



# Infrastructure Development in Cambodia

MINISTRY OF PUBLIC WORKS AND TRANSPORT



**CHEAM SOVANNY** *Deputy Director General*

October 2018

# Future Opportunities for Infrastructure Development in Cambodia

- ✓ Expressways
- ✓ Sky train /AGT
- ✓ Railway sector
- ✓ Highways Upgrades / Ring Roads Development surrounding the city
- ✓ Waterway transport and port development
- ✓ Waste Water Sewerage Management System Development
- ✓ Development of logistic complex in the main corridors
- ✓ Other main Road and Bridge Construction

# Plan of AGT (Automated Guideway Transit)

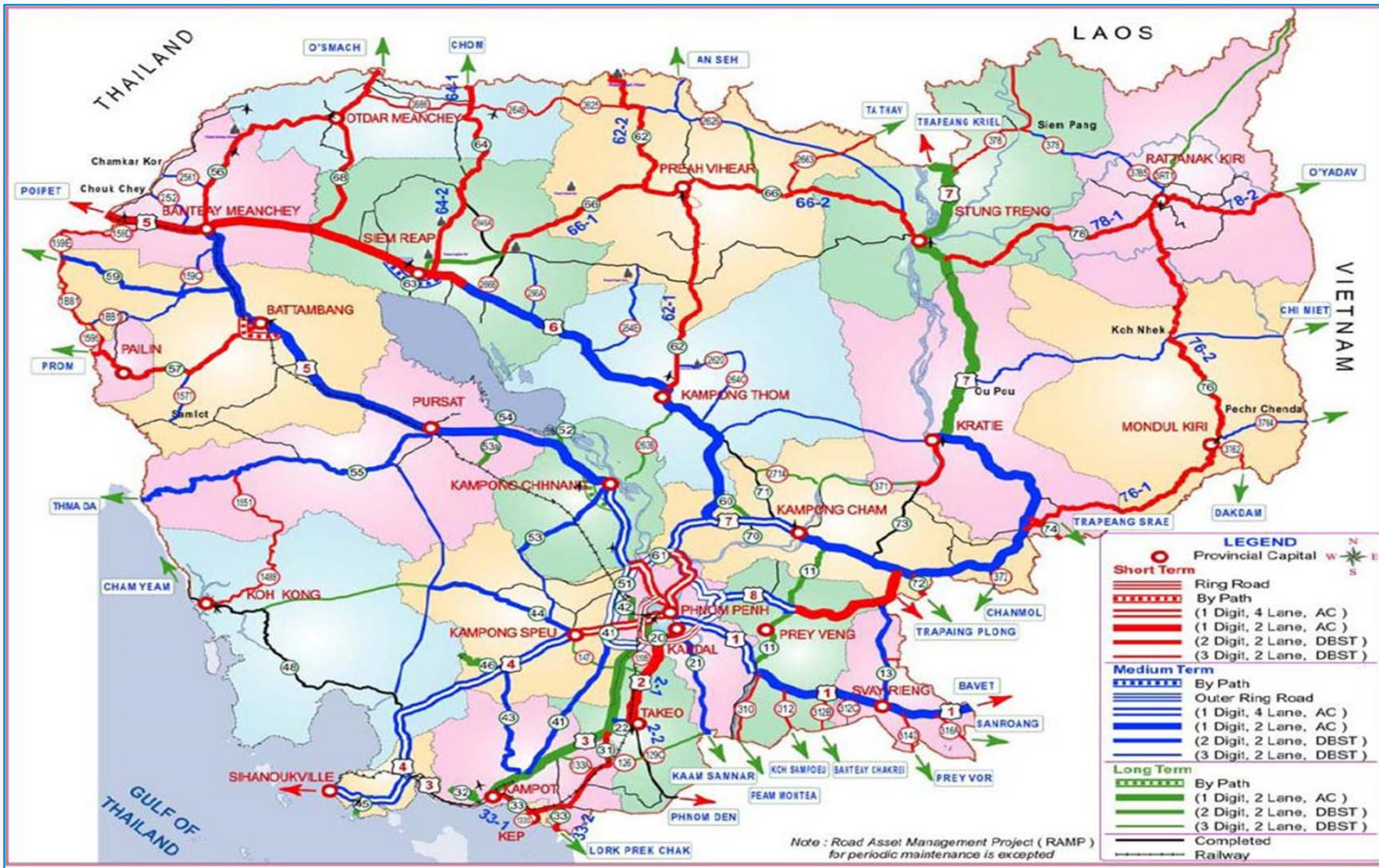


## Station Location Plan (Candidate Area for Stations)

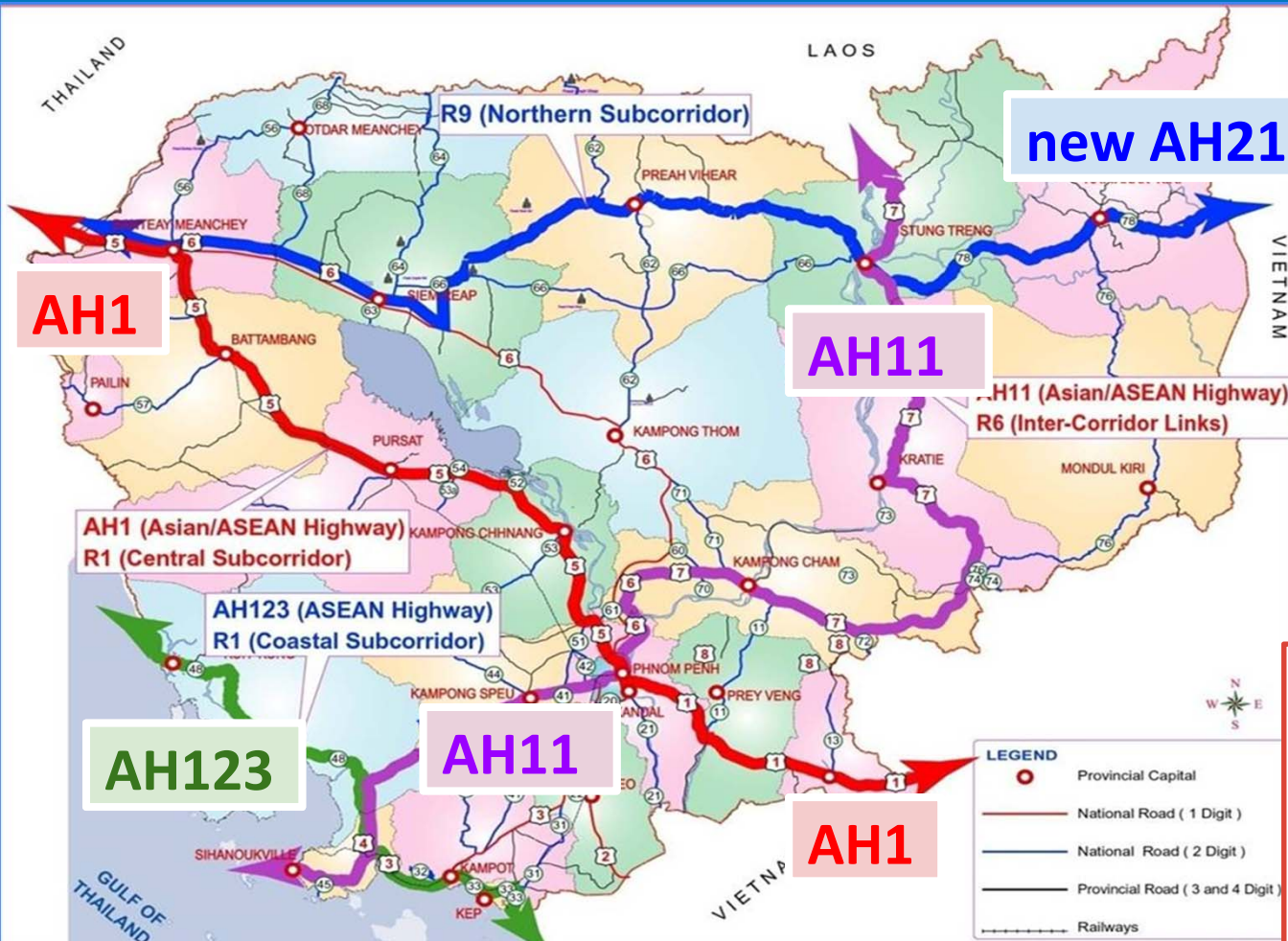
Route: Central market – Menireth  
Blvd. – Veng Sreng Blvd. – PP Airport  
Length: 18 km  
Cost: Under estimation



# Master Plan Roads Network up to Year 2023



# ASEAN Highways and Main Corridors in Cambodia



new AH21

AH1

AH11

AH11 (Asian/ASEAN Highway)  
R6 (Inter-Corridor Links)

AH1 (Asian/ASEAN Highway)  
R1 (Central Subcorridor)

AH123 (ASEAN Highway)  
R1 (Coastal Subcorridor)

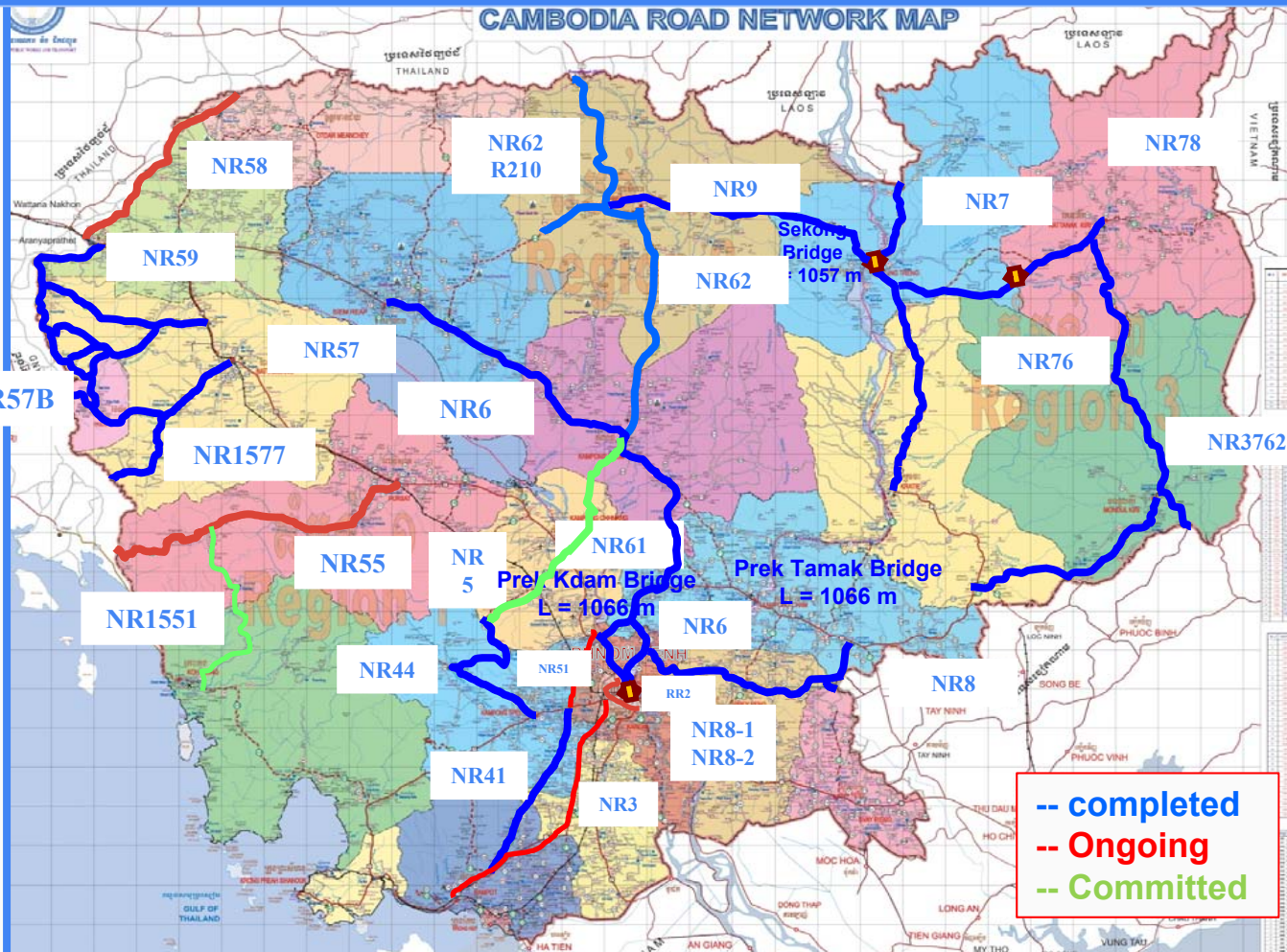
AH123

AH11

AH1

CAMBODIA- AH (2015)	
AH(Total):	1,487 km
TTRs:	1,336 km
Class II:	1,336 km
Class III:	151 km
Missing link:	0 km

# Projects Roads Construction with Cooperation Cambodia-China



# MAIN INFRASTRUCTURE DEVELOPMENT

- Completed ASEAN highway linking Thailand, Cambodia, Vietnam
- Completed ASEAN highway linking Cambodia, Lao PDR, China
- Finished upgrading national road network
- Rehabilitating the existing Railway Lines (Southern and Northern lines); National Railways as part of Singapore – Kunming rail link
- Upgraded Phnom Penh Port / new container port
- Upgraded Sihanoukville Port (new general cargo terminal)
- Upgraded Phnom Penh, Siem Reap, and Sihanoukville Airports





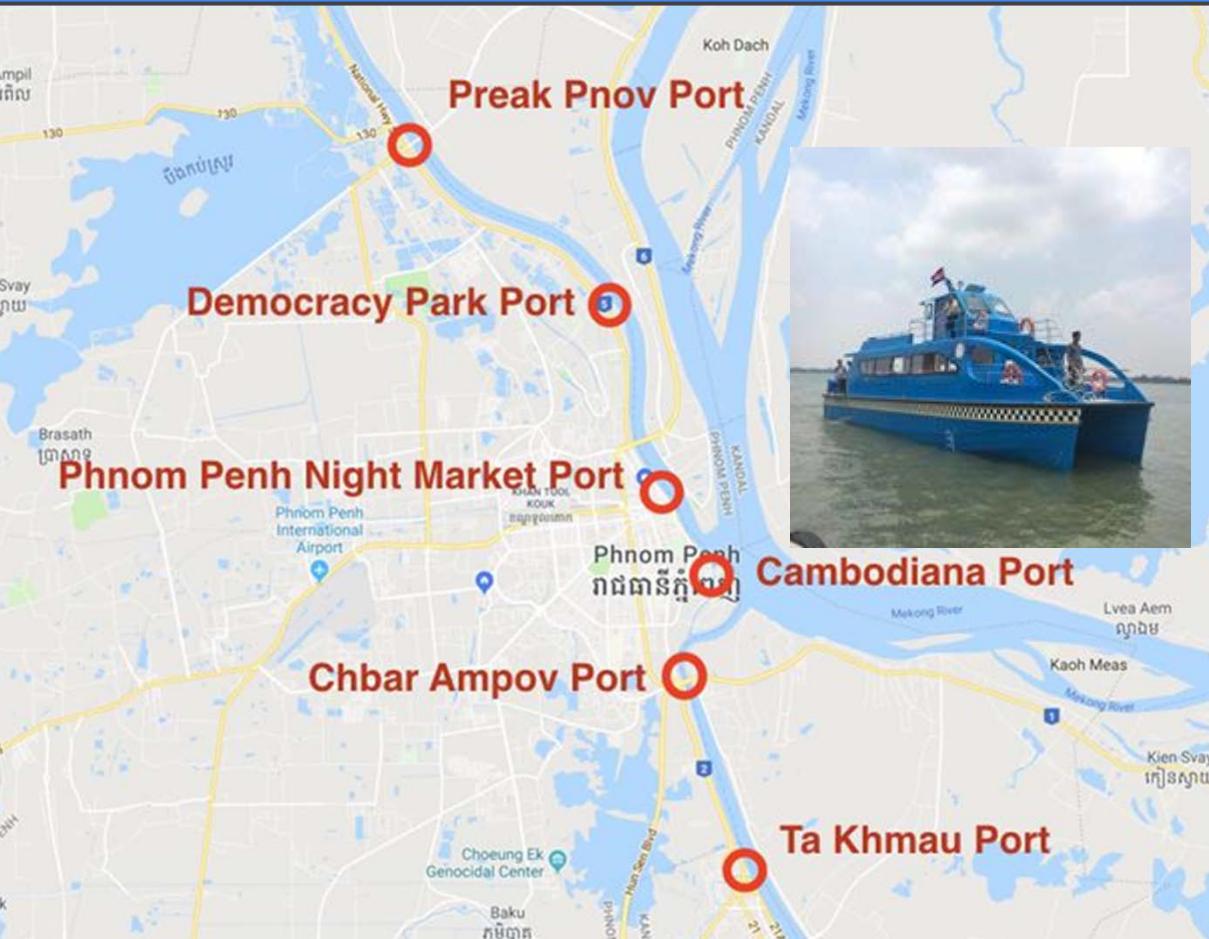


# Main Corridors Development

## PHN-SHV Corridor:

- PHN-SHV Expressway: Concession Agreement of PHN-SHV Expressway has been successfully concluded. This project will commence very soon on BOT basis and will take 44 months to complete.
- Railways: the rehabilitation has been done and the rail network has been officially handed over to Royal Railways for operation
- Access passenger train to Phnom Penh International Airport, launched on the 10<sup>th</sup> April this year.
- Taxi Boat services from Prek Phneu – Phnom Penh – Takmao operated from 6<sup>th</sup> April this year.
- SHV port: plan to build a new container terminal which will be 14.5 meters in depth, allowing 93% of vessels around the world access to this important Cambodian port.
- PHN-Kampot-Vealrinh is another alternative to access to SHV port
- NR4 (PHN- SHV) will soon be resurfaced with support from the World Bank

# Inland Waterway : Taxi Boats (ប្រាក់ឃ្នា-ភ្នំពេញ-តាខ្មៅ)



- To be launched on 06-Apr-18
- 3 boats
- 6 terminals in Stage 1



# Sihanouk Ville Autonomous Port – Ongoing and Future Development



## Multi-purpose Terminal 2015-2018:

- Length: 330m
- Alongside depth: -13.50m
- Designed to accommodate vessel with 40,000 DWT,
- Dry bulk cargo storage yard: 27,900m<sup>2</sup>

## Oil Supply Base Terminal:

- Length: 200m
- alongside: depth: -7.5m
- Logistics base yard: 26,900m<sup>2</sup>

## New Container Terminal 2020-2030:

- Length: 350m
- Alongside depth: -14.50m (Draft: -13.8m),
- Designed to accommodate vessel with 60,000 DWT (93% of Asia-Pacific Ship Routes),
- Target Vessel Size: 5,000 TEUs (Over-Panama Ship),
- Container Yard (Backside) : 140,000m<sup>2</sup>.



- **Phnom Penh Port**
- កំពង់ផែភ្នំពេញកំពុងត្រូវបានរៀបចំពង្រីកបន្ថែម



400 × 250m  
Land area

Entrance  
Road

Two 5000t  
berths

300 × 22m Wharf  
platform



- Funding : Chinese soft loan of 28 M USD
- Initial Capacity: 120,000 TEUs/Year,
- Total Capacity = 300,000 TEUs/year
- Berth = 22m x 300m
- Port Area = 12 ha
- Operation started 2013



# Main Corridors Development (Cont.)

## PHN-Poipet Corridor:

- Stung Bot New International Border Gate: is in the process of tender under the bilateral agreement with Thailand. This new modern border gate is designed for freight transport terminal which will relieve the congestion at the current Poipet International Border Gate. This project will be completed by 2020.
- NR5, which forms ASEAN Highway 1, is in the process of expanding from 2-4 lanes with the support from China and Japan; NR5 from PNH to Prek Kdam - completed with financial support from China; NR5 from Prek Kdam to Thlea Ma-orm will begin soon; BTB- Sereisophon is under construction, and Thlea Ma-orm- BTB + Sereisophon- Poipet is under the procurement process.
- Railway: The rehabilitation northern line from PHN-Poipet will be completed within this year earlier than original plan in 2020. The launch of the passenger train services between Poipet-Sereisophon have been held since April 2018.
- We are working together with Royal Railway of Thailand to reconnect that section between Aranyapathet- Sereisophon and potentially to Battambang

# Main Corridors Development (Cont.)

## PHN-Bavet Corridor:

- NR1 (PHN- Bavet border Cam.-VN) has been completed.
- Expressway Construction between PHN-Bavet is being planned (JICA has already completed the study, however due to the cost of the construction, MEF and MPWT have asked JICA to look at the short-term fix first at some bottleneck areas rather than wait for expressway construction.
- The Expressway project is potential to be funded by a combination of loan-grant, or a combination of PPP or BoT; it is extremely important to get AH1 connected.
- The New International Border Gate at Prey Vor, designed for the transport of goods will relieve the congestion at the current Bavet (border Cam.-VN) international border gate. The Cross Border Facility (CBF) Project is expected to be completed by the end of 2018.



The view of Bridge crossing  
Mekong River connection AH1

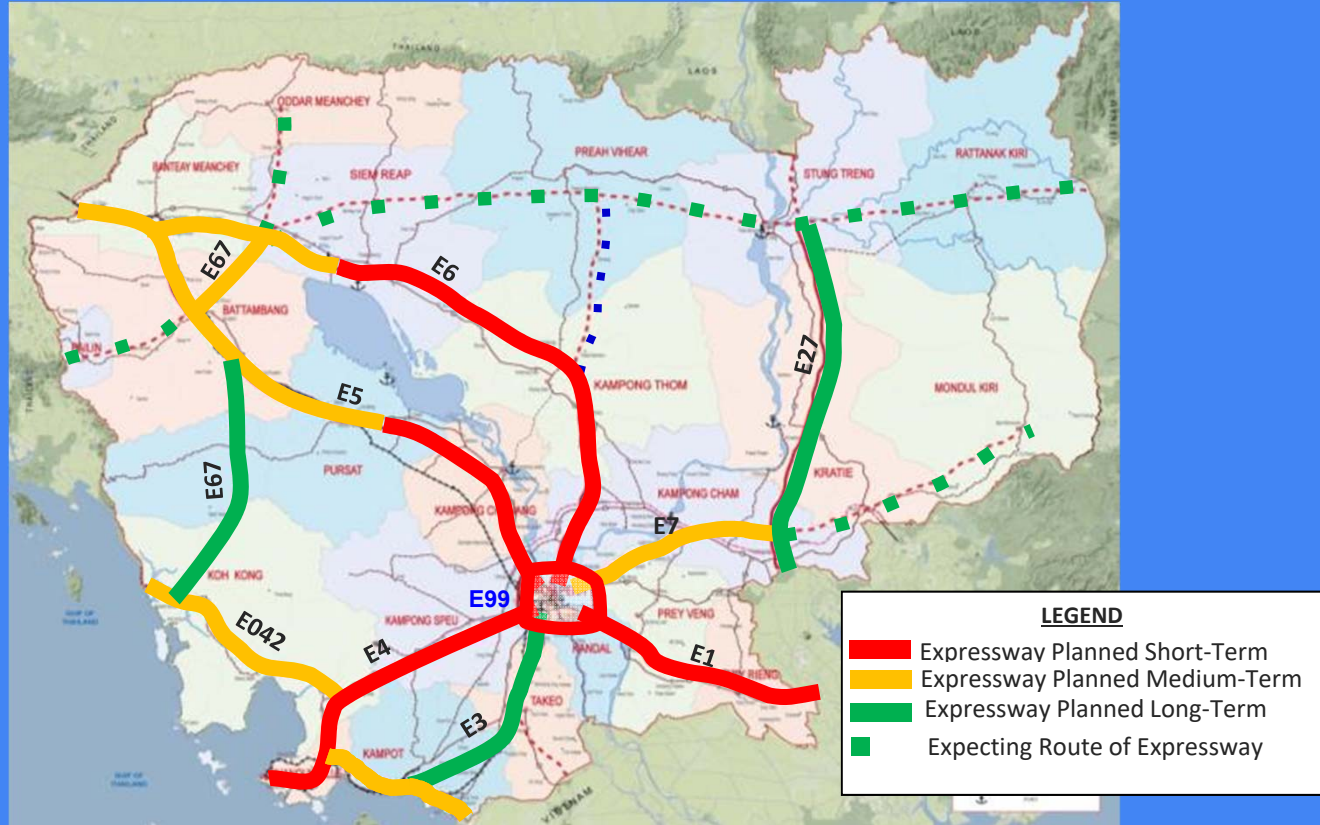


# On Software Development to support the hardware (Cont.)

## ✓ On Cross Border Transport Agreement (CBTA):

- Signed an MoU with VN on Cooperation Strategy in Transport Sector for the period from 2018-2025, that includes inland waterway transport,
- Signed an MOU with GMS counties on the 'Early Harvest' Implementation of the CBTA, allowing the effective launch of GMS Road Transport Permits and Temporary Admission Documents (TDAs) for commercial vehicles starting on 1 June 2018.
- Completed the negotiations for the extension of corridors, routes and border crossings under CBTA Protocol 1 and agreed in principle the revised List of Corridors Routes and Border Crossings under CBTA Protocol 1.

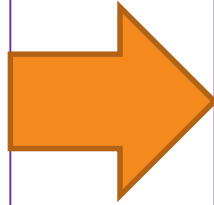
# Road Network Development- Expressways



# Cambodia Vs One Belt One Road Initiative

By improving our logistics network, we can realize the potential of Cambodia as a strategic location for economic growth, trade and regional integration.

The **RGC has endorsed regional connectivity initiatives including One Belt One Road Initiative.**



To implement this initiative, the priority has been given to the **improvement of multi-modal transport, including road transport, rail, inland waterway transport, maritime and air transport, in both hardware and software**

# Ecological Protection for Transportation

- Inland Waterway Transport is set to be the top priority of the RGC. Cambodia is blessed with plenty of natural resources: The Mekong, Tonle Sap, Basac rivers



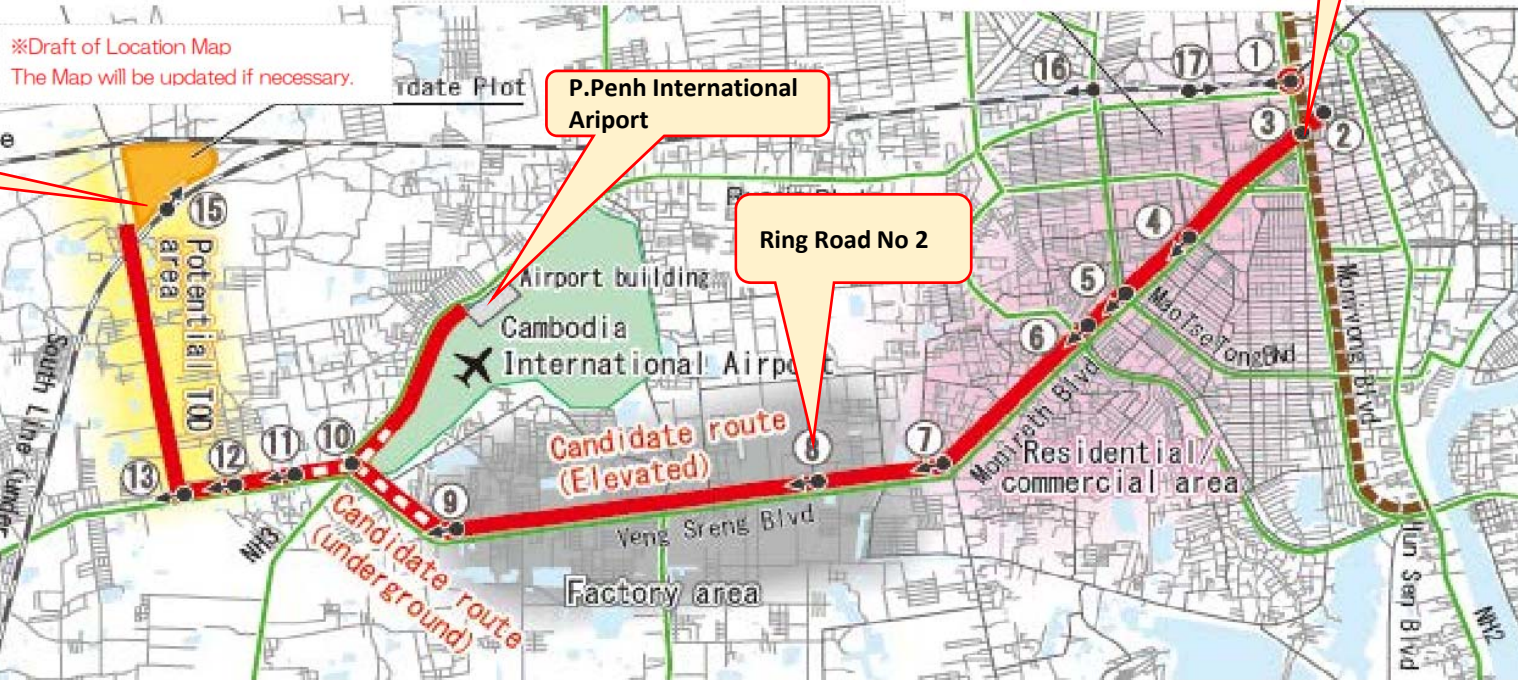
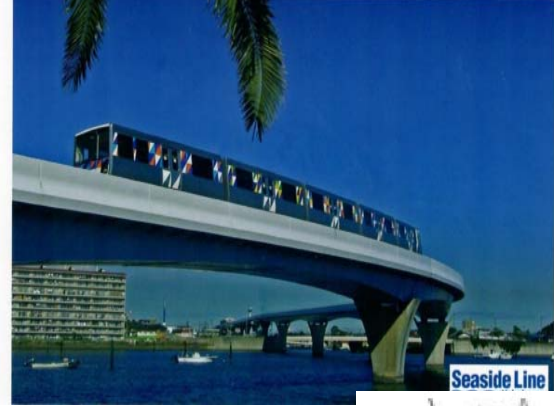
- Sky train Planning /AGT (Automated Guideway Transit)



Promote the use of  
Electric/Hybrid  
Non motorized Vehicles.

# AGT (Automated Guideway Transit)

- The best resolution for medium Capacity Transportation ៖
  - Public Transportation System in urban with permanently
  - Safety, Trust and on time



Central Market

P. Penh International Airport

Ring Road No 2

Station Sam Rong

※Draft of Location Map  
The Map will be updated if necessary.

- ❑ Public Transportation



- ❑ Improve walkway and sidewalk for pedestrians



- ❑ Build more parks and plant  
More trees



# Challenges

**Commitment**

**Coordination/Collaboration**

**Financial resources**

**Human resources**

**Technology**



# Funding Vehicles for Infrastructure Development

- **According to IDP 2015-2025**, Cambodia need financial support approx. US\$ 9 billion for infrastructure development,
- **Funding vehicles that could support infrastructure development include:**
  - Public Private Partnership (PPP),
  - Build-Operate-Transfer (BOT),
  - Build-Own-Operate (BOO),
  - Financing from World Bank, Asian Development Bank (ADB), Asian Infrastructure Investment Bank (AIIB), China's Road and Belt Initiatives and Silk Road Fund, Blended Finance, Asia Bond Fund (ABF), Asian Bond Market Initiative (ABMI), ASEAN Infrastructure Fund (AIF), New Development Bank, and Expanded Partnership for Quality Infrastructure (PQI)
- **Royal Government of Cambodia is currently promoting PPP and BOT, particularly in the area of transport infrastructure sector**

# THANK YOU!

**Ministry of Public Works and Transport**

No. 01 Preah Norodom Blvd (41),  
Sangkat Wat Phnom, Khan Daun Penh  
Phnom Penh, 12202, Cambodia

Email: [cheamsovanny@yahoo.com](mailto:cheamsovanny@yahoo.com)