



KH - Road Asset Management Project II (P150572)

EAST ASIA AND PACIFIC | Cambodia | Transport & ICT Global Practice |
IBRD/IDA | Investment Project Financing | FY 2016 | Seq No: 4 | ARCHIVED on 25-Dec-2017 | ISR30460 |

Implementing Agencies: The Kingdom of Cambodia, Ministry of Public Works and Transport

Key Dates

Key Project Dates

Bank Approval Date:19-May-2016

Effectiveness Date:08-Aug-2016

Planned Mid Term Review Date:16-Sep-2019

Actual Mid-Term Review Date:--

Original Closing Date:31-Dec-2022

Revised Closing Date:31-Dec-2022

Project Development Objectives

Project Development Objective (from Project Appraisal Document)

The PDO is to improve the condition, safety and climate resilience of selected national road corridors in Cambodia. The project will achieve this objective through (i) the systematic introduction of designs that include climate proofing and road safety measures and the use of performance based contracts; and (ii) by enhancing MPWT's capacity to carry out road maintenance planning, contracting and management.

Has the Project Development Objective been changed since Board Approval of the Project Objective?

No

Components

Name

Component A - Road Asset Management:(Cost \$61.27 M)

Component B - System Upgrading and Capacity Development:(Cost \$3.53 M)

Component C - Contingent Emergency Response

Overall Ratings

Name	Previous Rating	Current Rating
Progress towards achievement of PDO	● Satisfactory	● Satisfactory
Overall Implementation Progress (IP)	● Moderately Satisfactory	● Moderately Satisfactory
Overall Risk Rating	● Substantial	● Substantial



Implementation Status and Key Decisions

The MPWT is further strengthening its institutional and management structures, including those of the M&E Unit and staff of the Road Data collection and Management Unit (RDCMU), to improve their capacity to move towards improving the condition, safety and climate resilience of selected national road corridors in Cambodia. MPWT remains fully committed to test the PBC approach and to mobilize interest among the stakeholders, including the private sector. In coming months, the PBC approach will begin following the contract award. Next implementation support is scheduled in May 2018.







Risks

Systematic Operations Risk-rating Tool

Risk Category	Rating at Approval	Previous Rating	Current Rating
Political and Governance	● Substantial	● Substantial	● Substantial
Macroeconomic	● Substantial	● Substantial	● Substantial
Sector Strategies and Policies	● Substantial	● Substantial	● Substantial
Technical Design of Project or Program	● Moderate	● Moderate	● Moderate
Institutional Capacity for Implementation and Sustainability	● Substantial	● Substantial	● Substantial
Fiduciary	● Substantial	● Substantial	● Substantial
Environment and Social	● Moderate	● Moderate	● Moderate
Stakeholders	● Moderate	● Substantial	● Substantial
Other	--	--	--
Overall	● Substantial	● Substantial	● Substantial

Results

Project Development Objective Indicators

► Roads in good and fair condition as a share of total classified roads (Percentage, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	76.00	76.00	76.00	76.00
Date	29-Dec-2015	02-May-2017	01-Dec-2017	30-Jun-2022

▲ Size of the total classified network (Kilometers, Custom Supplement)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	10,907.00	10,907.00	10,907.00	10,907.00



► Roads rehabilitated, Non-rural, with disaster resilience measures (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00 km	0.00 km	0.00 km	218 (90) km
Date	29-Dec-2015	02-May-2017	01-Dec-2017	30-Jun-2022

► Length of road sections (Km) on which Road Safety Measures are implemented (Kilometers, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	45.00
Date	29-Dec-2015	02-May-2017	01-Dec-2017	30-Jun-2022

Overall Comments

Intermediate Results Indicators

► Timely preparation and submission of annual maintenance work plans and budgets using Road Management Decision Support (RMDS) (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	Maintenance budget delayed in preparation	4,400 km on IRI and 1,700 km on deflection were surveyed to prepare 3-year rolling plan by June 2018	Cumulative length of 5,500 km on IRI and 2,514 km on deflection were surveyed to date. Road asset management system re-figuration will be done in coming months to allow MPWT produce reports on road characteristics, condition, and maintenance needs with economic returns under various budget scenarios	Annual work program and budget by June
Date	29-Dec-2015	02-May-2017	01-Dec-2017	30-Jun-2022



► Length and share of roads maintained under performance-based maintenance contracts (Km and Percentage) (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	218 km (3.8%)
Date	29-Dec-2015	02-May-2017	01-Dec-2017	30-Jun-2022

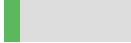
► Beneficiaries satisfied with road condition, safety, and climate resilience of rehabilitated and maintained roads (percentage), disaggregated by sex (Text, Custom)

	Baseline	Actual (Previous)	Actual (Current)	End Target
Value	0.00	0.00	0.00	60%
Date	29-Dec-2015	02-May-2017	01-Dec-2017	30-Jun-2022

Overall Comments

Data on Financial Performance

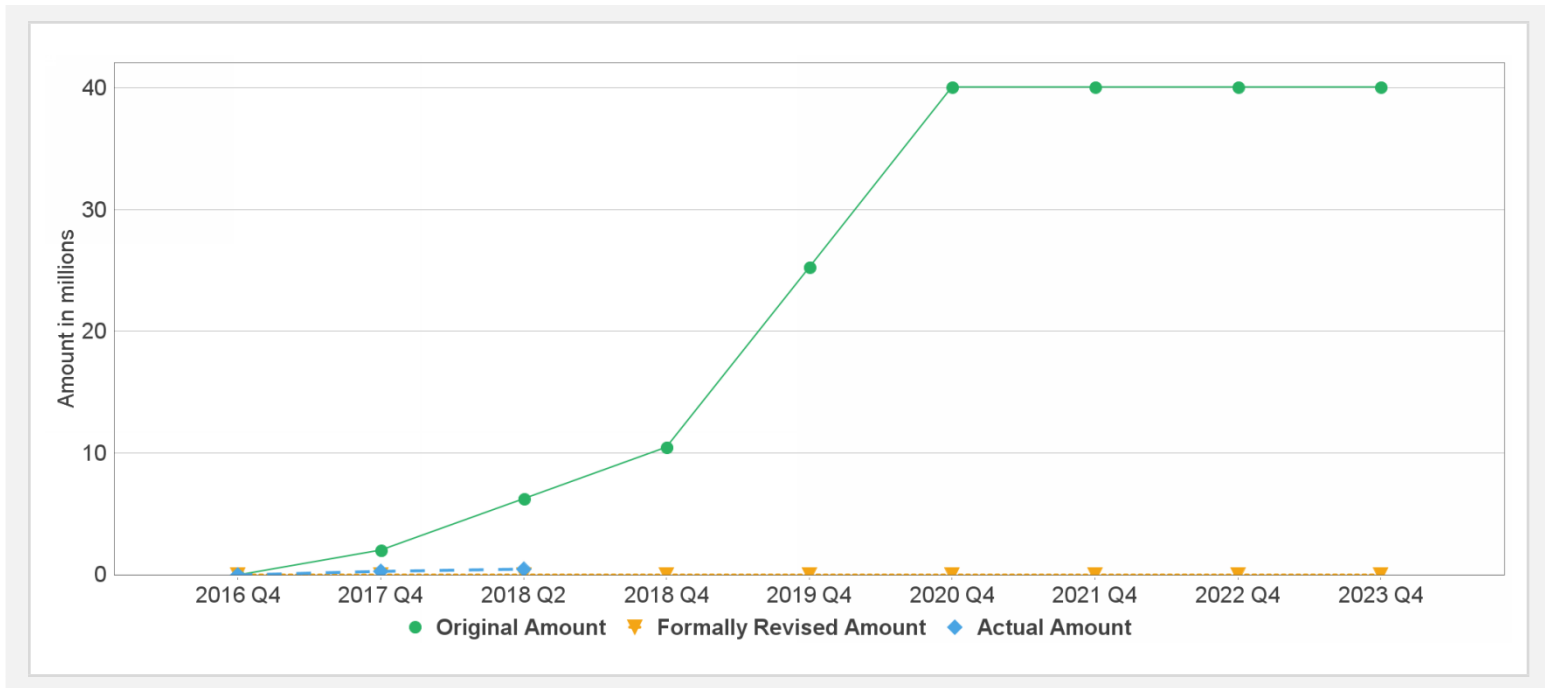
Disbursements (by loan)

Project	Loan/Credit/TF	Status	Currency	Original	Revised	Cancelled	Disbursed	Undisbursed	Disbursed
P150572	IDA-57890	Effective	USD	60.00	60.00	0.00	0.43	60.93	 1%

Key Dates (by loan)

Project	Loan/Credit/TF	Status	Approval Date	Signing Date	Effectiveness Date	Orig. Closing Date	Rev. Closing Date
P150572	IDA-57890	Effective	19-May-2016	09-Jun-2016	08-Aug-2016	31-Dec-2022	31-Dec-2022

Cumulative Disbursements



Restructuring History

There has been no restructuring to date.

Related Project(s)

P165249-KH-Road Asset Management Project Additional Financing