at Lork-Kampot)	-	0.64			5-Jul-13	4-May-14	100%
		- CW5 (Road Safety Billboads on National Roads)	-	0.30			21-Feb-13	20-Aug-13	100%
		2) Cambodia Northwest Provincial Road Improvement Project; ADB L2539-Cam (SF)							
		- RN56 (ADB Section L=29Km)	-	7.94			12-Mar-12	12-Jun-15	100%
		3) Provincial Roads Improvement Project; ADB Loan 2839-CAM (SF)							
		- CW-A (NR13 DBST, L=62.4Km)	Improvement	22.77			1-Sep-14	30-Sep-17	39.50%
		- CW-B1 (PR314D DBST, L=25.5Km)	Improvement	10.73			30-Sep-14	30-Sep-17	48.10%
		- CW-C (PR150BE SBST, L=5.4Km)	Improvement	18.67			1-Sep-14	31-Jan-15	47.70%
		- CW-C (PR150BW SBST, L=25.6Km)							
		- CW-C (NR53 SBST, L=53.3Km)							
		- CW-C (PR151B SBST, L=3.60Km)							
		4) Road Network Improvement Project (RNIP)					2018	2022	Under detailed design
		NR6: (PK62-PK159) = 50km	AC overlay	19.96		Loan	2018	2022	Under detailed design
		NR1: (PK317-PK367) = 97km	AC overlay	28.22		Loan	2018	2022	Under detailed design
		PR312=28.5km	Improvement	8.90		Loan	2018	2022	Under detailed design
		NR23= 19.9km	Improvement	7.96		Loan	2018	2022	Under detailed design
		5) Road Asset Management Project-2, (RAMP-2; Cr. 57890 KH							
		NR3: PK147+100-PK201+400)=54km	AC overlay	13.30		Loan	2018	2022	under cw bidding process
		NR7: (PK136-PK300)=164km	AC overlay	30.80		Loan	2018	2022	under cw bidding process

87	2	**FDERP-AF (ADB/AusAid)**		**11.16**					
		MPWT-CW9a	16.19 Km DBST Road on NR70 in KCM	2.75		Loan	24-Jun-15	15-Dec-16	95%
		MPWT-CW10b	6.4 Km DBST and 2 Concrete bridges on PR156D in BMC	2.50		Loan	24-Jun-15	31-May-16	90%
		MPWT-CW10c	10.06 Km DBST and 75m of concrete bridge on PR156D in BMC	3.05		Loan	24-Jun-15	30-Apr-16	90%
		MPWT-CW14	22 Km Laterite road on PR 2563 in Banteay Meanchey	2.86		Loan	11-Dec-15	4-Apr-16	95%
88	4	Railway (RRL1)		**26.40**		ADB, AusAid	1-Mar-08	31-May-11	100.00%
		Railway (RRL2)		**25.15**			1-Mar-08	31-May-12	32.00%
89	5	FDERP (ADB)							
		Road and Bridge Construction	20 Projects, Private Contrators, National Competitive Bidding (DBST L=68.85Km, Concrete Road=6 Km) Laterite Road=26.9Km, 14 Concrete Bridges=627.5 30 Box Culverts, 174 Pipe Culverts	**45.84**		ADB	30-May-12	30-Sep-17	98.00%
CHINA				737.00					
90	1	NR51 (Thnal Toteung - Oudong) L=38km	DBST		-	Loan	2014	-	Under Negotiation
91	2	NR27 and Koh Thom Bridge (Deum Thlork-Koh Thom Bridge-Peam Raing Leu - , L=53.5 km	DBST	45.00	-	Loan	2015	-	2015 Project
92	3	PR 1554 (Veal Veng - Samlot) L=66 Km	DBST	42.00	-	Loan	2015	-	2015 Project
93	4	NR 60B (Kapo - Kampong Thma), L=140km and Mekong Bridge, L=1650m	DBST	135.00	-	Loan	2015	2017	2015 Project
94	5	NR 70B (Tonle Bet - Srey Santhor - Prek Tamak - Levear Em-Peam Ro),L=150km	DBST	150.00	-	Loan	2015	2017	2015 Project
95	6	NR 43 (Treng Troyeung - Tvear Thmey), L=77km	DBST	77.00	-		2015	2017	Plan 2016-2017
96	7	NR 72, NR7, NR71 Trapeang Phlong - Krek - Treung- Kampong Thma), L=145km	AC	113.00	-		2015	2017	Plan 2016-2017
97	8	NR11 (Neak Leoung - Thnal Toteoung), L=90km	AC	72.00	-		2015	2017	Plan 2016-2017
98	9	PR134B and PR135 (Chumkiri - Chhouk - Dang Tung - Kampong Trach) L=43km	DBST	25.00	-		2015	2017	Plan 2016-2017
99	10	NR71C and Kroch Chhmar Bridge (Tboung Khmum - Kroch Chhmar - Chamkar Leu) L=110km	DBST	78.00	-		2015	2017	Plan 2016-2017
JAPAN				-					
100	1	Project for Rehabilitation of Chroy Changwar Bridge (Cambodia-Japan Friendship Bridge)	Bridge Condition Survey and Assessment of Repair Method	-		Grant	2016	2018	Bidding neotigation
REPUBLIC OF KOREA				40.00					
101	1	NR 3, Upgrading to AC (Phase III), L = 190 Km	AC	40.00	-	EDCF Loan, Korea EXIMbank	2015	-	Under selection of consultant for F/S
WB/ADB/OTHERS				64.80					
102	1	Road Asset Management Project - II (RAMP II)	Overlay and Drainage	64.80	-	WB and RGC (WB=$60million,	2016	2022	Under cw bidding process
		NR 3 and NR 7	AC						
	iv.	**Proposed Projects**							
CHINA				481.98					
103	1	NR92 (Sam'Ang - Kampong Sralai Pi- Kampong Sra Lau Muoy- Mom Bei) L=137km	DBST	76.00		Loan	2015	2017	Rolling Plan 2013-2017
104	2	PR 378 (Dong Kralor - Ban Lung) L=141km	DBST	86.00		Loan	2015	2017	Rolling Plan 2013-2017
105	3	PR 3787 (Ban Lung - kantuy Neak) L= 180km	DBST	99.00		Loan	2015	2017	Rolling Plan 2013-2017
106	4	PR 1551 (Pramoy -Smach meanchey) L=135km	DBST	73.00		Loan	2015	2017	Rolling Plan 2013-2018
JAPAN				23.00					
107	1	Phnom Penh - Bavet Expressway (E-1) and Phnom Penh Ring Road -3	AC	-	-	Loan	-	-	Mission on F/S (phase 2) was dispatched to Cambodia in Jan 2016

108	*2*	Rail Transit System in Phnom Penh		-	-	Loan	-	-	Planning
109	*3*	Urgent Bridges Replacement Project along NR11 and NR73	To replace the Temporary Bailey Bridges with Permanant ones to deal with traffic growth and social needs	23.00	Grant		2015	2017	Under Preparation and Requesting
110	*4*	Urban Drainage System Installation at Battambang and Banteay Meanchey Provinces	New construction and Installation of old exisiting drainage system in city centers	-	Grant		2005	2018	Under Preparation and Requesting
REPUBLIC OF KOREA				**160.00**					
111	*1*	Sewerage Treatment Plant in Talmao Kandal Province	Wastewater Treatment Process	40.00	-	EDCF Loan , Korea EXIMbank	2015	-	Rolling Plan 2013-2018
112	*2*	Expand Sewarage Treatment Plant in Siem Reap Province	Wastewater Treatment Process	30.00		EDCF Loan , Korea EXIMbank	2016	-	Rolling Plan 2013-2018
113	*3*	Expand Sewerage Treatment Plant in Sihanoukville Province	Wastewater Treatment Process	30.00		EDCF Loan , Korea EXIMbank	2016		Rolling Plan 2013-2018
114	*4*	Sewerage Treatment Plant in Kampot Province	Wastewater Treatment Process	60.00		EDCF Loan , Korea EXIMbank	2016		Rolling Plan 2013-2018
	v.	**Technical Assistance**							
JAPAN				**9.80**					
115	*1*	Project for Comprehensive Urban Transport Plan in Phnom Penh Capital City	Revision of 2001 Urban Transport Master Plan	3.80	Grant	-	2012	2014	Completed
116	*2*	Project for Strengthening Capacity for Maintenance of Roads and Bridges	Bridge maintenance cycle, road and bridge inspection, and repairment capacity enhencement	-	Grant		2015	2018	On-Going
117	*3*	The Strengthening of Construction Quality Control Project	QC standard, guideline, regulation, database management system, standard drawings, technical training, laboratory equipment	4.30	Grant	-	2009	2013	Completed
118	*4*	The Study on the Improvement of Existing Bridge along National Roads in Cambodia	Bridge inventory, bridge inspection, reconstruction planning	1.70	Grant	-	2011	2013	Completed
KOREA				**11.60**					
119	*1*	Road maintenance program for Battambang, Banteay Meanchey and Pailin, community-base contractor	Maintenance 600 km, Resurfacing 150 km	5.00	-	JFPR/TA-4890	2008	2010	Selection of Contractor (Failed)
120	*2*	Introduction of Bridge Management System, BMS	To introduce the system in the ministry and provinces as a single system utilizing for planning, programming, prioritizing, budget optimizing and management of bridges.	1.40	-	Request to Government of the Republic of Korea for funds	2010	2011	Overlapped with JICA support
121	*3*	Railway Master Plan		2.00	-		2012	2013	Completed
122	*4*	Project for Road Safety Furniture and Safety Measures for NR 3 and NR 48	Blackspot Study, Road Safety Audit, and Installing additional raod safety furniture.	3.20	-	KOICA	2011	2013	Ongoing
WB/ADB/AUSTRALIA/OTHERS									
123	1	Upgrading of National Road No.48	DBST	60		Loan (KHM-17)	2018	2020	Under Preparation and Requesting

Note: 1. (ii) sub-total length of ongoing projects -1390km, (iii) sub-total length of commited projects- 849.6 km, (iv) sub-total length of proposed projects - 1025.7 km, grant total length of (ii), (iii), and (iv) project as of Jan. 2007-1,429 km
2. NSDP for road construction for the year 2005-2010-2,000km

2. Rural Roads

	i.	**Technical Assistance**						
		None						
	ii.	**Completed Projects**						
124	*1*	Northwestern Rural Development Project (NRDP)	Laterite	34.73		ADB	2002	2007	Completed
125	*2*	PPTA Rural Road Asset Management Project		590,000US$		ADB and RGC	Jan-09	Jul-09	Completed
126	*3*	TRIP-IV	Laterite	10 M.EUR	KFW		2005	2008	Completed
127	*4*	RIP-1	Laterite, Paving	6.5 M. EUR	KFW		2008	2011	Completed
128	*5*	Provincial and Rural Infrastructure Project (PRIP)	Laterite, Paving			WB	2004	2010	Completed
129	*6*	RIP-2	Laterite, Paving	7 M.EUR	KFW		2011	2014	Completed
130	*7*	TSLRDP (MRD, MOWRAM, MOI, and MAFF)	Laterite	24.00		ADB	2008	2014	Completed
131	*8*	Ket Sana Emergency Reconstruction and Rehabilitation Project	Laterite, SBST	40 Million US$		WB	2011	2014	Completed
132	*9*	Flood Damage Emergency Reconstruction Project	Laterite	17.5 Million US$	Aus AID	ADB	2011	2015	Completed
133	*10*	RIP-III	Laterite/Paving	4 Million EUR	KFW		2014	2016	Completed
134	*11*	Flood Repair for Rural Infrastructure	Laterite	8 M.EUR	KFW		Dec. 2012	Jun. 2013	Completed
140	*12*	Rural Roads Improvement Projects	DBST	68,65 Million US$	NDF	ADB,KEXIM	2011	2015	Completed
141	*13*	Rural Road Improvement Project in Steung Treng (CLV)	DBST	940,000 US$	JAIF		2015	2017	Completed
142	*14*	AF-Flood Damage Emergency Reconstruction Project	Laterite and Sement Concrete	25.4 Million US$	Aus AID	ADB	2014	2017	
143	*15*	Rural Infrastructure Improvement Project in Rattanakiri	Laterite	1,81 Million US$	JAIF		2014	2017	completed
	iii.	**Ongoing Projects**						
	1	Rural Roads Improvement Projects -China-Aided	DBST	14 Million $	China		2017	2019	Ongoing
###	*2*	Rural Roads Improvement Project -II	DBST/Cement Concrete	192.71 Million US$	NDF, Aus, SCF	ADB, EDCF, AFD, SCF	2015	2020	Ongoing
###	*3*	RIP-IV and V	Laterite/Paving/DBST	20 Million EUR	KFW		2015	2018	Ongoing
	4	Disaster Risk Management	DBST/Cement Concrete	60 Million $		World Bank	2017	2022	Consultant Selection Process
###	*5*	Economic Infrastructure Program to Sustain Land Reform Implementation (IPLR)	Laterite/Paving	9 Million EUR	KFW		2015	2017	Ongoing
	iv.	**Project in pipeline**						
	1	RIP-VI	Laterite/Paving/DBST	5.1 Million EUR	KFW		2019	2021	Committed by both governments during inter-governmental negotiation held on 1-2 Dec 2015, appraisal mission in June 2016
	2								
	3	Rural Roads Improvement Project III	DBST/Cement Concrete	About 200 Million $		ADB, EDCF	2019	2024	Under Feasibility Study Preparation

Abbreviations: AC = asphaltic concrete, AUSAID = Australian Agency for International Development, DBST = double bituminous surface treatment, EDCF = Economic Development Cooperation Fund (Republic of Korea), EOI = expression of interest, FNR = National Road, F/S = feasibility study, KfW = German government-owned development bank, MAFF = Ministry of Agriculture, Forestry and Fisheries, MOI = Ministry of Interior, MPWRAM = Ministry of Water Resources and Meteorology, MRD = Ministry of Rural Development, PMU = project management unit, PR = provincial road, QC = quality control, RC = reinforced concrete, ROW = right[s]-of-way, TBC = to be confirmed, USD = United States dollars, VN - Vietnam

Source: Road Infrastructure Department, Ministry of Public Works and Transport

Appendix 5

Ministry of Public Works and Transport Projects in the Public Investment Program Projects, 2018-2020

No	Project Title	PIP Nº	Total Project Budget	Actual Disbursements in 2016	Total Planned Expenditure				Committed Funds					Additional Funds Required			
					2018	2019	2020	Total 2018-2020	Source of Funds	2018	2019	2020	Total 2018-2020	2018	2019	2020	Total 2018-2020
Ministry of Public Works & Transport																	
Ongoing																	
A: Investment project																	
1.	Construction Krauch Chhmar-Stueng Trang Bridge Approach 1311 m and Connecting Road. (Phase1)	43	58,423.0	0.0	21,000.0	24,423.0	0.0	45,423.0						0.0	0.0	0.0	.0
									China	21,000.0	24,423.0	0.0	45,423.0				
									Total	21,000.0	24,423.0	0.0	45,423.0				
2.	Construction of NR 11 [Neakloeung-Thnal Totoeung(NR7)] Length 90 km	25	100,847.7	0.0	20,000.0	45,000.0	25,847.7	90,847.7						0.0	0.0	0.0	.0
									China	20,000.0	45,000.0	25,847.7	90,847.7				
									Total	20,000.0	45,000.0	25,847.7	90,847.7				
3.	Construction of Road No.1577 (Seksak of NR57-Samlot-Chrok 400 Cambodia/Thai Border)	22	37,280.0	18,640.0	8,640.0	0.0	0.0	8,640.0						0.0	0.0	0.0	.0
									China	8,640.0	0.0	0.0	8,640.0				
									Total	8,640.0	0.0	0.0	8,640.0				
4.	Construction Project of Phnom Penh Ring Road 2 (Section 2) West of Phnom Penh Capital.	19	62,000.0	0.0	25,000.0	22,000.0	0.0	47,000.0						0.0	0.0	0.0	.0
									China	25,000.0	22,000.0	0.0	47,000.0				
									Total	25,000.0	22,000.0	0.0	47,000.0				
5.	Flood Damaging Rehabilitation of NR7 from Kla Stus to O Chalang (South	99	41,700.0	0.0	18,000.0	13,700.0	0.0	31,700.0						0.0	0.0	0.0	.0

	Section) Length 93.96 km																	
									China	18,000.0	13,700.0	0.0	31,700.0					
									Total	18,000.0	13,700.0	0.0	31,700.0					
6.	GMS Corridor Towns Development Project	9	92,800.0	1,968.8	38,985.2	7,179.9	0.0	46,165.1	RGC	97.1	97.1	0.0	194.2	0.0	0.0	0.0	.0	
									ADB	38,888.1	7,082.8	0.0	45,970.9					
									Total	38,985.2	7,179.9	0.0	46,165.1					
7.	Improvement of Siem Reap River Phase II	705	13,536.0	0.0	3,384.0	3,384.0	3,384.0	10,152.0	RGC	58.3	58.3	58.3	174.9	0.0	0.0	0.0	.0	
									Republic of Korea	3,325.7	3,325.7	3,325.7	9,977.1					
									Total	3,384.0	3,384.0	3,384.0	10,152.0					
8.	Integrated Urban Enviromental Management in the Tonle Sap Basin	382	52,600.0	1,261.0	7,996.0	15,077.4	16,032.3	39,105.7	RGC	29.0	29.0	29.0	87.0	0.0	0.0	0.0	.0	
									ADB	7,967.0	15,048.4	16,003.3	39,018.7					
									Total	7,996.0	15,077.4	16,032.3	39,105.7					
9.	National Road No.5 Improvement Project (Battambang-Sri Sophorn Section) I+II	12	215,000.0	0.0	30,000.0	30,000.0	20,000.0	80,000.0						0.0	0.0	0.0	.0	
									Japan	30,000.0	30,000.0	20,000.0	80,000.0					
									Total	30,000.0	30,000.0	20,000.0	80,000.0					
10.	National Road No.5 Improvement Project (Prek Kdam-Thlea Ma'am Section) I+II	7	157,350.0	569.3	25,000.0	25,000.0	25,000.0	75,000.0						0.0	0.0	0.0	.0	
									Japan	25,000.0	25,000.0	25,000.0	75,000.0					
									Total	25,000.0	25,000.0	25,000.0	75,000.0					
11.	National Road No.5 Improvement	13	186,000.0	101.7	20,000.0	20,000.0	20,000.0	60,000.0						0.0	0.0	0.0	.0	

	Project (Thlea Ma'am - Battamabang and Sri Sophorn-Poipet Sections)																	
									Japan	20,000.0	20,000.0	20,000.0	60,000.0					
									Total	20,000.0	20,000.0	20,000.0	60,000.0					
12.	Provincial Roads Improvement Project	194	78,800.0	8,005.7	25,100.0	0.0	0.0	25,100.0	RGC	3,000.0	0.0	0.0	3,000.0	0.0	0.0	0.0	.0	
									ADB	22,100.0	0.0	0.0	22,100.0					
									Total	25,100.0	0.0	0.0	25,100.0					
13.	Rehabilitation NR58 [Bantheay Meanchey-Thma Don-Phong(NR68)]	16	122,980.0	0.0	10,000.0	0.0	0.0	10,000.0						0.0	0.0	0.0	.0	
									China	10,000.0	0.0	0.0	10,000.0					
									Total	10,000.0	0.0	0.0	10,000.0					
14.	Rehabilitation Project of NR13 Connected to NR8 and NR11(Kamchay Mea-Prasot) PR314D(Prasot-Prey Voi) and Construction Border Post Facility Prey Voi Cambodia-Vietnam and PR 150B,151B and NR53	10	57,329.7	0.0	0.0	0.0	0.0	0.0						0.0	0.0	0.0	.0	
15.	Rehabilitation Project of NR51 (Ot Dong(NR5)-Thnal Totoeung(NR4))	18	40,880.0	0.0	20,000.0	10,880.0	0.0	30,880.0						0.0	0.0	0.0	.0	
									China	20,000.0	10,880.0	0.0	30,880.0					
									Total	20,000.0	10,880.0	0.0	30,880.0					
16.	Road Network Improvement Project	716	70,000.0	0.0	10,000.0	18,000.0	18,000.0	46,000.0						0.0	0.0	0.0	.0	
									ADB	10,000.0	18,000.0	18,000.0	46,000.0					
									Total	10,000.0	18,000.0	18,000.0	46,000.0					
17.	Second GMS Corridor Town	50	52,000.0	0.0	7,526.0	7,526.0	7,526.0	22,578.0	RGC	1,225.0	1,225.0	1,225.0	3,675.0	0.0	0.0	0.0	.0	

	Development(Kampot-Preah Sihanouk)																	
									ADB	6,301.0	6,301.0	6,301.0	18,903.0					
									Total	7,526.0	7,526.0	7,526.0	22,578.0					
18.	Sihanoukville Port Multipurpose Terminal Development Project	379	74,130.0	7,301.7	10,683.0	0.0	0.0	10,683.0						0.0	0.0	0.0	.0	
									Japan	10,683.0	0.0	0.0	10,683.0					
									Total	10,683.0	0.0	0.0	10,683.0					
19.	World Bank-Road Asset Management Project-2(RAMP2)	20	64,480.0	0.0	19,000.0	15,480.0	15,000.0	49,480.0						0.0	0.0	0.0	.0	
									World Bank	19,000.0	15,480.0	15,000.0	49,480.0					
									Total	19,000.0	15,480.0	15,000.0	49,480.0					
Sub-Total A: Investment project									RGC	4,409.4	1,409.4	1,312.3	7,131.1					
									DPs	315,904.8	256,240.9	149,477.7	721,623.4					
		1,578,136.4	37,848.2	320,314.2	257,650.3	150,790.0	728,754.5		Total	320,314.2	257,650.3	150,790.0	728,754.5	0.0	0.0	0.0	0.0	
Sub-Total Ongoing									RGC	4,409.4	1,409.4	1,312.3	7,131.1					
									DPs	315,904.8	256,240.9	149,477.7	721,623.4					
		1,578,136.4	37,848.2	320,314.2	257,650.3	150,790.0	728,754.5		Total	320,314.2	257,650.3	150,790.0	728,754.5	0.0	0.0	0.0	0.0	
Planned																		
A: Investment project																		
1.	Construction of Cambodia–Vietnam Border Road (NR310-NR1)	103	184,000.0	0.0	1,000.0	1,000.0	3,000.0	5,000.0						1,000.0	1,000.0	3,000.0	5,000.0	
2.	Construction of National Road No. 60B Kratie City (NR.7)-Mekong River Bridge-Kampong Thma (Kampong Thom Province) with approx. length 140km	97	150,000.0	0.0	1,000.0	1,000.0	3,000.0	5,000.0						1,000.0	1,000.0	3,000.0	5,000.0	
3.	Construction of National Road	96	115,000.0	0.0	1,000.0	1,000.0	3,000.0	5,000.0						1,000.0	1,000.0	3,000.0	5,000.0	

	No. 71C (Phase II)														
4.	Construction of National Road No.294 (Chhaeb Muoy–Kampong Srelau Muoy) at Cambodia-Laos Border	98	49,700.0		0.0	1,000.0	1,000.0	3,000.0	5,000.0			1,000.0	1,000.0	3,000.0	5,000.0
5.	Construction of National Road No.3 from Chom Chao (Phnom Penh) to Veal Renh (Kampot)	33	206,000.0		0.0	1,000.0	1,000.0	3,000.0	5,000.0			1,000.0	1,000.0	3,000.0	5,000.0
6.	Construction of National Road No.378 Dong Kralor(Stung Treng Province)–Siem Pang–Voeun Sai–O Chum–Banlung(Rattanakiri Province) with approx. length 141km	101	115,000.0		0.0	1,000.0	1,000.0	3,000.0	5,000.0			1,000.0	1,000.0	3,000.0	5,000.0
7.	Construction of National Road No.72 Trapaing Thlong-Krek-Troeung(NR.7) - NR.71 (Troeung-Kampong Thmar) with approx. length 145km	40	159,751.4		0.0	1,000.0	1,000.0	3,000.0	5,000.0			1,000.0	1,000.0	3,000.0	5,000.0
8.	Construction of National Road No.73 (Tboung Khmum-Chhloung-Kratie)	104	92,000.0		0.0	1,000.0	1,000.0	3,000.0	5,000.0			1,000.0	1,000.0	3,000.0	5,000.0
9.	Construction of National Road No.92 Sam Ang(NR.9)-Kampong Sralao 2- Kampong Sralao 1-Mom 3 with approx. length 137km	100	96,000.0		0.0	0.0	1,000.0	3,000.0	4,000.0			0.0	1,000.0	3,000.0	4,000.0
10.	Construction of NR 76b (Taveng-O keo)	78	100,000.0		0.0	1,000.0	1,000.0	7,000.0	9,000.0			1,000.0	1,000.0	7,000.0	9,000.0
11.	Construction of NR2 and NR22	32	56,100.0		0.0	1,000.0	1,000.0	3,000.0	5,000.0			1,000.0	1,000.0	3,000.0	5,000.0
12.	Construction of Provincial Road No.1554 Veal Veng (NR.55) - Samlot (Pusat PR.1577) with approx. length 70km	68	42,932.0		0.0	1,000.0	1,000.0	3,000.0	5,000.0			1,000.0	1,000.0	3,000.0	5,000.0

13.	Construction of Ring Road No.3 from Junction of NR.5 to Junction if NR.1	95	280,000.0	0.0	0.0	1,000.0	3,000.0	4,000.0				0.0	1,000.0	3,000.0	4,000.0
14.	Construction of Road Chum Kiri (NR.41) -NR.31A -Chhouk-Dorngtong-Kampong Trach (NR.31) with approx. length 43 km	34	24,265.5	0.0	0.0	1,000.0	3,000.0	4,000.0				0.0	1,000.0	3,000.0	4,000.0
15.	Construction of Road from Prek Tamak - Lvea Eem - Peam Ror(NR11)	23	49,061.3	0.0	1,000.0	1,000.0	3,000.0	5,000.0				1,000.0	1,000.0	3,000.0	5,000.0
16.	Construction of Road No 3785(78a) from Ban lung to Cambodia-Laos Border	79	150,000.0	0.0	1,000.0	1,000.0	3,000.0	5,000.0				1,000.0	1,000.0	3,000.0	5,000.0
17.	Construction of Sa Aeng Bridge	36	26,880.0	0.0	1,000.0	1,000.0	2,000.0	4,000.0				1,000.0	1,000.0	2,000.0	4,000.0
18.	Construction of Tonle Sap Bridge	65	98,000.0	0.0	1,000.0	1,000.0	3,000.0	5,000.0				1,000.0	1,000.0	3,000.0	5,000.0
19.	Construction Project NR 170	26	41,695.8	0.0	1,000.0	1,000.0	3,000.0	5,000.0				1,000.0	1,000.0	3,000.0	5,000.0
20.	Construction of Road from PR110 to PR118	6	500.0	0.0	100.0	200.0	200.0	500.0				100.0	200.0	200.0	500.0
21.	Dak Dan Bridge Construction Project	70	500.0	0.0	100.0	200.0	200.0	500.0				100.0	200.0	200.0	500.0
22.	Establish Green Belt Along Major Roads for Climate Change Mitigation	46	950.0	0.0	200.0	200.0	200.0	600.0				200.0	200.0	200.0	600.0
23.	Flood Damaging Rehabilitation of NR7 (North Section) Length 96.63 km	11	63,700.0	0.0	1,000.0	1,000.0	2,000.0	4,000.0				1,000.0	1,000.0	2,000.0	4,000.0
24.	Fourth GMS Corridor Towns Development Project	712	80,000.0	0.0	16,000.0	16,000.0	16,000.0	48,000.0				0.0	0.0	0.0	.0
									ADB	16,000.0	16,000.0	16,000.0	48,000.0		
									Total	16,000.0	16,000.0	16,000.0	48,000.0		
25.	Improvement of NR No.48 with Tunnel and Bridges	27	50,000.0	0.0	1,400.0	1,400.0	1,400.0	4,200.0				1,400.0	1,400.0	1,400.0	4,200.0

26.	Maintenance and Repair River Port Infrastructure and Dredging Access of Mekong chancel and Islands.	66	4,500.0	0.0	1,000.0	1,000.0	1,000.0	3,000.0		1,000.0	1,000.0	1,000.0	3,000.0
27.	National Road No.23 (NR3-NR2–NR21–NR110-NR118A)	102	89,000.0	0.0	1,000.0	1,000.0	3,000.0	5,000.0		1,000.0	1,000.0	3,000.0	5,000.0
28.	Phnom Penh-Bavet Expressway Development Project	387	3,050,000.0	0.0	1,000.0	1,000.0	3,000.0	5,000.0		1,000.0	1,000.0	3,000.0	5,000.0
29.	Preliminary Study on Hub and Spoke Railway Construction Project in Cambodia	39	90,000.0	0.0	1,000.0	1,000.0	3,000.0	5,000.0		1,000.0	1,000.0	3,000.0	5,000.0
30.	Reconstruction of Bridge along NR 73 (A part of NR73)	30	15,000.0	0.0	1,000.0	1,000.0	3,000.0	5,000.0		1,000.0	1,000.0	3,000.0	5,000.0
31.	Rehabiliation of Road (Boeung Mealea Thalaboriwat-Kampong Sralao)	73	10,000.0	0.0	1,000.0	1,000.0	2,000.0	4,000.0		1,000.0	1,000.0	2,000.0	4,000.0
32.	Rehabiliation of Road (Slaket, Boeung Trakoun, and Thmorpoy) 210Km	75	10,000.0	0.0	1,000.0	1,000.0	2,000.0	4,000.0		1,000.0	1,000.0	2,000.0	4,000.0
33.	Rehabiliation of Road from NR4 (Phnom Sroych) Crossed by NR3-NR2 Prey Kabas to Koh Thom (NR21)	58	40,000.0	0.0	1,000.0	1,000.0	4,000.0	6,000.0		1,000.0	1,000.0	4,000.0	6,000.0
34.	Rehabiliation Road from NR3 Crossed by NR3-NR2 Prey Kabas to Koh Thom (NR21)	53	40,000.0	0.0	1,000.0	1,000.0	3,000.0	5,000.0		1,000.0	1,000.0	3,000.0	5,000.0
35.	Rehabilitation of NR 43 (Treang trayoeung NR4 to Thvea Thmey NR3)	76	48,384.7	0.0	1,000.0	1,000.0	3,000.0	5,000.0		1,000.0	1,000.0	3,000.0	5,000.0
36.	Rehabilitation of NR 50C [Kampong Chhnang-Chanol-Roka) (Kampong Thom)] and Bridge over Tonlesap River	67	215,688.0	0.0	1,890.8	2,256.8	1,515.5	5,663.1		1,890.8	2,256.8	1,515.5	5,663.1

37.	Rehabilitation of NR31	470	24,265.5	0.0	1,000.0	1,000.0	3,265.5	5,265.5						1,000.0	1,000.0	3,265.5	5,265.5
38.	Rehabilitation of NR64 (Sot Nikom-Srayang)	80	60,000.0	0.0	1,000.0	1,000.0	3,000.0	5,000.0						1,000.0	1,000.0	3,000.0	5,000.0
39.	Rehabilitation of NR76a (Banlon-Ta Veang)	5	50,000.0	0.0	1,000.0	1,000.0	3,000.0	5,000.0						1,000.0	1,000.0	3,000.0	5,000.0
40.	Rehabilitation of Priority Road along the Borders and Rural at Provincial near Border	59	226,400.0	0.0	1,000.0	1,000.0	3,000.0	5,000.0						1,000.0	1,000.0	3,000.0	5,000.0
41.	Rehabilitation of Western Railway Project	38	300,000.0	0.0	1,000.0	1,000.0	3,000.0	5,000.0						1,000.0	1,000.0	3,000.0	5,000.0
42.	Rehabilitation Project of National Road No.7 (Ponhea Kraek-Snuol-Kratie)	105	120,000.0	0.0	0.0	1,000.0	3,000.0	4,000.0						0.0	1,000.0	3,000.0	4,000.0
43.	Rehabilitation Road from Tmat Peug NR62 to Boeung Trakoun	54	110,000.0	0.0	1,000.0	1,000.0	4,000.0	6,000.0						1,000.0	1,000.0	4,000.0	6,000.0
44.	Rehabilitation of Road from Theareabarivoat NR 9 Roveang NR 62 to Boeung Mealea NR 64	56	120,000.0	0.0	1,000.0	1,000.0	2,000.0	4,000.0						1,000.0	1,000.0	2,000.0	4,000.0
45.	Road Construction Project(Tonle Bit-Prek Tamak)	24	89,938.7	0.0	1,000.0	1,000.0	3,000.0	5,000.0						1,000.0	1,000.0	3,000.0	5,000.0
46.	Road Network Improvement Project (RNIP)	52	105,000.0	0.0	21,920.0	37,820.0	220.0	59,960.0	RGC	3,340.0	2,713.0	0.0	6,053.0	0.0	0.0	220.0	220.0
									ADB	18,580.0	35,107.0	0.0	53,687.0				
									Total	21,920.0	37,820.0	0.0	59,740.0				
47.	Road Section Rovieng–Preah Khan–Boeng Mealea	106	63,000.0	0.0	1,000.0	1,000.0	3,000.0	5,000.0						1,000.0	1,000.0	3,000.0	5,000.0
48.	Sewage System in Banteay Meanchey, Kompong Chhnang Town, Pursat, Komping Thom Siem Reap province	61	50,000.0	0.0	1,000.0	1,000.0	3,000.0	5,000.0						1,000.0	1,000.0	3,000.0	5,000.0
49.	Sewage System in Northern Part of Phnom Penh Capital	74	15,000.0	0.0	1,000.0	1,000.0	3,000.0	5,000.0						1,000.0	1,000.0	3,000.0	5,000.0

50.	Sewage System in Southern Part of Phnom Penh Capital	72	15,000.0	0.0	1,000.0	1,000.0	3,000.0	5,000.0						1,000.0	1,000.0	3,000.0	5,000.0
51.	Shift Long Distance Freight Movement From Trucks to Trains	42	31,250.0	0.0	1,400.0	1,000.0	3,000.0	5,400.0						1,400.0	1,000.0	3,000.0	5,400.0
52.	Sihanoukvile New Port Container Development Project	377	203,000.0	0.0	0.0	1,000.0	3,000.0	4,000.0						0.0	1,000.0	3,000.0	4,000.0
53.	Tonle Sap Integrated Urban Management	711	70,000.0	0.0	14,000.0	14,000.0	14,000.0	42,000.0						0.0	0.0	0.0	.0
									ADB	14,000.0	14,000.0	14,000.0	42,000.0				
									Total	14,000.0	14,000.0	14,000.0	42,000.0				
54.	Trans Asian Railway: Reconstruchion 255Km (Phnom Penh to VN border)	71	5,000.0	0.0	1,000.0	1,000.0	3,000.0	5,000.0						1,000.0	1,000.0	3,000.0	5,000.0
55.	Upgrade Provincial Road DBST	15	250,000.0	0.0	1,000.0	1,000.0	3,000.0	5,000.0						1,000.0	1,000.0	3,000.0	5,000.0
									RGC	3,340.0	2,713.0	0.0	6,053.0				
Sub-Total A: Investment project									DPs	48,580.0	65,107.0	30,000.0	143,687.0				
			7,752,462.9	0.0	98,010.8	119,076.8	174,001.0	391,088.6	Total	51,920.0	67,820.0	30,000.0	149,740.0	46,090.8	51,256.8	144,001.0	241,348.6
B: Free-standing technical assistance																	
1.	Capacity Building and Institutional Strengthening for Addressing to Climate Change Impacts	77	3,000.0	0.0	700.0	700.0	700.0	2,100.0						700.0	700.0	700.0	2,100.0
2.	Conduct Feasibility Study and Survey of the Embankment of the Major Waterway in Cambodia	14	5,000.0	0.0	1,000.0	1,000.0	2,000.0	4,000.0						1,000.0	1,000.0	2,000.0	4,000.0
3.	Develop National Road Construction and Maintenance Design Standard for National and Provincial Roads, Taking into Account Climate Change Impact	81	500.0	0.0	170.0	150.0	180.0	500.0						170.0	150.0	180.0	500.0
4.	Development of Port Feasibility	69	4,500.0	0.0	1,500.0	1,500.0	1,500.0	4,500.0						1,500.0	1,500.0	1,500.0	4,500.0

	Along the Mekong/Basac/Tonlesap River																
5.	Feasibility Study on Master Plan of Sewage System and Flood Protection System	55	9,300.0	0.0	1,000.0	2,000.0	2,000.0	5,000.0						1,000.0	2,000.0	2,000.0	5,000.0
6.	Fifth GMS Corridor Towns Development Project	713	1,500.0	0.0	1,500.0	0.0	0.0	1,500.0						0.0	0.0	0.0	.0
									ADB	1,500.0	0.0	0.0	1,500.0				
									Total	1,500.0	0.0	0.0	1,500.0				
7.	GHG Mitigation for Urban Transport Including Mass Transit and Cycle System	45	800.0	0.0	120.0	120.0	560.0	800.0						120.0	120.0	560.0	800.0
8.	GMS and ASEAN Railway Connectivity Project	37	300.0	0.0	100.0	100.0	100.0	300.0						100.0	100.0	100.0	300.0
9.	Promote Environmentally Friendly Efficient and Provent Transport Technology	44	375.0	0.0	100.0	100.0	175.0	375.0						100.0	100.0	175.0	375.0
10.	Raise Public Awareness about Climate Change Caused by GHG Emission from Transport Sector	49	2,100.0	0.0	600.0	600.0	600.0	1,800.0						600.0	600.0	600.0	1,800.0
11.	Road Safety	714	1,000.0	0.0	1,000.0	0.0	0.0	1,000.0						0.0	0.0	0.0	.0
									ADB	1,000.0	0.0	0.0	1,000.0				
									Total	1,000.0	0.0	0.0	1,000.0				
12.	Second Road Network Improvement Project	715	1,500.0	0.0	0.0	0.0	1,500.0	1,500.0						0.0	0.0	0.0	.0
									ADB	0.0	0.0	1,500.0	1,500.0				
									Total	0.0	0.0	1,500.0	1,500.0				
Sub-Total B: Free-standing technical assistance									RGC	0.0	0.0	0.0	0.0				
									DPs	2,500.0	0.0	1,500.0	4,000.0				
			29,875.0	0.0	7,790.0	6,270.0	9,315.0	23,375.0	Total	2,500.0	0.0	1,500.0	4,000.0	5,290.0	6,270.0	7,815.0	19,375.0
Sub-Total Planned									RGC	3,340.0	2,713.0	0.0	6,053.0				
									DPs	51,080.0	65,107.0	31,500.0	147,687.0				

	7,782,337.9	0.0	105,800.8	125,346.8	183,316.0	414,463.6	Total	54,420.0	67,820.0	31,500.0	153,740.0	51,380.8	57,526.8	151,816.0	260,723.6

							RGC	7,749.4	4,122.4	1,312.3	13,184.1				
Total for Ministry of Public Works & Transport							DPs	366,984.8	321,347.9	180,977.7	869,310.4				
	9,360,474.3	37,848.2	426,115.0	382,997.1	334,106.0	1,143,218.1	Total	374,734.2	325,470.3	182,290.0	882,494.5	51,380.8	57,526.8	151,816.0	260,723.6

No	Project Title	PIP N°	Total Project Budget	Actual Disbursements in 2016	Total Planned Expenditure				Committed Funds					Additional Funds Required			
					2018	2019	2020	Total 2018-2020	Source of Funds	2018	2019	2020	Total 2018-2020	2018	2019	2020	Total 2018-2020
26. Ministry of Rural Development																	
Ongoing																	
A: Investment project																	
1.	Economic Infrastructure Programme to Sustain Land Reform Implementation (IPLR)	326	11,000.0	0.0	5,240.0	1,530.0	0.0	6,770.0	RGC	500.0	200.0	0.0	700.0	0.0	0.0	0.0	.0
									Belgium	4,740.0	1,330.0	0.0	6,070.0				
									Total	5,240.0	1,530.0	0.0	6,770.0				
2.	Labor Cash Project to Improve Rural Infrastructure and Support Farmers	700	24,712.0	0.0	8,237.4	8,237.4	0.0	16,474.8	RGC	8,237.4	8,237.4	0.0	16,474.8	0.0	0.0	0.0	.0
									Total	8,237.4	8,237.4	0.0	16,474.8				
3.	Rural Development Project with Saemaul Undong Approach	557	8,000.0	1,600.0	1,600.0	0.0	0.0	1,600.0						0.0	0.0	0.0	.0
									Republic of Korea	1,600.0	0.0	0.0	1,600.0				
									Total	1,600.0	0.0	0.0	1,600.0				
4.	Rural Infrastructure Programme Phase IV (RIP-IV)	604	12,705.0	0.0	7,765.0	3,400.0	0.0	11,165.0	RGC	525.0	400.0	0.0	925.0	0.0	0.0	0.0	.0
									Belgium	7,240.0	3,000.0	0.0	10,240.0				
									Total	7,765.0	3,400.0	0.0	11,165.0				
5.	Rural Roads Improvement Project II	226	192,710.0	574.5	46,405.1	40,610.6	34,694.6	121,710.3	RGC	93.1	93.1	93.1	279.3	0.0	0.0	0.0	.0
									ADB	22,620.0	19,792.5	19,792.5	62,205.0				
									France	15,502.0	13,565.0	9,689.0	38,756.0				
									Republic of Korea	8,190.0	7,160.0	5,120.0	20,470.0				
									Total	46,405.1	40,610.6	34,694.6	121,710.3				
6.	Rural Water Supply	189	8,488.0	0.0	2,843.0	1,749.0	0.0	4,592.0						0.0	0.0	0.0	.0
									Other	2,843.0	1,749.0	0.0	4,592.0				

									Total	2,843.0	1,749.0	0.0	4,592.0				
7.	Second Rural Water Supply and Sanitation (Additional Financing)	554	19,930.0	2,740.0	5,921.6	3,190.6	2,819.8	11,932.0	RGC	140.0	132.0	132.0	404.0	0.0	0.0	0.0	.0
									Other	640.0	241.0	241.6	1,122.6				
									ADB	5,141.6	2,817.6	2,446.2	10,405.4				
									Total	5,921.6	3,190.6	2,819.8	11,932.0				
Sub-Total A: Investment project									RGC	9,495.5	9,062.5	225.1	18,783.1				
									DPs	68,516.6	49,655.1	37,289.3	155,461.0				
			277,545.0	4,914.5	78,012.1	58,717.6	37,514.4	174,244.1	Total	78,012.1	58,717.6	37,514.4	174,244.1	0.0	0.0	0.0	0.0
Sub-Total Ongoing									RGC	9,495.5	9,062.5	225.1	18,783.1				
									DPs	68,516.6	49,655.1	37,289.3	155,461.0				
			277,545.0	4,914.5	78,012.1	58,717.6	37,514.4	174,244.1	Total	78,012.1	58,717.6	37,514.4	174,244.1	0.0	0.0	0.0	0.0
Planned																	
A: Investment project																	
1.	Basic Skills Training Center	152	900.0	0.0	500.0	200.0	200.0	900.0						500.0	200.0	200.0	900.0
2.	Environment and Sanitation	195	4,053.3	0.0	1,224.6	1,347.0	1,481.7	4,053.3						1,224.6	1,347.0	1,481.7	4,053.3
3.	Establishment of Center for Research and Development of Ethnic Minority	200	1,944.1	0.0	539.5	1,404.6	0.0	1,944.1						539.5	1,404.6	0.0	1,944.1
4.	Income Generation through Rural Entrepreneurship Development Program	244	3,500.0	0.0	1,500.0	1,000.0	1,000.0	3,500.0						1,500.0	1,000.0	1,000.0	3,500.0
5.	Intergrated Village Development	146	4,000.0	0.0	1,300.0	1,300.0	1,400.0	4,000.0						1,300.0	1,300.0	1,400.0	4,000.0
6.	Multi Development for Ethnic Community	607	220.0	0.0	67.0	86.0	67.0	220.0						67.0	86.0	67.0	220.0
7.	Provincial Rural Road Improvement Project (PRRIP)	605	42,000.0	0.0	4,234.0	14,072.0	24,072.0	42,378.0						4,234.0	14,072.0	24,072.0	42,378.0
8.	Rural Credit	218	2,360.0	0.0	747.2	816.9	795.9	2,360.0						747.2	816.9	795.9	2,360.0
9.	Rural Drinking Water Supply In Cambodia	606	56,000.0	0.0	42,000.0	0.0	0.0	42,000.0						0.0	0.0	0.0	.0
									China	42,000.0	0.0	0.0	42,000.0				
									Total	42,000.0	0.0	0.0	42,000.0				

10.	Rural Economic Development through Promoting Market Access for the Poor	246	4,000.0	0.0	1,000.0	2,000.0	1,000.0	4,000.0						1,000.0	2,000.0	1,000.0	4,000.0
11.	Rural Road Rehabilitation/Reconstruction and Rural Infrastructure Construction	160	93,100.0	0.0	8,700.0	41,700.0	42,700.0	93,100.0						8,700.0	41,700.0	42,700.0	93,100.0
12.	Rural Road Upgrading from Laterite to DBST or Other Surfacing	164	38,724.0	0.0	7,145.0	12,908.0	18,671.0	38,724.0						7,145.0	12,908.0	18,671.0	38,724.0
13.	Rural Roads Improvement Project Phase III	556	60,000.0	0.0	12,000.0	12,000.0	0.0	24,000.0						0.0	0.0	0.0	.0
									ADB	12,000.0	12,000.0	0.0	24,000.0			
									Total	12,000.0	12,000.0	0.0	24,000.0			
14.	Rural Water Supply Improvement in 25 Provinces in Cambodia	191	50,025.0	0.0	9,405.0	8,085.0	32,535.0	50,025.0						9,405.0	8,085.0	32,535.0	50,025.0
15.	Saemaeul Geumgo (Community credit Cooperative) Project for the Rural Development in Cambodia	240	2,000.0	0.0	370.0	600.0	1,030.0	2,000.0						370.0	600.0	1,030.0	2,000.0
16.	Small Scale Enterprise Development and Small Business	220	1,890.9	0.0	630.5	630.5	631.3	1,892.3						630.5	630.5	631.3	1,892.3
17.	Small Scale Irrigation Project	193	24,325.0	0.0	5,709.0	8,308.0	10,308.0	24,325.0						5,709.0	8,308.0	10,308.0	24,325.0
Sub-Total A: Investment project									RGC	0.0	0.0	0.0	0.0				
									DPs	54,000.0	12,000.0	0.0	66,000.0				
			389,042.3	0.0	97,071.8	106,458.0	135,891.9	339,421.7	Total	54,000.0	12,000.0	0.0	66,000.0	43,071.8	94,458.0	135,891.9	273,421.7
B: Free-standing technical assistance																	
1.	Capacity Building for Rural Roads Maintenance Project	555	1,500.0	0.0	300.0	300.0	0.0	600.0						0.0	0.0	0.0	.0
									ADB	300.0	300.0	0.0	600.0			
									Total	300.0	300.0	0.0	600.0			
2.	Human Resource Development	149	2,100.0	0.0	700.0	700.0	700.0	2,100.0						700.0	700.0	700.0	2,100.0
3.	Increasing Family Food Security	159	1,755.0	0.0	585.0	585.0	585.0	1,755.0						585.0	585.0	585.0	1,755.0
4.	Mainstreaming the Prepareness and Reduction of Disaster in Community	162	270.0	0.0	90.0	90.0	90.0	270.0						90.0	90.0	90.0	270.0

5.	Mass Media Education and Research	158	384.0	0.0	128.0	128.0	128.0	384.0					128.0	128.0	128.0	384.0
6.	Provide Basic Skill and Job Creation	239	300.0	0.0	100.0	100.0	100.0	300.0					100.0	100.0	100.0	300.0
7.	Provide Basic Skill on Biogas Construction and New Stove Building	211	2,150.0	0.0	795.0	685.0	670.0	2,150.0	RGC	795.0	685.0	670.0	2,150.0	0.0	0.0	0.0	.0
									Total	795.0	685.0	670.0	2,150.0				
8.	Research and Provide Information on Main Agricultural Products to villagers Living	215	32.5	0.0	10.8	10.8	10.8	32.4						10.8	10.8	10.8	32.4
9.	Strengthening Administration and Personnel Management	307	57.6	0.0	19.2	19.2	19.2	57.6						19.2	19.2	19.2	57.6
10.	Strengthening Internal Audit	87	120.0	0.0	40.0	40.0	40.0	120.0						40.0	40.0	40.0	120.0
11.	Strengthening the Activities of Community Development Centers	161	765.0	0.0	255.0	255.0	255.0	765.0						255.0	255.0	255.0	765.0
12.	Strenthening the Capacity of Village Development Committee	141	810.0	0.0	270.0	270.0	270.0	810.0						270.0	270.0	270.0	810.0
	Sub-Total B: Free-standing technical assistance		10,244.1	0.0	3,293.0	3,183.0	2,868.0	9,344.0	RGC	795.0	685.0	670.0	2,150.0				
									DPs	300.0	300.0	0.0	600.0				
									Total	1,095.0	985.0	670.0	2,750.0	2,198.0	2,198.0	2,198.0	6,594.0
	Sub-Total Planned		399,286.3	0.0	100,364.8	109,641.0	138,759.9	348,765.7	RGC	795.0	685.0	670.0	2,150.0				
									DPs	54,300.0	12,300.0	0.0	66,600.0				
									Total	55,095.0	12,985.0	670.0	68,750.0	45,269.8	96,656.0	138,089.9	280,015.7
	Total for Ministry of Rural Development		676,831.3	4,914.5	178,376.9	168,358.6	176,274.3	523,009.8	RGC	10,290.5	9,747.5	895.1	20,933.1				
									DPs	122,816.6	61,955.1	37,289.3	222,061.0				
									Total	133,107.1	71,702.6	38,184.4	242,994.1	45,269.8	96,656.0	138,089.9	280,015.7