

INGDOM OF CAMBODIA
MINISTRY OF PUBLIC WORKS AND TRANSPORT
PROJECT MANAGEMENT UNIT 3

CAMBODIA NORTHWEST PROVINCIAL ROAD

IMPROVEMENT PROJECT

ADB LOAN No. 2539-CAM (SF)

MONTHLY PROGRESS REPORT No. 34

SEPTEMBER 2013



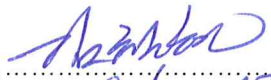
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ADB Loan No. 2539-CAM(SF)

Report Name: Monthly Progress Report No.34, September 2013

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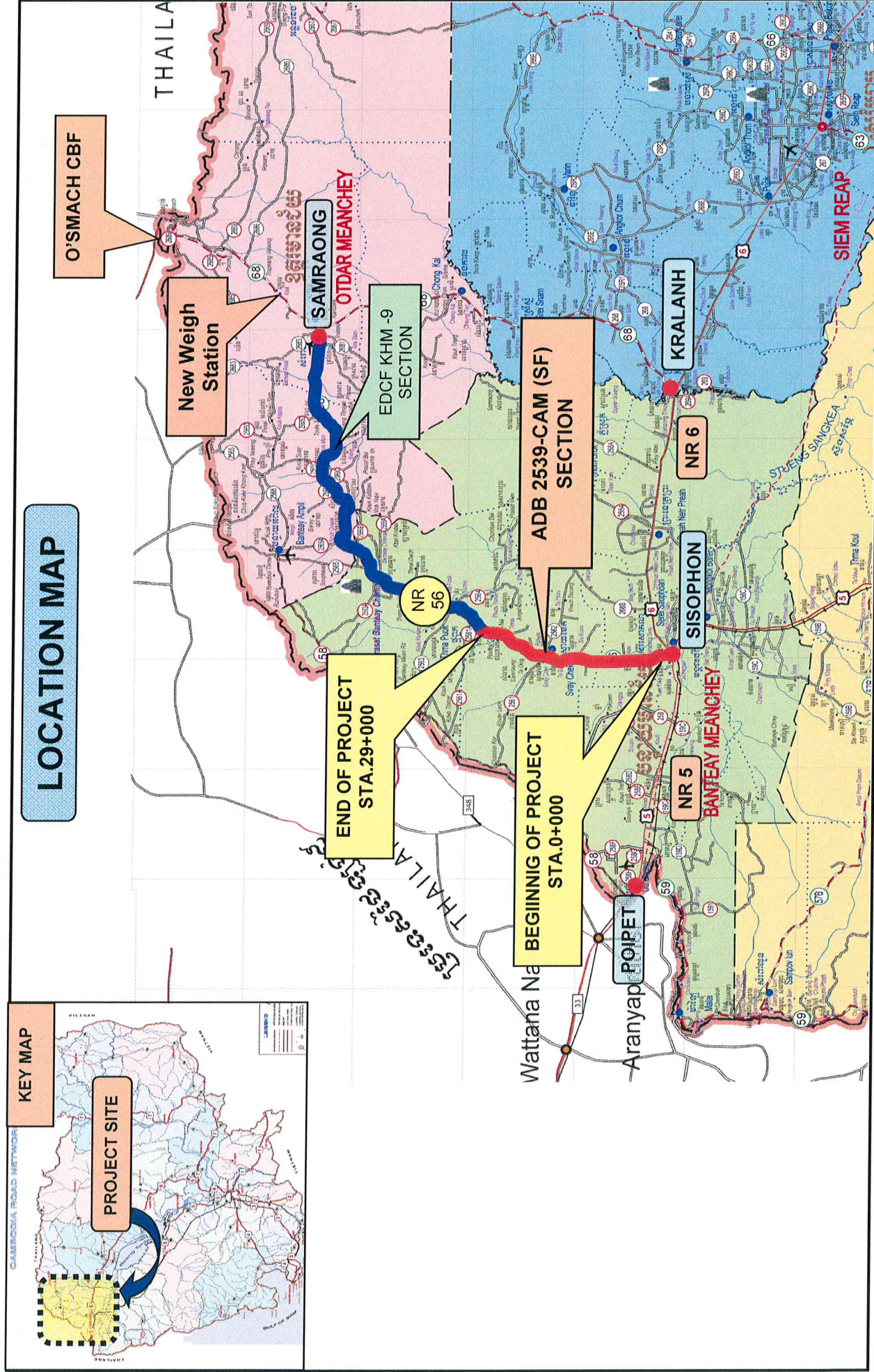
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ABBREVIATIONS

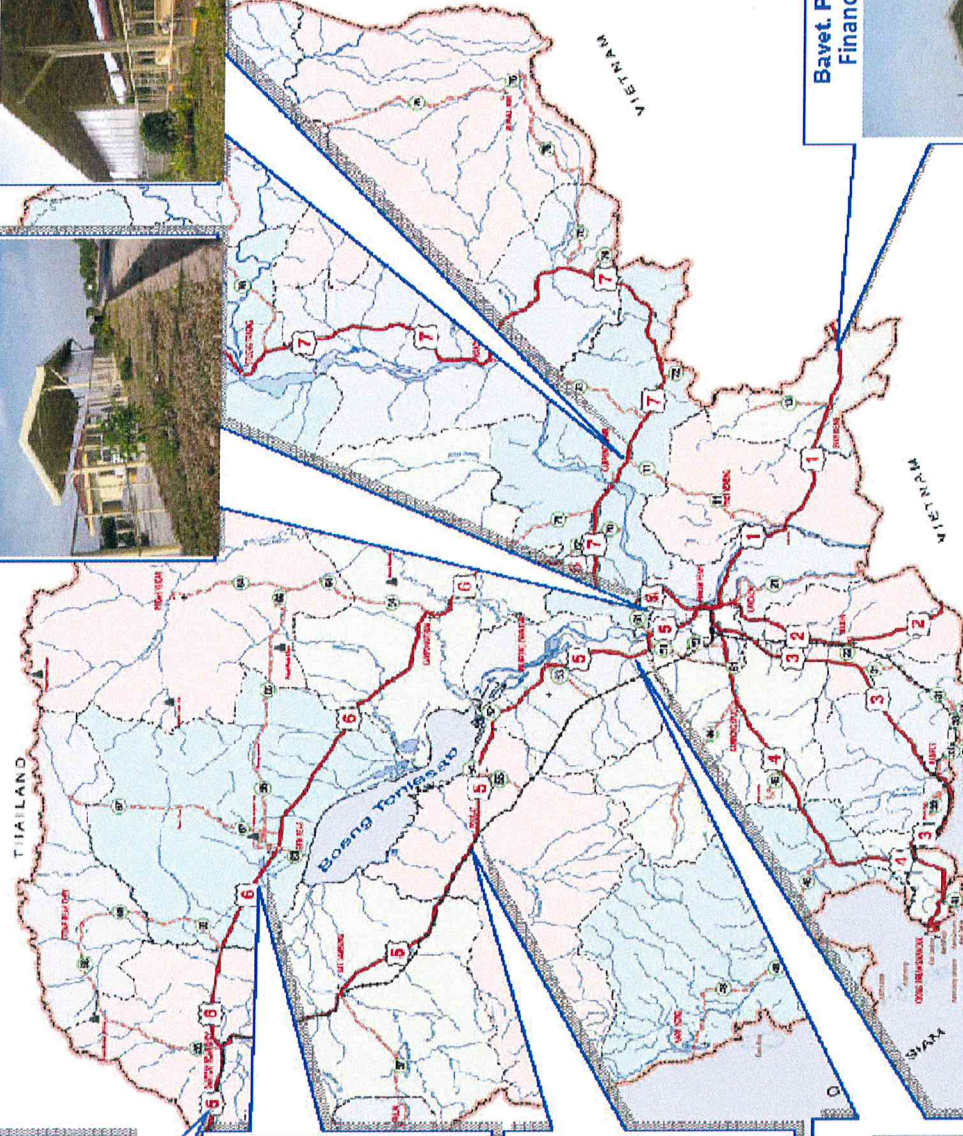
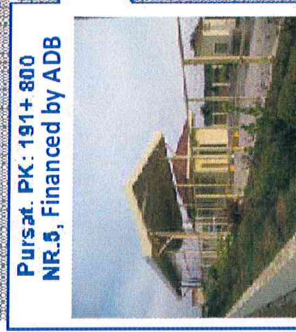
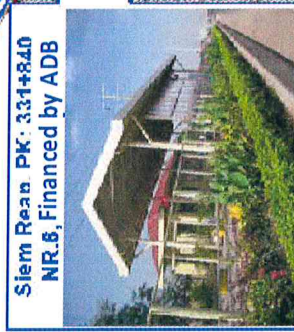
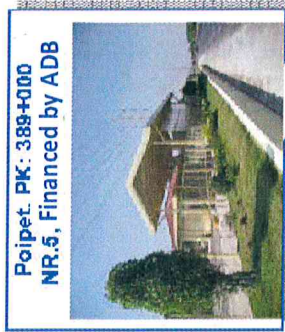
AASHTO	Association of American Society of Highways and Transportation Officials
ADB	Asian Development Bank
AP	Project Affected People
ASTM	American Standard of Testing and Materials
BME	Benefit Monitoring and Evaluation
CBF	Cross Border Facilities
CCA	Common Control Area
COI	Corridor of Impact
COM	Council of Ministers
DMS	Detailed Measurement Survey
EMP	Environmental Management Plan
GMS	Great Mekong Sub-region
HS-WIM	High Speed Weigh-in-Motion
ICB	International Competitive Bidding
IEE	Initial Environmental Examination
IRC	Inter-Ministerial Resettlement Committee
LCB	Local Competitive Bidding
LS-WIM	Low Speed Weigh-in-Motion
MEF	Ministry of Economy and Finance
MOU	Memorandum of Understanding
MPWT	Ministry of Public Works and Transport
NCB	National Competitive Bidding
NR	National Road
NGO	Non-government Organization
NPRIP	Cambodia Northwest Provincial Road Improvement Project
OPEC	Organization of Petroleum Exporting Countries
PMU	Project Management Unit
PPTA	Project Preparation Technical Assistance
RGC	Royal Government of Cambodia
ROW	Right of Way
RP	Resettlement Plan
SDR	Special Drawing Rate
SEU	Social and Environment Unit
STD	Socially Transmitted Disease
TOR	Terms of Reference
UXO	Unexploded Ordnance



CAMBODIA NORTHWEST PROVINCIAL ROAD IMPROVEMENT PROJECT
ADB LOAN 2539-CAM (SF)

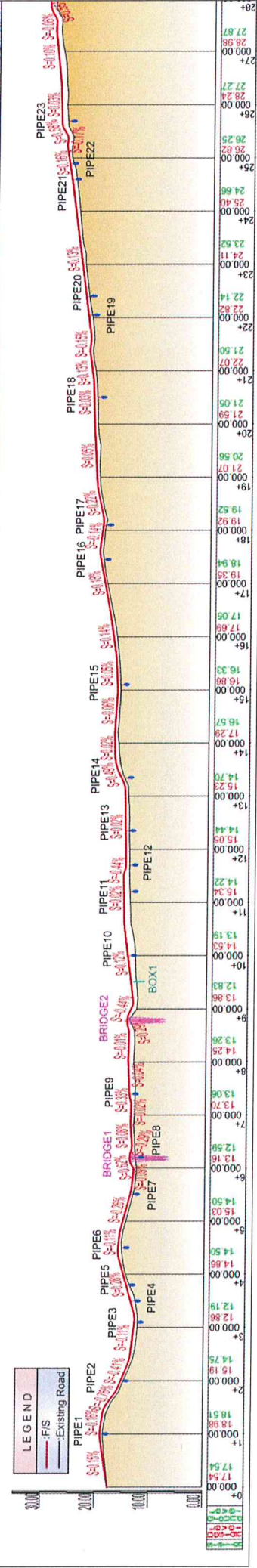
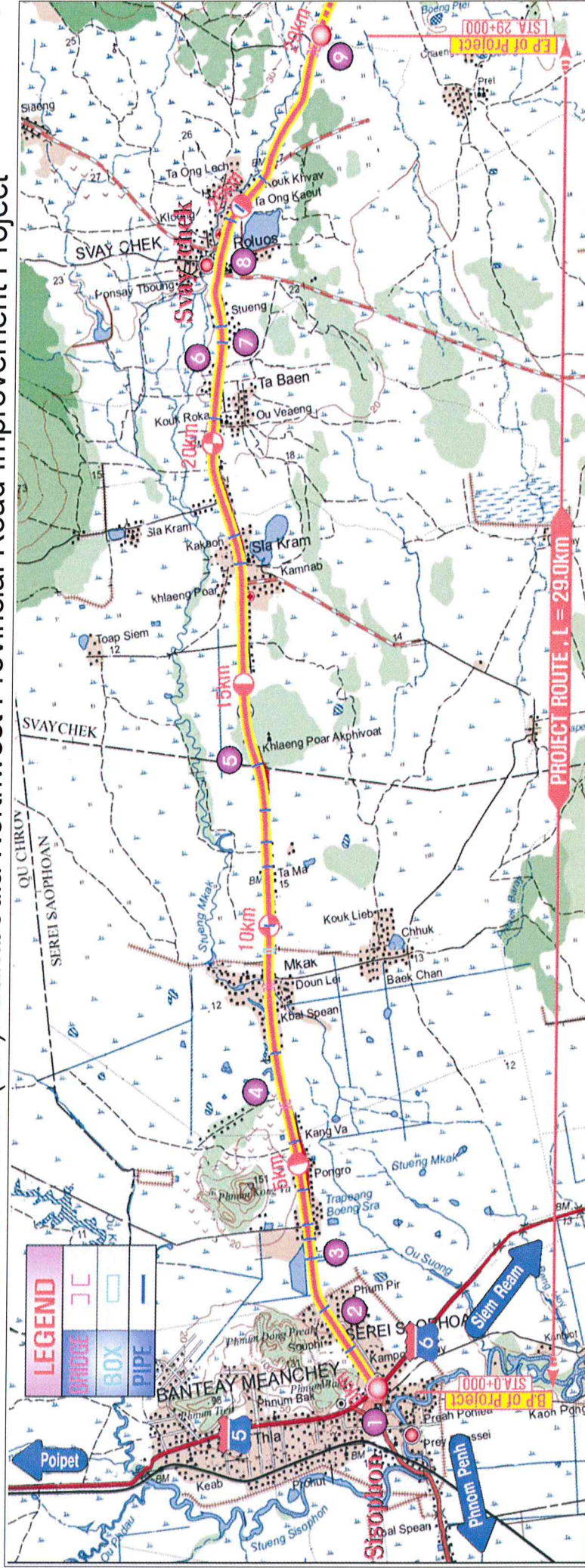
LOCATION OF & WEIGH STATIONS FINANCED BY ADB

CAMBODIA ROAD



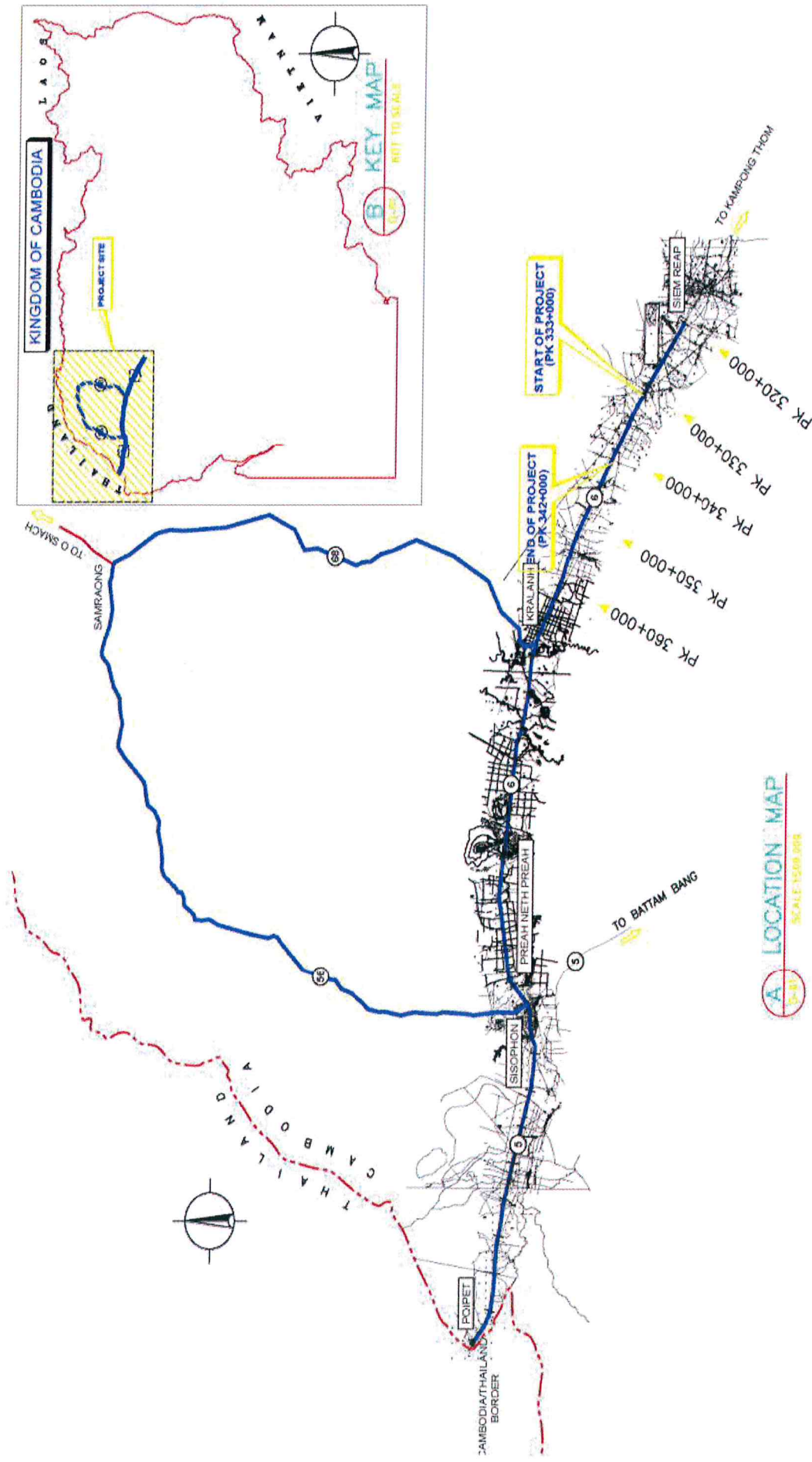
PLAN AND PROFILE OF NR 56A

ADB Loan 2539-CAM (SF): Cambodia Northwest Provincial Road Improvement Project



LOCATION MAP OF CIVIL WORKS FOR MAINTENANCE OF NR6

ADB Loan 2539-CAM (SF): Cambodia Northwest Provincial Road Improvement Project



Basic Data

■ Loan Details

Country	:	Kingdom of Cambodia
ADB loan number	:	Loan 2539-CAM (SF)
Project Title	:	Cambodia Northwest Provincial Road Improvement Project
Borrower	:	Ministry of Economy and Finance
Executing Agency	:	Ministry of Public Works and Transport
Loan Amount	:	SDR 10,512,000 (US\$16.26 million equivalent)
Loan Period	:	32 years including 8 years of grace period
Loan Approved Date	:	24 August 2009
Loan agreement signed	:	17 September 2009
Loan effectiveness date	:	25 November 2009
Loan closing date	:	30 June 2014

■ Status of project financing

Description	Amount (SDR, million)					
	Original Allocated			Reallocated (May 2013)		
	ADB	RGC	Total	ADB	RGC	Total
A. Investment Costs	7.951	1.188	9.139	9.128	1.364	10.492
1. Works	5.883	1.155	7.038	7.104	1.354	8.458
-Improvement of NR56A	3.969	0.646	4.615	4.511	0.734	5.245
-Cross Border Facility Rehabilitation	1.914	0.509	2.423	1.914	0.509	2.423
-Road Maintenance of NR6	-	-	-	0.679	0.111	0.790
2. Consulting Services	1.021	-	1.021	1.541	-	1.541
- DDIS for NR56A	0.588	-	0.588	1.106	-	1.106
- DDIS for CBF	0.271	-	0.271	0.271	-	0.271
- HIV	0.162	-	0.162	0.164	-	0.164
3. Road Safety Program	0.530	0.033	0.563	0.391	0.010	0.401
- Community based Road Safety Program	0.325	-	0.325	0.325	-	0.325
- Minor Civil Works of Road Safety Provisions	0.205	0.033	0.238	0.066	0.010	0.076
4. Equipment: Road Maintenance Program	0.517	-	0.517	0.092	-	0.092
B. Incremental Administrative Costs	0.123	0.003	0.126	0.160	0.010	0.170
1. Administrative Costs	0.026	0.003	0.029	0.096	0.010	0.106
2. Priority Operating Cost (POC)	0.097	-	0.097	0.064	-	0.064
C. Interest Charge	0.162	-	0.162	0.162	-	0.162
D. Unallocated	2.276	-	2.276	1.062	-	1.062
Total Project Cost (A+B+C+D)	10.512	1.191	11.703	10.512	1.374	11.886

1. INTRODUCTION

1.1 Brief Description of Project

The NR 56 (the project road) is a major provincial road that traverses two provinces (Banteay Meanchey and Oddar Meanchey) in northwestern Cambodia, and also links the project area with the northern provinces of Thailand. The provinces have a strong potential for agriculture development but the existing road infrastructure is inadequate for sustainable rural development. The project road is gravel road, the surface of which severely degraded and is subject to flooding and thus impassable during the wet season. The road also connects to NR 68 that links with Thailand at O'smach, a strategic border point with strong potential to promote subregional transport and trade between northwestern Cambodia and northeastern Thailand. Therefore the project will increase access to local markets, reduce travel times and vehicle operating costs, and increase tourism, leading to increased economic activity in the project area. Also, by providing more direct routes to border crossings and links to major economic corridors, the project will strengthen sub regional cooperation between Cambodia and Thailand.

The impact of the Project will be increase subregional transport and trade between Cambodia and Thailand due to improved subregional connectivity. Improved access in northwestern Cambodia due to rehabilitated roads will result in more direct routes to border crossings, and enable increased trade and tourism between Cambodia and Thailand. The outcome of the Project will be increased transport efficiency in northwestern Cambodia. The Project will help rehabilitate the provincial road network to increase transport efficiency, sustain economic development in the rural areas and provincial centers, and facilitate social development by reducing the remoteness of the project area.

Under the GMS: Cambodia Road Improvement Project (ADB Loan 1945-CAM (SF)), 38 pre-stressed concrete bridges and 21 box culverts have been constructed along NR 56 and NR 68. In addition, 14 flood-prone road sections, total length about 16 km, have been raised embankment to provide proper public traffic route during wet season.

The road improvement works are divided into three subprojects, (i) NR 56A from Sisophon to Km 29 (29 km), (ii) NR 56B from Km29 of NR 56A to the end point at Samraong (84 km), and (iii) Cross Border Facilities at O'smach. (i) NR 56A and (iii) CBF are financed by the ADB Special Fund Loan, and (ii) NR 56B is financed by the EDCF loan.

The Kingdom of Cambodia is the Borrower of the ADB Loan with the MPWT as the Executing Agency. The ADB loan amount for the Project is SDR 10,512,000 (equivalent of \$16.26 million). Loan Agreement has signed on 17 September 2009. The Loan Closing Date shall be 30 June 2014 or such other date as may from time to time be agreed between the Borrower and ADB.

• Loan approved date	: 24	August	2009
• Loan agreement signed	: 17	September	2009
• Loan effectiveness date	: 25	November	2009
• Loan closing date	: 30	June	2014

1.2 Project Component

Category	Item	Description of works
1	Works	
1A	Improvement of NR 56A	Sisophon - Km 29 (length=29 km, DBST)
1B	Cross Border Facility Rehabilitation	Civil works and CBF building
1C	Maintenance of NR6 in between SiemReap and Kralanh	Pavement repair works (PK 333+000 to PK 342+000)
2	Consulting Services	
2A	Detailed Design and Implementation Supervision for NR 56A	
2B	Detailed Design and Implementation Supervision for CBF	
2C	Road Safety Program	
2C1	Community based road safety program	Consulting services for design, training, education, equipment
2C2	Minor civil works of road safety provisions	Construction of minor civil works for road safety
2D	HIV Prevention and Anti-Human-Trafficking Program	
3	Equipment	
3A	Road Maintenance Program	Maintenance of existing permanent weigh stations

1.3 Contracts in Project

<u>Nature of Works</u>	<u>Contract Name</u>	<u>Contract Value</u>
Civil Works	CW1 (Improvement of NR 56A)	US\$ 7,935,507.49
	CW3 (Improvement of CBF at O'smach)	Not yet selected
	CW4 (Minor civil works for RSP)	Not yet selected
	CW5 (Maintenance of NR6)	US\$ 958,868.89
Consulting Services	CS1 (Detailed Design and Implementation Supervision)	US\$ 1,894,862.00
	CS3 (Road Safety Program)	US\$ 464,780.00
	CS4 (HIV Prevention Program)	US\$ 247,724.00
Equipment	Maintenance and Spare Parts for the Permanent Weigh Stations	US\$ 141,085.00

2. EXECUTIVE SUMMARY

2.1 Status

The project is preparing catch up revised schedule. The project has been progressed some delay as of this reporting period due to late compensation of NR 56, delayed contract negotiation for compensation of CBF O'smach and continuous heavy raining. The overall project progress is 34.2% as of the end of this month.

The Contractor of CW1, Improvement of NR56A, carried out survey of cross section and profile for variation No.2. Full clearance of Mine/UXO work was completed. The Contractor is investigating borrow pits and quarry for construction materials. Up to this reporting period, 122 borrow pits were tested. According to the test result, 67 borrow pits were accepted, which 28 borrow pits for embankment, 31 borrow pits for sub-grade and 7 borrow pit for sub-base. Base Course material from Sla Kram crushing plant was accepted and producing is ongoing. 28,000 cu.m of base course was produced so far. Base course from Phnom Thom Mountain is satisfactory with grading after readjusted for sieve and passed the specification requirement. The Contractor has been suffered from continuous heavy raining during this reporting period, therefore civil works were not able to proceed smoothly and temporary stopped. Backfill sub-grade for pipe culverts at below sections was carried out at PK 0+886 RHS, PK 1+950 RHS, PK 3+004 RHS, PK 9+940 RHS, PK 10+069 RHS, PK 10+200 RHS, PK 18+124 R/L and PK 20+665 R/L. Production of pipe culvert is done as follows; 2,106 meters of D800, 1,930 meters of D1,000 and 1,064 meters of D1,200 as of this month.

Excavation and removal of existing structures and drainage works were carried out as below;

- Pipe culvert 1@1200 at PK 0+886 RHS, PK 9+940 R/L, PK 10+200 R/L, PK 11+850 R/L, PK 12+066 R/L, PK 20+665 R/L
- Pipe culvert 2@1200 at PK 9+810.50 R/L, PK 10+069 R/L, 11+463 RHS, PK 12+250 R/L, PK 12+450 R/L, PK 12+650 RHS, PK 18+124 LHS
- Excavation for side drain from PK 23+850 to PK 23+950 RHS, PK 1+900 to PK 1+950 LHS

Pipe culvert installation, casting lean and surrounding concrete work at 14 places was carried out PK 0+886 RHS, PK 3+004 RHS, PK 9+810.5 R/L, PK 9+940 R/L, PK 10+069 R/L, PK 10+200 R/L, PK 11+463 RHS, PK 11+850 R/L, PK 12+066 R/L, PK 12+250 R/L, PK 12+450 R/L, PK 12+650 RHS, PK 18+124 LHS, PK 20+665 LHS. Side drain for installation pipe and joint the mortar from PK 23+850 to PK 23+950 RHS, PK 1+900 to PK 1+950 LSH. Box culvert rebar installation and form work for wall and bottom slab at BC-03 and BC-04, casting concrete class B1 for Box culvert BC-03 and BC-04 was carried out. Side pipe culvert work for installation pipe and joint mortar from PK 23+350 to PK 23+800 RHS was carried out, and casting lean concrete work from PK 23+800 to 23+850 RHS was carried out.

Road maintenance work was carried out 29 km of whole section. The potholes of which the sections from PK 3+100 to PK 27+900 were repaired by grading and compaction in order to provide smooth traffic flow. Physical progress of the Contract CW1 is 40.03% as of the end of this month. The progress is 20% slippage and contract period is remained only 3 months. It is considered that the Contractor is not able to complete the whole works on time.

With regard to CW3: Improvement of CBF at O'smach, the PRC meeting for contract negotiation with lowest bidder has held on 6 September 2012 and the lowest bidder and PRC have agreed each other for finalizing of contract. However, agreement between RGC and land

owners which is required by ADB prior to contract sign is not completed. The negotiation of agreement is still ongoing by IRC. Therefore contract sign will be holding until taking the agreement. With reference to this resettlement issue, detail discussion was carried out with ADB resettlement specialist, PMU3 and DDIS Consultant to resolve this matter. According to this discussion, the DDIS Consultant prepared supplementary RP for CBF briefly and forwarded to IRC MEF for review. Regarding to the construction period and loan closing date, construction period required is 20 months and loan closing date is the end of June 2014. During ADB Loan Review Mission on 19 to 26 November 2012, the Mission has advised IRC and PMU3 to seek advice from the Deputy Prime Minister/ Minister MEF and write to the Prime Minister requesting endorsement to freeze the land, allocate the compensation budget and proceed with land acquisition. The Cambodia Resident Mission will facilitate this meeting with IRC, PMU3 and ADB early December 2012. The Mission stressed that since ADB management is unlikely to approve a loan extension, PMU3 has to reduce the contract period. The IRC try to negotiate with two land owners. There was no progress regarding compensation matter so far. ADB has proposed cancellation of CBF at O'smach from the project to the RGC on 10 April 2013. During ADB Resettlement Review Mission from 22 to 23 May 2013 and ADB Loan Review Mission from 3 to 7 June 2013, PMU3 informed the Mission of a proposed option by acquiring a potential adjacent land, which is for sale by its owner. If IRC can acquire this land, PMU3 may be able to make minor revisions to the original design based on the differences of topography between the two locations. The Mission requested to either acquire or obtain a written agreement from the landowner of the newly proposed site by 15 August 2013 in order for ADB Management to consider PMU3's proposed approach. This process may need higher Management approvals of ADB and the Government. It is also true that if the project has to proceed with this approach that it needs a loan extension to complete the construction of the CBF.

Topographic survey for newly proposed land was done. Rearrangement of layout plan for CBF building at newly proposed land was carried out, and the master plan together with revised cost was submitted to higher management of RGC for approval. IRC/MEF had been commented that the price of newly proposed land was too high, so IRC/MEF will submit this issue to higher management of RGC for final decision during this reporting period.

With regard to the operation of existing 7 weigh stations, total numbers of 12,452 vehicles were passed through the low speed weigh in motion and US\$ 3,475 was imposed to 49 numbers of overloaded vehicles as a penalty during reporting period. Repetitive violation has not found during this reporting period. H-speed WIMs at 7 weigh stations, Pouk, Poipet, Kampong chhnang, Pursat, Thnal Kaeng, Thnal Totueng, Bavet weigh station, had been replaced with Automatic Traffic Counter System (ATCS) financed by EDCF.

With regard to the Road Maintenance Component for the maintenance of NR6, the Contract was signed on 27 February 2013 between MPWT and Kuy Leang Ky Construction Trading Group Co., Ltd. The civil work for maintenance has commenced 27 March 2013 by the PMU3's instruction. The DDIS Consultant mobilized one Resident Inspector to the site on 25 March 2013. The Contractor carried out sub-grade scarify, installation of Geotextile, backfill for sub-base and base course was carried out from PK 333+000 to PK 333+500 (RHS) and PK 334+000 to 335+480 (RHS). Prime coat and AC pavement works from PK 333+000 to PK 333+500 (RHS) and PK 334+000 to 334+664 (RHS) was carried out.

The work was not able to proceed as scheduled plan due to continuous raining during this reporting period. Therefore, the Contractor submitted request for suspension of works. PMU3 and Engineer accepted suspension of cutting existing asphalt pavement work and the subsequent works for the time being on 14 August 2013. The duration of suspension will depend on the weather condition. The site had no work activities during this reporting period.

Despite works suspended, emergency temporary repairing work of severely damaged pavement from PK 334+232.6 to PK 334+237 (RHS), PK 334+243 to PK 334+257 (LHS), PK 334+257 to PK 334+276 (LHS) and PK 334+276 to PK 334+281 (LHS) was maintained for providing safe traffic. The defected area is enlarging after recondition survey due to overloaded truck and continuous heavy raining.

Physical progress of the Contract CW5 is 11.5% as same last month.

With regard to Road Safety Program, Team Leader of RSP, Mr. Mats Arvesten was mobilized again to the project intermittently on 26 August 2013 according to the contract. Road safety specialist prepared presentations and looked for suppliers of the road safety handouts for the teaching aids.

During this reporting period, the team has finalised our proposal for road safety civil works measures; i) Additional and changed road signs, ii) New school zone design, iii) New market area design, iv) Design of some junctions, v) Introduced some small islands to support correct driver behaviour, and vi) Displayed speed limits for the whole road.

The team has also proposed plans for training and information activities; i) Road safety training of teachers, Police Officers and Officials connected to road No. 56, ii) School children training, iii) Village gatherings including special information to farm tractor drivers, and iv) Procurement of training aids and handouts.

A complete proposal was handed in to PMU3 on 27th of September and a verbal presentation of proposal will be held on the 2nd of October 2013. These road safety measures and training will be submitted to ADB for approval on next month.

With regard to the HIV/AIDS prevention program, CDOH project team has played a vital role in conducting the awareness raising both individual and group awareness to local community member on HIV prevention and anti-human trafficking.

They reached awareness to 481 local community people (286 females) in target areas of Banteay Meanchey and Oddar Meanchey provinces.

These events reached 2 events participating from approximately 105 local community people (53 people for average in each commune) that participated in the community events. The following illustrates the name of commune and number of participants in Banteay Meanchey province.

CDOH team built the relationship and cooperation to introduce the referral card for HIV test and STI treatment and to set up the action plan for the each health center in order to provide the services of HIV test and STI Test and treatment to targeted beneficiaries while there is peer educators' referral in target areas which established by CDOH. CDOH and health centers have agreed with each other to work on these tasks together. The health center received the referral for HIV test and STI treatment from peer educators under facilitation and guidance from CDOH team and health center will record the clients receiving the services of HIV test and STI test and treatment. In this month, CDOH project team in cooperation with the health centers to provide the VCCT to 19 beneficiaries and STI treatment to 11 beneficiaries in the target areas.

Prior to conducting the high-risk group training workshop on HIV/AIDS prevention and antihuman trafficking, CDOH project team worked closely with the Karaoke and restaurant general manager to invite Karaoke and Restaurant workers to the training workshop. The objectives of training workshop are to provide the overview of the HIV/AIDS and STI prevention, overview on safe migration and anti-human trafficking, HIV blood test, VCCT at Health Center, condom use demonstration and negotiation skills with partners to prevent themselves from HIV infection. The methods used in the training included the brainstorming, group discussions including questions and answers, condom use presentation, IEC materials presentation. As results, 21 participants working at Cheongphnom Penhchet Restaurant and Karaoke attended the training workshop in Banteay Meanchey province on 27 September 2013. At least 80 % of their knowledge improved to prevent the HIV infection and Human Trafficking, and they also commit to bring awareness into practices at their workplaces.

With regard to the financial progress, Invoice for Interim Payment No.6 of Contract CS4: HIV Prevention and Anti-Human Trafficking Program was submitted by the HIV Consultant, CDOH, which covered the period from June to August 2013. The recommendation for payment was made for US\$ 24,174.00. There is no monthly statement submitted by the Contractor during this reporting period.

The status of disbursement as of the end of this month is as follows;

Component		Disbursement (US\$)		
		Previous	This Month	Cumulative
CW1	Improvement of NR 56A	2,547,109.19	-	2,547,109.19
CW3	Cross Border Facility O'smach	-	-	-
CW4	Minor civil works for road safety program	-	-	-
CW5	Civil works for maintenance of NR6	95,886.89	-	95,886.89
CS1	DDIS	1,423,525.68	-	1,423,525.68
CS3	Road Safety Program	-	-	-
CS4	HIV and Anti-Human-Trafficking	108,503.87	-	108,503.87
EQ2	Road Maintenance Program	141,085.00	-	141,085.00
	Total	4,316,110.63	-	4,316,110.63

No variation has been issued during this month for civil works. With regard to the consultants' services, the DDIS Consultant, contract CS1, submitted their revised staffing schedule for the extension of implementation to PMU3 during this reporting period. The contract amount will change from USD 1,894,862 to 2,090,249.90 due to this variation No.2 upon ADB's approval.

PMU3 completed the selection of contractor for Improvement of NR 56A (CW1) and Civil Works for Maintenance of NR6 (CW5). The DDIS Consultants continued to assist PMU3 in selection of remaining two contractors in the project component. The contract negotiation with lowest bidder for CW3: Improvement of Cross Border Facility at O'smach was held on 6 September 2012 and negotiation was successfully completed. Award of Contract is suspending due to resettlement

and the PMU3 is trying to find resolution of resettlement. The status of contactors selection is shown below;

Component	Value	Method	Progress Achieved					
			AR	AD	BD	BE	AC	CS
CW1 Improvement of NR 56A	\$6.74 million	ICB	◎	◎	◎	◎	◎	◎
CW3 Improvement of Cross Border Facility at O'smach	\$4.52 million	ICB	◎	◎	◎	◎		
CW4 Minor civil works for Road Safety Program	\$0.315 million	NCB						
CW5 Civil works for Maintenance of NR6	\$1.204 million	ICB	◎	◎	◎	◎	◎	◎

PMU3 has been completed selection of consulting services in the project component for CS1: DDIS consultants, CS3: Road Safety Program and CS4: HIV prevention and Anti-Human-Trafficking Program and the DDIS Consultants assisted PMU3.

With regarding to the environment, during the project monitoring implementation, ADB had been commented in relation to the Quarterly Environmental Monitoring Report (QEMR) on 3 September. The DDIS Consultants and Contractor will update monitoring activities as following ADB's comments. CW1 and CW5 Contractor continuously maintained warning signs installed along the working area for the safety of public traffic. Temporary guide post and sign boards have been added at every working section to guide public traffic safety toward the working area and provide easy identification. In addition, road watering is remarkably reduced to local community living along the road, especially in sensitive areas (village center, hospital / health care center, market, school, buildup area) due to continuous heavy raining during this reporting period.

With regarding to the resettlement, The RP implementation is ongoing and there is no complain from people with regard to compensation, market rate or any other issues arising from civil work implementation. Consultation and compensation agreement was got thumbprint by AHs in the bypass section with satisfaction. IRC team has reported that the payment of compensation to the AHs at NR56A section was fully completed on April 2013. IRC team is now working on section of NR56B. It is noted that during compensation implementation, external monitor is closely working and observe the RP implementation process. Supplementary RP for CBF has no more progress due to delaying negotiation with land owners and IRC. MPWT stressed to avoid the CBF contract being further delayed. PMU3 has been suggested alternative new land for CBF O'smach to the ADB Mission and it was submitted to higher management of RGC for final decision.

The Good Governance Framework (GGF) as stipulated in the Loan Agreement was reviewed and updated during the reporting period. As part of Good Governance Framework (GGF), PMU3 has prepared Complaint Handling Mechanism (CHM). The website for CHM is available on MPWT website, <http://cnprp.mpwt.gov.kh/>.

During this period, there was no movement of Consultant Members. Two (2) international experts comprising one Team Leader and one International Material Engineer have been

continuously undertaking their assignment for implementation of supervision, and seven (7) national experts have been worked for construction supervision this month.

2.2 Progress Summary Sheet

2.2 Progress Summary Sheet

Component	Contract	Contract Amount (US\$)	Progress to Date				Amount Disbursed (US\$)
			Physical		Financial		
			%	+/-	%	+/-	
1. Civil Works	CW1 (NR56A)	7,935,507.49	42.0	-20.0	32.1	-	2,547,109.19
	CW3 (CBF)	Not yet selected	-	-	-	-	-
	CW4 (RSP)	Not yet selected	-	-	-	-	-
	CW5 (Maintenance of NR6)	958,868.89	11.5	-13.4	10.0	-	95,886.89
2. Consulting Services	CS1 (DDIS)	1,894,862	86.2	-	75.1	-	1,423,525.68
	CS3 (Road Safety Program)	464,780	40.0	-	-	-	-
	CS4 (HIV)	247,724	54.3	-	43.8	-	108,539.24
3.Equipment	Maintenance for the Weigh Stations	141,085	100.0	-	100.0	-	141,085.00

2.3 Overall Project Physical Progress

Component	Contract	Contract Amount (US\$)	Progress (%)			Remarks
			Previous	This Period	Total	
1. Civil Works	CW1 (NR56A)	7,935,507.49	39.8	2.2	42.0	Tan Kim Eng JV
	CW3 (CBF)	NA	-	-	-	Not yet selected
	CW4 (RSP)	NA	-	-	-	Not yet selected
	CW5 (Maintenance of NR6)	958,868.89	11.5	-	11.5	Kuy Leang Ky
2. Consulting Services	CS1 (DDIS)	1,894,862	83.4	2.8	86.2	KCI
	CS3 (Road Safety Program)	464,780	31.7	8.3	40.0	SweRoad
	CS4 (HIV)	247,724	51.4	2.9	54.3	CDOH
3. Equipment	Maintenance for the Weigh Stations	141,085	100	-	100	SAMIN DATA SYSTEM
Overall Progress (%)			33.5	0.7	34.2	

The overall project physical progress is 34.2% as of the end of this month. The Project Implementation Schedule and achieved progress are shown in **Appendix A**.

2.4 Chronology of Project Implementation

The chronology of project implementation has been updated and is shown in **appendix B**.

2.5 Problems and Solution

<u>Problems</u>	<u>Action Taken</u>	<u>Remarks</u>
Work progress of CW1 contract is behind schedule due to delayed resettlement action plan and continuous raining	The Contractor is requested to prepare the catch-up schedule, and extension of time for completion is requested.	

2.6 Issues to Be Addressed Next Month

- 1) Request for extension of time for completion for the contract CW1
- 2) Re-arrangement of layout plan for CBF O'smach to higher management of RGC for approval
- 3) Issue revised staffing schedule for DDIS Consultants (Variation No.2)
- 4) Updated Project Website

3. IMPROVEMENT OF NATIONAL ROAD 56A

3.1 Contract Data Sheet

- Contract No. : NPRIP-CW1-ICB-2011-01
- Contract Title : Improvement of National Road 56A
(Package 56A: Sisophon to km 29)
- Location : From Pk 0+000 (Sisophon) to Pk 29+000 (Sorong)
- Contractor : TAN KIM ENG Construction Co., Ltd and BCDC Co., Ltd Joint Venture
- Contractor's Address : Pum II, Sangkat Kampong Svay, Sereisophon District
Banteay Meanchey Province
- Contractor's Contact Detail : Tel: 054 5555373 and Fax: 054 711 015
- Contractor's Representative : Mr. Nithis Thanawich / Project Manager
- Length : 29.00 km including 1 existing bridge extension
- Contract Value : US\$ 7,935,507.49 (revised by Variation No.2 on January 2013)
- Letter of Acceptance : 04 November 2011
- Contract Signed : 25 November 2011
- Notice to Commence : 12 March 2012
- Contract Period : 22 months

Principal Quantities		Unit	Total O'ty	Quantity			
				Last Month	This Period	Cumulated	Remained
Earth Work	Clearing	Sq.m	289,375.15	251,961.00	-	251,961.00	37,414.15
	Unsuitable/Exca	Cu.m	16,668.57	8,331.54	-	8,331.54	8,337.03
	Embankment	Cu.m	203,259.77	134,617.50	-	134,617.50	68,642.27
	Subgrade	Cu.m	171,284.03	91,563.50	-	91,563.50	79,720.53
Sub base & Base Course	Sub-base Material	Cu.m	91,840.98	16,384.00	-	16,384.00	75,456.98
	Aggregate Producing	Cu.m	68,387.94	28,000.00	-	28,000.00	40,387.94
	Aggregate Base	Cu.m	68,387.94	-	-	-	68,387.94
Bituminous	Prime Coat	Sq.m	303,103.00	-	-	-	303,103.00
	Sealing Aggregate	Cu.m	9,221.00	-	-	-	9,221.00
Structure	Concrete	Cu.m	692.86	90.99	-	90.99	601.87
	Reinforcing Bar	Ton	90.74	22.90	-	22.90	67.84
Drainage	RC Pipe Producing(D800)	m	2,106.00	2,106.00	-	2,106.00	-
	(D1000)	m	4,510.00	1,036.00	894.00	1,930.00	2,580.00
	(D1200)	m	2,909.00	1,064.00	-	1,064.00	1,845.00
	Wing wall	No	80.00	-	-	-	80.00
	RC pipe installation	m	9,201.00	992.00	159.00	1,151.00	8,050.00
	Strip Sodding	Sq.m	135,634.41	-	-	-	135,634.41
Ancillary	Guard Rail	no	240.00	-	-	-	240.00
	Marking	no	32.00	-	-	-	32.00
Mine/UXO Clearance		ha	144.15	144.15	-	144.15	-
Miscellaneous		Lot	1.00	0.88	-	0.88	0.12
Daywork		Lot	1.00	0.12	-	0.12	0.88
Progress to date		Plan: 62.05% (Elapsed time 18.66 months) / Physical: 42.03%					
Progress	Actual		Schedule		Variation		
	42.03%		62.05%		-20.02%		

3.2 Civil Works

Survey Work

Survey of cross section and profile for variation No.2 was carried out.

Mine/UXO Clearance Work

Full clearance of Mine/UXO work had been completed on the end of June 2012.

Construction Materials

The Contractor is investigating borrow pits and quarry for construction materials. Up to this reporting period, 122 borrow pits were tested. According to the test result, 67 borrow pits were accepted, which 28 borrow pits for embankment, 31 borrow pits for sub-grade and 8 borrow pit for sub-base.

Base Course material from Sla Kram crushing plant was accepted and producing is ongoing. 28,000 cu.m of base course was produced so far. Base course from Phnom Thom Mountain is satisfactory with grading after readjusted for sieve and passed the specification requirement. Concrete trial mix Class B1, B3, D and E were approved.

Civil Works

The Contractor has been suffered from continuous heavy raining during this reporting period, therefore civil works were not able to proceed smoothly and temporary stopped.

Backfill sub-grade for pipe culverts at below sections was carried out;

- PK 0+886 RHS, PK 1+950 RHS, PK 3+004 RHS, PK 9+940 RHS, PK 10+069 RHS, PK 10+200 RHS, PK 18+124 R/L and PK 20+665 R/L

Production of pipe culvert is done as follows; 2,106 meters of D800, 1,930 meters of D1,000 and 1,064 meters of D1,200 as of this month.

Excavation and removal of existing structures and drainage works were carried out as below;

- Pipe culvert 1@1200 at PK 0+886 RHS, PK 9+940 R/L, PK 10+200 R/L, PK 11+850 R/L, PK 12+066 R/L, PK 20+665 R/L
- Pipe culvert 2@1200 at PK 9+810.50 R/L, PK 10+069 R/L, 11+463 RHS, PK 12+250 R/L, PK 12+450 R/L, PK 12+650 RHS, PK 18+124 LHS
- Excavation for side drain from PK 23+850 to PK 23+950 RHS, PK 1+900 to PK 1+950 LHS

Pipe culvert installation, casting lean and surrounding concrete work at 14 places was carried out as below;

- PK 0+886 RHS, PK 3+004 RHS, PK 9+810.5 R/L, PK 9+940 R/L, PK 10+069 R/L, PK 10+200 R/L, PK 11+463 RHS, PK 11+850 R/L, PK 12+066 R/L, PK 12+250 R/L, PK 12+450 R/L, PK 12+650 RHS, PK 18+124 LHS, PK 20+665 LHS

Side drain for installation pipe and joint the mortar from PK 23+850 to PK 23+950 RHS, PK 1+900 to PK 1+950 LSH.

Box culvert rebar installation and form work for wall and bottom slab at BC-03 and BC-04, casting concrete class B1 for Box culvert BC-03 and BC-04 was carried out.

Side pipe culvert work for installation pipe and joint mortar from PK 23+350 to PK 23+800 RHS was carried out, and casting lean concrete work from PK 23+800 to 23+850 RHS was carried out.

Maintenance of Existing Road

Road maintenance work was carried out 29 km of whole section. The potholes at the section from PK 3+100 to PK 27+900 were repaired by grading and compaction in order to provide smooth traffic flow.

STD I Work

The workers in the Contractor's camp at Kong Va district Banteay Meanchey province were trained for the STD I program implementation of activities on HIV/AIDS awareness and prevention program. STD I Education program carried out during this month is as follows:

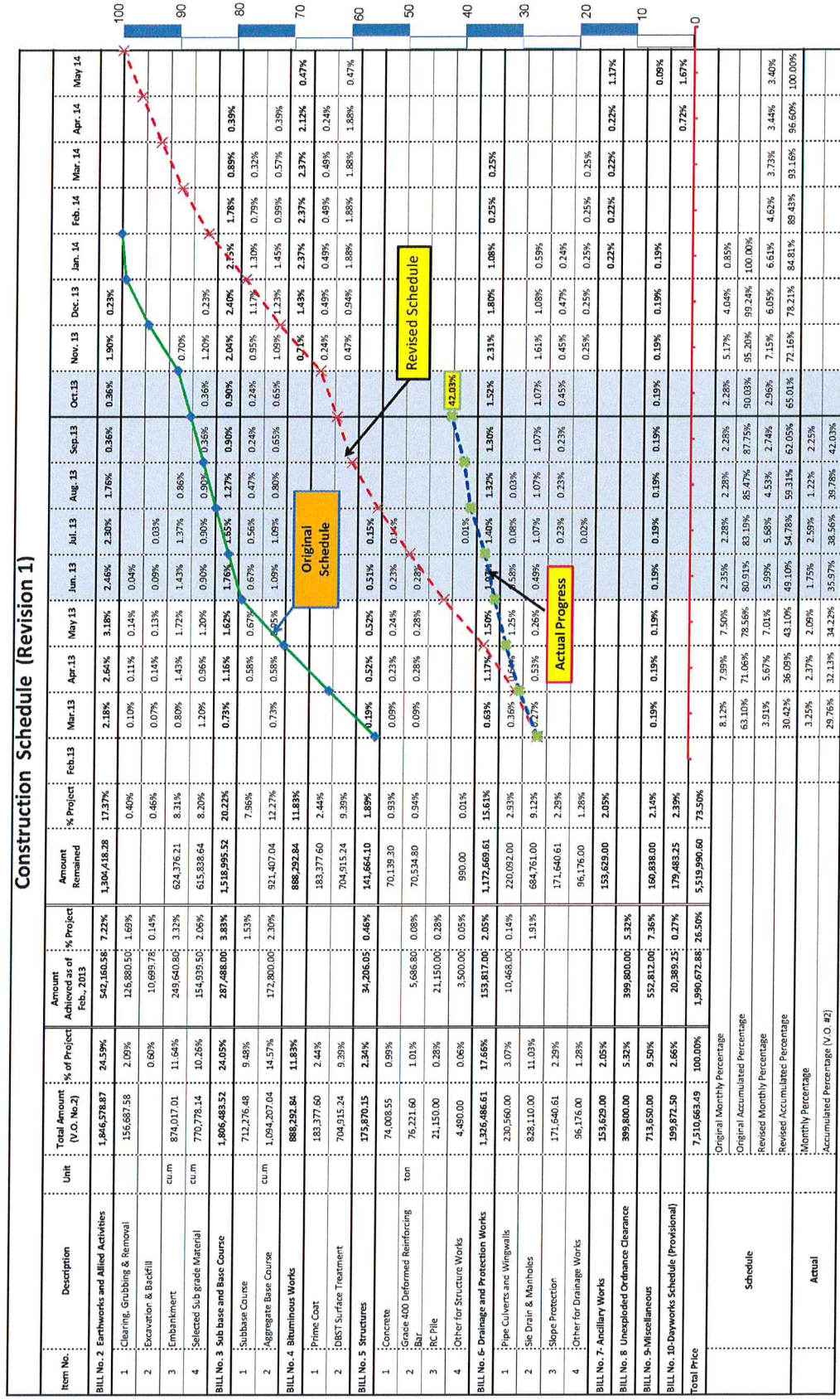
Location	Date	Number of Participants		
		Male	Female	Total
Contractor's Camp	19 September 2013	13	8	21
Engineer's Camp	20 September 2013	9	16	25

Status of Equipments Mobilization

No.	Description	Unit	Previous	This month	Accumulated	Remark
Heavy Equipment						
1	Motor Grader	ea	44	-	44	
2	Excavator	ea	143	4	147	
3	Tire Roller	ea	14	1	15	
4	Tandem Roller	ea	12	1	13	
5	Sheep-foot Roller	ea	12	-	12	
6	Vibrator Compactor	ea	75	5	80	
7	Bulldozer	ea	51	1	52	
8	Dump Truck	ea	175	5	180	
9	Wheel Loader	ea	-	-	-	
10	Crane Truck	ea	21	-	21	
11	Mobile Crane	ea	17	1	18	
12	Trailer Truck	ea	42	2	44	
13	Bitumen Distributor	ea	5	1	6	
14	Water Truck	ea	52	2	54	
15	Pipe Production Machine	ea	16	1	17	
16	Fuel Truck	ea	17	1	18	
Total			696	25	721	
Light Equipment						
1	RAM Compactor	ea	16	1	17	
2	Aggregate Spreader	ea	-	-	-	
3	Concrete Cutter	ea	14	1	15	
4	Bagger Mixer	ea	46	3	49	
5	Air Compressor	ea	26	2	28	
6	Generator	ea	39	3	42	
7	Pumping Machine	ea	29	1	30	
8	Pipe testing Machine	ea	10	1	11	
9	Welding Machine	ea	12	2	14	
10	Bending Machine	ea	-	-	-	
11	Service Truck	ea	37	1	38	
12	Bitumen Kettle	ea	5	-	5	
13	Air Blower	ea	13	1	14	
Total			247	16	263	

Physical Progress

Physical progress of the Contract CW1 is 42.03%. The progress is 20.0% slippage and contract period is remained only 3 months. It is considered that the Contractor is not able to complete the whole works on time. Detail progress is shown in below:



Schedule of Drainage Structures

Ref. No.	PK	Box Culvert	Pipe Culvert	Length, m	Remarks
56A.P1	0 + 000 (Left)		1@1200	21.00	New
56A.P2	0 + 049.70		1@1200	14.00	New
56A.P3	0 + 225.90		1@1200	14.00	New
56A.P4	0 + 452.68		1@1200	14.00	New
56A.P5	0 + 664.97		1@1200	14.00	New
56A.P6	0 + 885.27		1@1200	14.00	New
56A.P7	1 + 125.40		1@1200	15.00	New
56A.P8	1 + 339.94		1@1200	14.00	New
56A.P9	1 + 506.14		1@1200	14.00	New
56A.P10	1 + 952.82		1@1200	14.00	New
56A.P11	2 + 233.3		1@1200	14.00	New
56A.P12	2 + 290		1@1200	14.00	New
56A.P13	2 + 315.8		1@1200	14.00	New
56A.P14	2 + 580.5		1@1200	15.00	Replace
56A.P15	3 + 004		1@1000	16.00	Replace
56A.P16	3 + 492		1@1200	13.00	New
56A.P17	3 + 728		1@1200	17.00	New
56A.P18	3 + 950		1@1200	13.00	New
56A.P19	4 + 422		1@1000	13.00	Replace
56A.P20	4 + 800		1@1200	13.00	New
56A.P21	5 + 050		1@1200	13.00	New
56A.P22	5 + 388		1@1200	13.00	Replace
56A.P23	5 + 750		1@1200	13.00	New
56A.P24	7 + 150		1@1200	18.00	New
56A.P25	7 + 260		3@1200	20.00	Replace
56A.P26	7 + 417		1@1200	17.00	New
56A.P27	9 + 170		2@1200	18.00	New
56A.P28	9 + 360		3@1200	18.00	New
56A.P34	9 + 460		3@1200	19.00	New
56A.B2	9 + 510	2@1.8x2.4		7.00	Extension
56A.B3	9 + 560	2@2.4x2.4		16.50	New
56A.P29	9 + 650		3@1200	17.00	New
56A.P30	9 + 810.5		2@1200	17.00	Replace
56A.P31	9 + 940		1@1200	14.00	New
56A.P32	10 + 069		2@1200	16.00	Replace
56A.P33	10 + 200		1@1200	16.00	New
56A.B1	10 + 350	2@2.4x2.4		13.50	New
56A.P35	11 + 463		2@1200	15.00	Replace
56A.P36	11 + 850		1@1200	14.00	New
56A.P37	12 + 066		1@1200	15.00	Replace
56A.P38	12 + 250		2@1200	13.00	New
56A.P39	12 + 450		2@1200	18.00	New
56A.P40	12 + 650		2@1200	14.00	New
56A.P41	12 + 850		2@1200	14.00	New
56A.P42	13 + 060		1@1200	14.00	Replace
56A.P43	14 + 814		1@1200	15.00	Replace
56A.P44	17 + 052		1@1200	16.00	Replace
56A.P45	17 + 666		1@1000	15.00	Replace
56A.P46	20 + 666		1@1200	13.00	Replace
56A.P47	21 + 571		1@1200	15.00	Replace
56A.P48	21 + 904.70		2@1200	17.00	Replace
56A.P49	25 + 616.50		1@1000	14.00	Replace
56A.P50	25 + 792		1@1000	13.00	Replace
56A.P51	27 + 600		1@1000	13.00	New
56A.P53	6 + 109.5		2@1200	20.00	New

Ref. No.	PK	Box Culvert	Pipe Culvert	Length, m	Remarks
56A.P54	18 + 124		2@1200	14.00	New
56A.P55	9 + 460		3@1200	19.00	New

Schedule of Side Pipe Culvert

Ref. No.	PK	Location	Size	Length, m	Remarks
56A-SPC1	0 + 000 ~ 0 + 049.7	Left	1@1000	49.00	New
56A-SPC2	0 + 049.7 ~ 2 + 333.3	Left	1@1000	2,100.00	New
56A-SPC3	0 + 049.7 ~ 2 + 315.8	Right	1@1000	2,253.00	New
56A-SPC4	0 + 049.7	Right	1@1200	200.00	New
56A-SPC5	0 + 221.43	Right	1@1200	200.00	New
56A-SPC6	0 + 225.90	Right	1@1200	6.00	New
56A-SPC7	0 + 452.68	Right	1@1200	7.00	New
56A-SPC8	0 + 455.92	Right	1@1200	200.00	New
56A-SPC9	0 + 664.97	Right	1@1200	9.00	New
56A-SPC10	0 + 668.93	Right	1@1200	200.00	New
56A-SPC11	0 + 885.27	Right	1@1200	8.00	New
56A-SPC12	0 + 890.03	Right	1@1200	200.00	New
56A-SPC13	1 + 118.90	Right	1@1200	200.00	New
56A-SPC14	1 + 125.40	Right	1@1200	7.00	New
56A-SPC15	1 + 330.44	Right	1@1200	200.00	New
56A-SPC16	1 + 339.94	Right	1@1200	12.00	New
56A-SPC17	1 + 496.89	Right	1@1200	200.00	New
56A-SPC18	1 + 506.14	Right	1@1200	12.00	New
56A-SPC19	1 + 948.11	Right	1@1200	200.00	New
56A-SPC20	1 + 952.82	Right	1@1200	7.00	New
56A-SPC21	23 + 350 ~ 24 + 450	Right	1@800	1,053.00	New
56A-SPC22	23 + 350 ~ 24 + 450	Left	1@800	1,053.00	New
56A-SPC23	23 + 350	Right/Left	1@1000	6.00	New
56A-SPC24	23 + 580	Right/Left	1@1000	6.00	New
56A-SPC25	23 + 880	Right/Left	1@1000	6.00	New
56A-SPC26	24 + 450	Right/Left	1@1000	6.00	New

4. IMPROVEMENT OF THE CROSS BORDER FACILITIES AT O'SMACH

4.1 Detailed Design

The original location of CBF is approximately 300m south from the existing Cambodia/Thailand border line in the area of about 4ha. The following procedures will be processed to obtain necessary approval for the construction of the CBF.

- 1) Confirmation and acceptance of the proposed CBF location by the Cambodia National Border Committee
- 2) Discuss with land owners and sign agreement with two land owners involved for resettlement.
- 3) Conclude a memorandum of understanding on the construction and operation of new CBF at O'smach between the Government of Cambodia and the Government of Thailand.

The detailed design of CBF buildings and civil works has completed and submitted to PMU3 on 28 October 2011.

During the negotiation of land acquisition, the two land owner has requested to MPWT to shift CBF area. Therefore joint meeting has held chaired by MPWT minister on 26 March 2012 at O'smach border. 2 land owners and relevant authorities were participated in joint meeting and agreed to change location of CBF area which will be located approximately 400m south from the existing Cambodia/Thailand border line. PMU3 has submitted the shifted location of CBF plan to Prime Minister for approval and Prime Minister approved this plan on 14 June 2012.

The original layout plan of CBF is shown in Fig. 4.1 and draft revised layout plan is shown in Fig. 4.2.

4.2 Procurement

The preparation of bidding documents comprise bidding document, specifications, drawings and supplementary information was completed and submitted to ADB on 08 November 2011. The bidding documents were revised for incorporate ADB comments. Bid announcement was issued on 3 January 2012 and reported to ADB. Site visit was held on 10 January 2012 and pre-bid meeting was held on 13 January 2012. 5 bidders submitted bidding document and 4 bids were opened on 16 February 2012. 1 bidder expressed their intention to withdraw their bid right prior to bids opening.

In the process of bid evaluation, PMU3 has requested extension of bid validity together with the effective date of bid security for 90 days on 17 May 2012. Therefore, the bid validity was extended from 15 June 2012 to 13 September 2012 and the validity of bid security was extended from 13 July 2012 to 11 October 2012. Only 2 bidders submitted their bid extension.

After approval of shifted plan of CBF by Prime Minister, the procurement review committee (PRC) meeting for review of bid evaluation was held on 20 June 2012. PRC has confirmed that only one bidder was qualified among 4 bidders. Bid evaluation report has been submitted to ADB for no-objection on 27 June 2012 and ADB approved bid evaluation report which lowest bidder's price is US\$ 5,309,691.33 on 9 August 2012. PMU3 issued invitation for contract

negotiation to the lowest bidder on 31 August 2012. The PRC meeting for contract negotiation with lowest bidder has held on 6 September 2012 and the lowest bidder and PRC have agreed each other for finalizing of contract.

However, agreement between RGC and land owners which is required by ADB prior to contract sign is not completed. The negotiation of agreement is still ongoing by IRC. Therefore contract sign will be holding until taking the agreement. Therefore, the contract is now in the critical path. With reference to this resettlement issue, detail discussion was carried out with ADB resettlement specialist, PMU3 and DDIS Consultant to resolve this matter. According to this discussion, the DDIS Consultant prepared supplementary RP for CBF briefly and forwarded to IRC MEF for review.

With regarding to the construction period and loan closing date, construction period required is 20 months and loan closing date is the end of June 2014.

During ADB Loan Review Mission on 19 to 26 November 2012, the Mission has advised IRC and PMU3 to seek advice from the Deputy Prime Minister/ Minister MEF and write to the Prime Minister requesting endorsement to freeze the land, allocate the compensation budget and proceed with land acquisition. The Cambodia Resident Mission will facilitate this meeting with IRC, PMU3 and ADB early December 2012. The Mission stressed that since ADB management is unlikely to approve a loan extension, PMU3 has to reduce the contract period.

There is no progress regarding compensation matter so far. Therefore ADB has proposed cancellation of CBF at O'smach from the project to the RGC on 10 April 2013.

During ADB Resettlement Review Mission from 22 to 23 May 2013 and ADB Loan Review Mission from 3 to 7 June 2013, PMU3 informed the Mission of a proposed option by acquiring a potential adjacent land, which is for sale by its owner. If IRC can acquire this land, PMU3 may be able to make minor revisions to the original design based on the differences of topography between the two locations. The Mission requested to either acquire or obtain a written agreement from the landowner of the newly proposed site by 15 August 2013 in order for ADB Management to consider PMU3's proposed approach. This process may need higher Management approvals of ADB and the Government. It is also true that if the project has to proceed with this approach that it needs a loan extension to complete the construction of the CBF.

Topographic survey for newly proposed land was done. Rearrangement of layout plan for CBF building at newly proposed land was carried out, and the master plan together with revised cost was submitted to higher management of RGC for approval.

IRC/MEF had been commented that the price of newly proposed land was too high, so IRC/MEF will submit this issue to higher management of RGC for final decision during this reporting period.

Fig. 4.1 Original layout plan of CBF

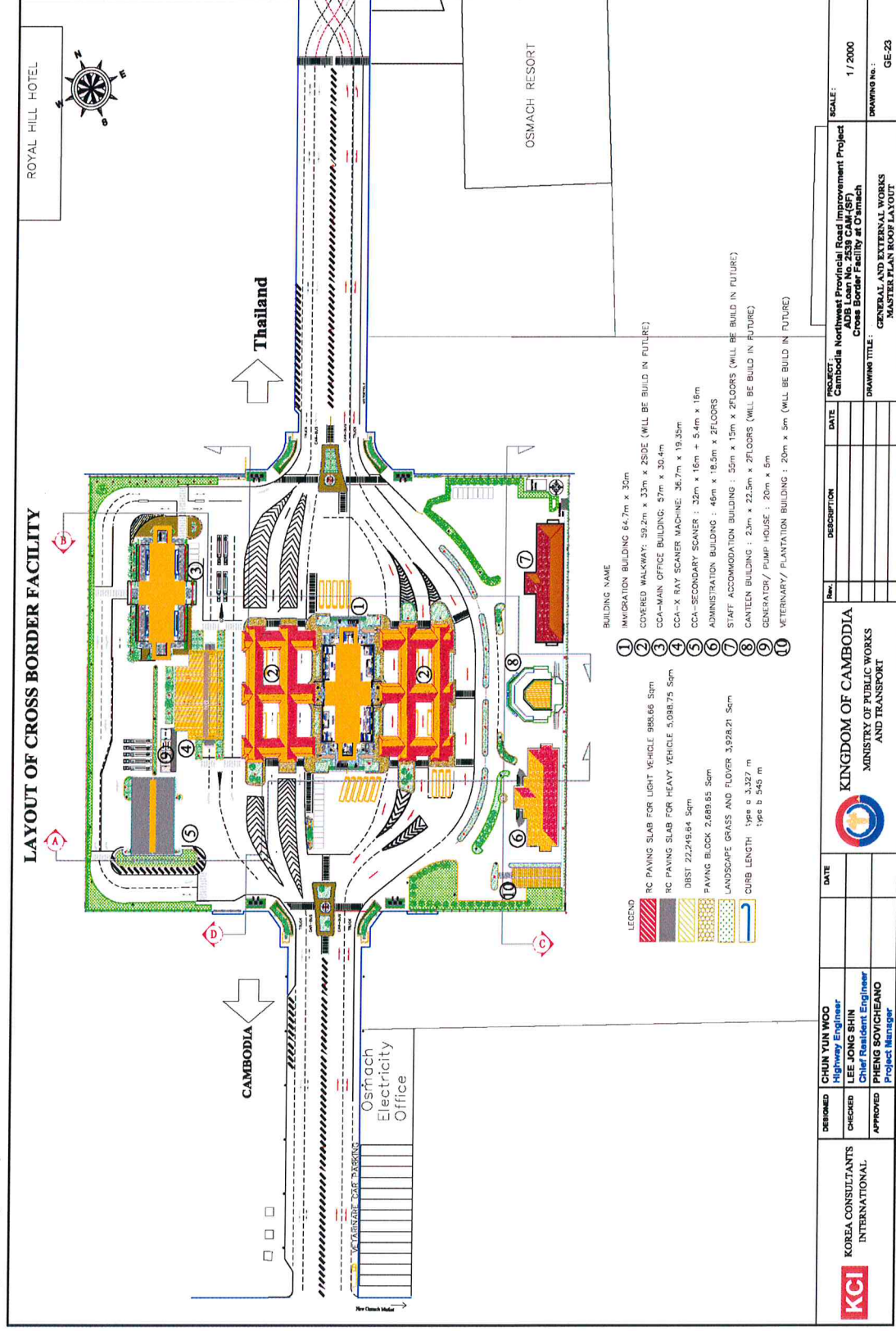


Fig. 4.2 Draft revised layout plan of CBF

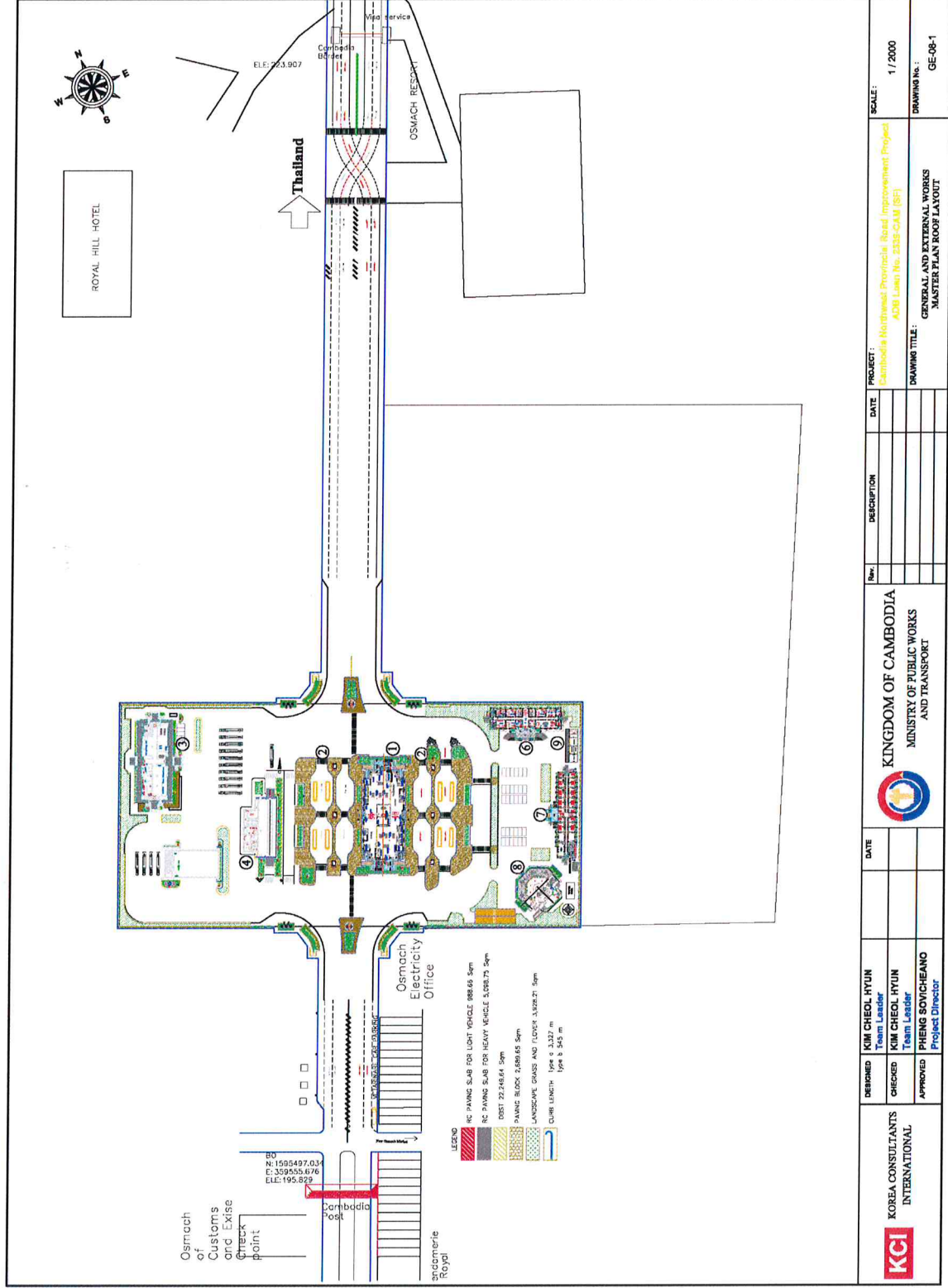


Fig. 4.3 Draft rearranged layout plan of CBF at newly proposed location

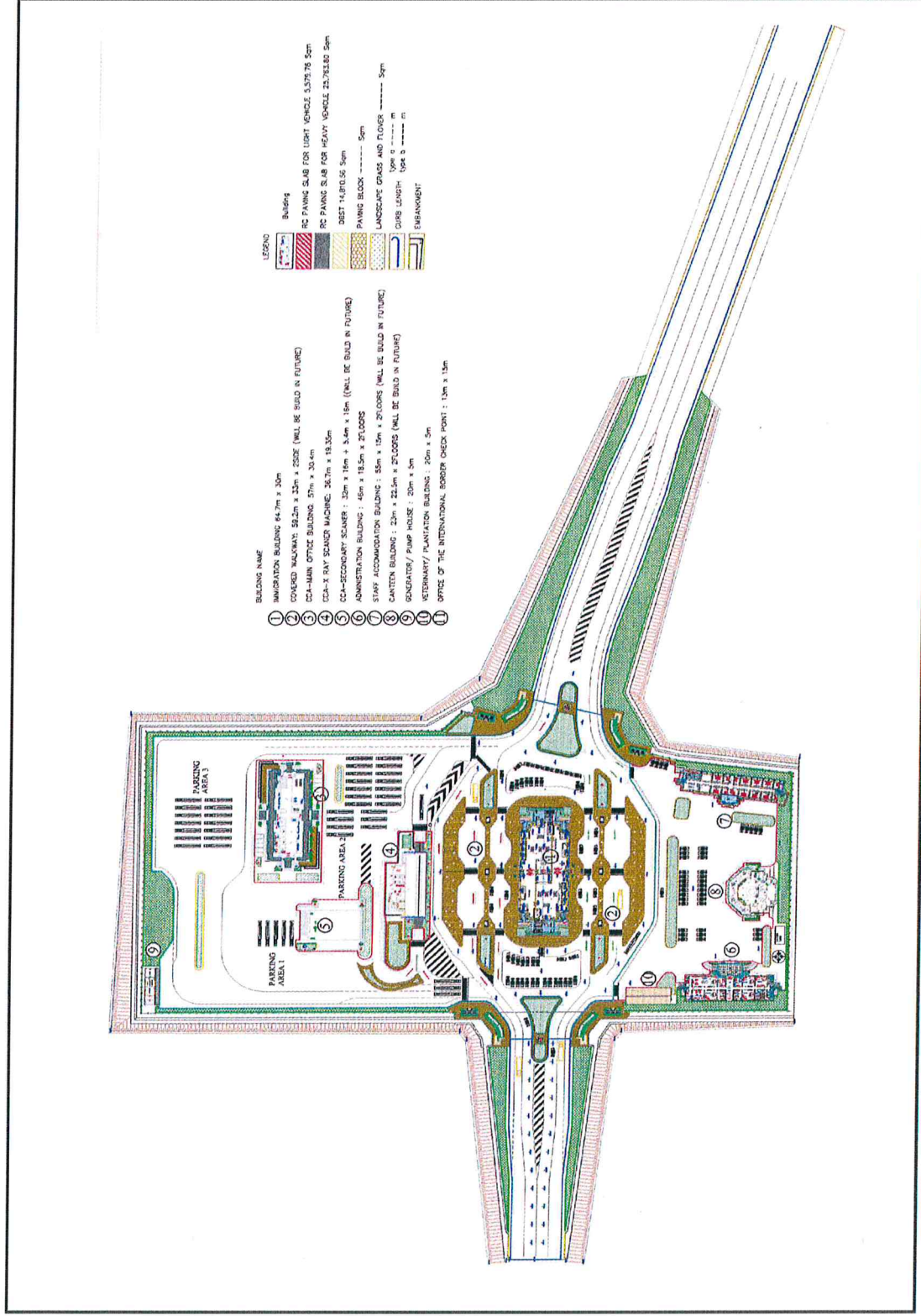
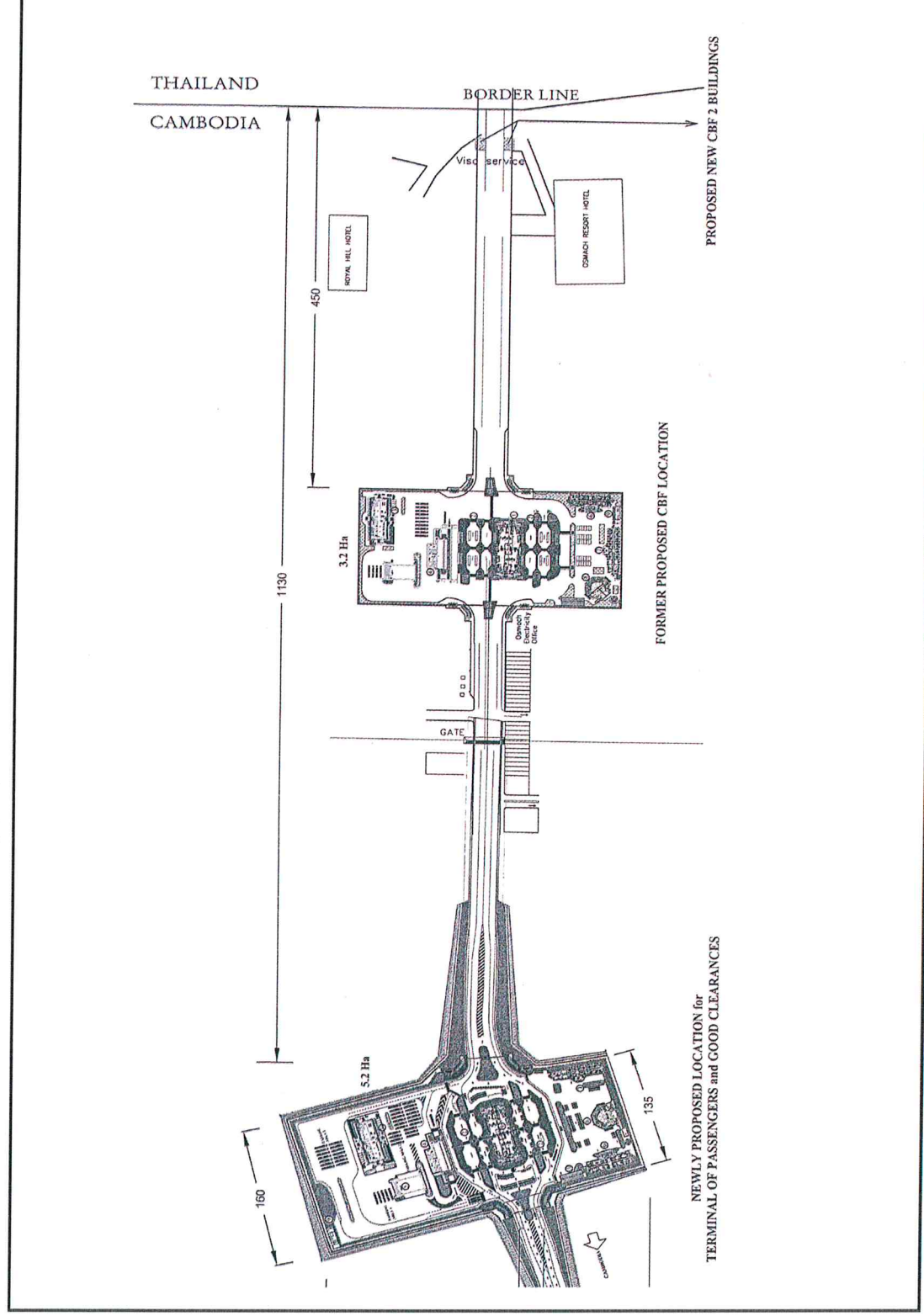


Fig. 4.4 Location of previous proposed CBF and newly proposed CBF to the border line



5. ROAD MAINTENANCE PROGRAM

5.1 Operation & Maintenance of existing weigh stations

Total numbers of 12,452 vehicles were passed through the low speed weigh in motion and US\$ 3,475 was imposed to 49 numbers of overloaded vehicles as a penalty during reporting period. Repetitive violation has not found during this reporting period.

Summary of operation status for existing 7 weigh stations

Weigh Station	No. of vehicles passed		No. of overload	Penalty imposed (US\$)	Equipment condition	
	H-Speed	L-Speed			H-Speed	L-Speed
Pouk	-	1,317	3	162.5	Replaced by ATCS	Good
Poipet	-	2,762	20	1,050	Replaced by ATCS	Good
Kampong chhnang	-	1,654	3	375	Replaced by ATCS	Good
Pursat	-	3,281	8	1,037.5	Replaced by ATCS	Good
Thnal Kaeng	-	718	4	200	Replaced by ATCS	Good
Thnal Totueng	-	1,243	11	650	Replaced by ATCS	Good
Bavet	-	1,477	-	-	Replaced by ATCS	Good

H-speed WIMs at 7 weigh stations, Pouk, Poipet, Kampong chhnang, Pursat, Thnal Kaeng, Thnal Totueng, Bavet weigh station, had been replaced with Automatic Traffic Counter System (ATCS) financed by EDCF.

Based on the weigh station data, the DDIS Consultant found peak-hour time and volume of each weigh station as follows,

Weigh Station	No. of vehicles passed L-Speed WIM	Peak Hour		
		Time (Hr)	No. of vehicles	%
Pouk	1,317	21:00 - 24:00 (3)	521	40
Poipet	2,762	16:00 - 22:00 (6)	2,094	76
Kampong chhnang	1,654	06:00 - 07:00 (1)	111	7
Pursat	3,281	19:00 - 03:00 (8)	1,921	59
Thnal Kaeng	718	none	-	-
Thnal Totueng	1,243	18:00 - 19:00 (1)	160	13
Bavet	1,477	11:00 - 12:00 (1) 16:00 - 20:00 (4)	599	40

The CCTV data was unavailable, so checking staffs status is impossible. PAOCC is required to check CCTV and shall instruct weigh station staffs to record data.

Detail status of overload trucks is shown in **Appendix J**.

5.2 Axle Load Control

The road maintenance program includes the provision of equipment for axle load control through construction of one new weigh station at strategic locations on the national road 68 and extension work at each seven existing weigh stations for addition of one U-turn lane.

The new one permanent weigh station for axle load control and 7 U-turn lanes will be constructed. The tentative locations are as follows:

- 1) O'smach station on NR68: has been selected 18 km from Samraong.
- 2) U-turn lane has been selected follow 7 existing weigh stations.

The detailed design for O'smach weigh station of NR68 and U-turn lane for 7 existing weigh stations are completed. Draft bidding document for civil works and Equipment of Weigh Stations were prepared and draft bidding document for civil works was submitted only to ADB for approval on 17 January 2012.

Proceed of the road maintenance program includes the provision of equipment for axle load control was repealed and the contract EQ2: axle load control was re-scoped to a new contract CW5: road maintenance of NR6 by approval of minor change in project scope and change in implementation arrangements from ADB on 13 November 2012.

5.3 Maintenance of NR6 from Siem Reap to Kralanh

Contract Data Sheet

- Contract No. : NPRIP-CW5-ICB-2012-02
- Contract Title : Civil Works for Maintenance of National Road No.6 from PK 333+000 to PK 342+000 in between Siem Reap and Kralanh
- Length : 9.0 km
- Contractor : KUY LEANG KY Construction Trading Group Co., Ltd
- Contract Value : US\$ 958,868.89
- Letter of Acceptance : 20 February 2013
- Contract Signed : 27 February 2013
- Commencement Date : 27 March 2013
- Issue date of suspension : 14 August 2013
- Contract Period : 9 months

Civil Works

The kick-off meeting for works was held on 18 March 2013 presided by PMU3 which attendee were DDIS Consultants and CW5 Contractor. The DDIS Consultant mobilized one Resident Inspector to the site on 25 March 2013 for inspection of works.

The CW5 Contractor started re-condition survey with DDIS Consultants and the survey result was reported to PMU3.

The CW5 Contractor is investigating borrow pits and quarry for sub-base and base course materials. Base course from Phnom Thom Mountain is suggested by the Contractor and

approved by the Engineer. 1 borrow pit for sub base material was proposed by the Contractor. The Engineer has tested materials and unacceptable due to unsatisfied specification requirements. The Engineer instructed a method by mixing 30% of sub-base material from that borrow pit with 70% of existing base course material. The test results met to the requirements of the specifications for the sub-base material and it was approved by the Engineer.

Geotextile and bitumen for prime coat were approved. AC mixing design had been instructed to the Contractor to be adjusted minor deviation on sieve 0.15mm and 0.075mm for production. Adjusted AC mixing design was finally approved on 22 July 2013 by the Engineer which was meet specification requirements.

The Contractor carried out sub-grade scarify, installation of Geotextile, backfill for sub-base and base course was carried out from PK 333+000 to PK 333+500 (RHS) and PK 334+000 to 335+480 (RHS). Prime coat and AC pavement works from PK 333+000 to PK 333+500 (RHS) and PK 334+000 to 334+664 (RHS) was carried out.

The work was not able to proceed as scheduled plan due to continuous raining during this reporting period. Therefore, the Contractor submitted request for suspension of works. PMU3 and Engineer accepted suspension of cutting existing asphalt pavement work and the subsequent works for the time being on 14 August 2013. The duration of suspension will depend on the weather condition. The site had no work activities during this reporting period.

Despite works suspended, emergency temporary repairing work of severely damaged pavement from PK 334+232.6 to PK 334+237 (RHS), PK 334+243 to PK 334+257 (LHS), PK 334+257 to PK 334+276 (LHS) and PK 334+276 to PK 334+281 (LHS) was maintained for providing safe traffic.

The defected area is enlarging after recondition survey due to overloaded truck and continuous heavy raining.

Physical progress of the Contract CW5 is 11.5% as same last month.

6. QUALITY CONTROL

CW1 Contractor has planned to procure the concrete aggregate from Phnom Thom (30km away from Sisophon town towards Battambang beside NR5). Crushed aggregate from the Phnom Thom source has approved. The concrete trial mix Class B1, B3, D and E had been approved. The CW1 Contractor procures base course aggregate from a commercial crushing plant. The crushing plant has been installed by the owner and functioning beside project road at Km 19+450 LHS 5km. This source is however not seem to be potential for production of sealing chips for DBST. Explored quarry face shows no uniformity of color, strata and quality of rocks in place. Presence of soft, weathered and disintegrate pieces of rocks are more common. Only discriminating selection and procurement of rocks from the quarry can ensure quality production.

Till the end of this month, CW1 contractor has tested 122 numbers of borrow pits for Embankment and Sub-grade and Sub-base borrow pits. According to the test result, total 67 borrow pits, which 28 borrow pit for Embankment, 31 borrow pits for sub-grade and 8 borrow pits for sub-base, were accepted for the project works. The reported quantity of embankment and sub-grade materials are enough to complete the project works. The CW1 Contractor shall make more effective endeavor to identify sub-base borrow pits to overcome the shortage of material for this item.

No significant progress could be noticed till the end of this month with the procurement of base course and sealing chips for DBST. Contractor shall pay adequate attention to finalize the source for those materials to avoid delay in actual work.

During this reporting month, the site work has little activities due to continuous raining. Therefore, the civil works are not able to proceed smoothly as planned schedule. Summary of the laboratory activities are shown in **Appendix-G**.

7. ROAD SAFETY PROGRAM

Procurement

Advertisement of invitation for bids of road safety program (CS3) was announced on 20 April 2012 by newspaper and ADB website. The consultant will be selected by quality-based selection (QBS) method through bio-data technical proposal (BTP).

Deadline for submission of EOI was 21 May 2012 at 11:00 a.m., and total of 8 firms have submitted their EOIs. The Procurement Review Committee (PRC) meeting for evaluation of EOI was held on 4 June 2012 and the meeting confirmed shortlisted firms. Draft RFP was prepared during this evaluation period. EOI evaluation Report and Submission 1 included draft RFP were submitted to ADB on 8 June 2012 for approval.

ADB has approved Submission 1 and shortlisted firms on 23 July 2012. PMU3 has issued RFP to the shortlisted firms on 24 July 2012 and Bio-data Technical Proposal was submitted within the deadline of submission which date is 14 August 2012 by the 3 shortlisted firms.

The PRC meeting for evaluation of BTP was held on 24 August 2012 and the meeting has agreed first ranking firm. Submission 2 of BTP evaluation was submitted to ADB on 30 August

2012 for no-objection. ADB has approved Submission 2 on 19 September 2012. The contract negotiation with first-ranked firm was started on 22 October 2012. Nevertheless sufficient endeavor, contract negotiation with first ranked firm was appeared unsuccessful and it was reported to ADB on 17 December 2012. ADB has no-objection to proceed to the second ranked firm for negotiation on 21 December 2012.

PMU3 has started negotiation with second ranked firm from 25 December 2012. The 2nd ranked firm was agreed and confirmed financial issue for negotiation on 25 January. Submission 4 of draft negotiated contract was submitted to ADB on 13 February 2013 and ADB approved Submission 4 on 1 March 2013.

The Contract has signed on 14 March 2013 between PMU3 and SweRoad. PMU3 has issued Notice to Commence of Contract CS3: Road Safety Program on 20 March 2013 to SweRoad.

Implementation

Team Leader of RSP, Mr. Mats Arvesten was mobilized again to the project on 26 August 2013 intermittently according to the contract. He will be in the project:

- 26th August to 2nd October 2013
- 11th November to 6th December 2013
- 3rd February to 7th March 2013
- 7th April to 4th May 2013
- Additional 6 weeks that will be used when the road is near completion

Road safety specialist prepared presentations and looked for suppliers of the road safety handouts for the teaching aids.

During this reporting period, the team has finalised our proposal for road safety civil works measures:

- Additional and changed road signs
- New school zone design
- New market area design
- Design of some junctions
- Introduced some small islands to support correct driver behaviour
- Displayed speed limits for the whole road

The team has also proposed plans for training and information activities:

- Road safety training of teachers, Police Officers and Officials connected to road No. 56
- School children training
- Village gatherings including special information to farm tractor drivers
- Procurement of training aids and handouts

A complete proposal was handed in to PMU3 on 27th of September and a verbal presentation of proposal will be held on the 2nd of October 2013. These road safety measures and training will be submitted to ADB for approval on next month.

8. HIV PREVENTION AND ANTI-HUMAN-TRAFFACKING PROGRAM

Conduct the Local Community Outreach by Peer Educators

CDOH project team has played a vital role in conducting the awareness raising both individual and group awareness to local community member on HIV prevention and anti-human trafficking. They reached awareness to 481 local community people (286 females) in target areas of Banteay Meanchey and Oddar Meanchey provinces.

Conduct the Community Events

These events reached 2 events participating from approximately 105 local community people (53 people for average in each commune) that participated in the community events. The following illustrates the name of commune and number of participants in Banteay Meanchey province. The following table illustrates the number of participants in each commune for the community event in Banteay Meanchey province.

No.	Venue of Community Event	Date of Community Event	# of individual awareness	# of group awareness	Total
1	Tbeng Thmey Village, Ampil Commune, Bateay Ampil District, Oddar Meanchey province	04 September 2013	5	40	45
2	Phniet Village, Sangkat Samroang, Samroang Municipality, Oddar Meanchey province	06 September 2013	10	50	60
Grand total participants			15	90	105

Support to Voluntary Counseling Testing Center (VCTC) and Medical Packages for STI

CDOH team built the relationship and cooperation to introduce the referral card for HIV test and STI treatment and to set up the action plan for the each health center in order to provide the services of HIV test and STI Test and treatment to targeted beneficiaries while there is peer educators' referral in target areas which established by CDOH. CDOH and health centers have agreed with each other to work on these tasks together. The health center received the referral for HIV test and STI treatment from peer educators under facilitation and guidance from CDOH team and health center will record the clients receiving the services of HIV test and STI test and treatment. In this month, CDOH project team in cooperation with the health centers to provide the VCCT to 19 beneficiaries and STI treatment to 11 beneficiaries in the target areas.

High-risk Group Training Workshop

Prior to conducting the high-risk group training workshop on HIV/AIDS prevention and antihuman trafficking, CDOH project team worked closely with the Karaoke and restaurant general manager to invite Karaoke and Restaurant workers to the training workshop. The objectives of training workshop are to provide the overview of the HIV/AIDS and STI prevention, overview on safe migration and anti-human trafficking, HIV blood test, VCCT at Health Center, condom use demonstration and negotiation skills with partners to prevent themselves from HIV infection. The methods used in the training included the brainstorming, group discussions including questions and answers, condom use presentation, IEC materials presentation.

As results, 21 participants working at Cheongphnom Penhchet Restaurant and Karaoke attended the training workshop in Banteay Meanchey province on 27 September 2013. At least 80 % of their knowledge improved to prevent the HIV infection and Human Trafficking, and they also commit to bring awareness into practices at their workplaces.

9. FINANCIAL PROGRESS

9.1 Payment Invoice

Invoice for Interim Payment No.6 of Contract CS4: HIV Prevention and Anti-Human Trafficking Program was submitted by the HIV Consultant, CDOH, which covered the period from June to August 2013. The recommendation for payment was made for US\$ 24,174.00.

9.2 Interim Payment Certificates of Civil Works

There is no monthly statement submitted by the Contractor during this reporting period. The interim payment certificates issued from the beginning of the project are as follows:

Contract	Contractor	Contract Amount (US\$)	IPC No.	Period	Amount certified (US\$)	Remarks
CW1	Tan Kim Eng / BCDC	7,935,507.49	AP		673,568.94	Disbursed
			1	Dec 11-Apr 12	295,120.62	Disbursed
			2	May-June 12	580,488.30	Disbursed
			3	July-Oct 12	292,480.74	Disbursed
			4	Nov 12-Jan13	160,926.95	Disbursed
			5	Feb 13	201,644.76	Disbursed
			6	Mar-Apr 13	160,725.41	Disbursed
			7	May 13	182,153.47	Disbursed
			8	Jun-Jul 13	205,623.77	
CW5	Kuy Leang Ky Construction Trading Group Co., Ltd.	958,868.89	AP		95,886.89	Disbursed

9.3 Status of Disbursement

The status of disbursement as of the end of this month is as follows;

Component		Disbursement (US\$)		
		Previous	This Month	Cumulative
CW1	Improvement of NR 56A	2,547,109.19	-	2,547,109.19
CW3	Cross Border Facility O'smach	-	-	-
CW4	Minor civil works for road safety program	-	-	-

Component		Disbursement (US\$)		
		Previous	This Month	Cumulative
CW5	Civil works for maintenance of NR6	95,886.89	-	95,886.89
CS1	DDIS	1,423,525.68	-	1,423,525.68
CS3	Road Safety Program	-	-	-
CS4	HIV and Anti-Human-Trafficking	108,503.87	-	108,503.87
EQ2	Road Maintenance Program	141,085.00	-	141,085.00
	Total	4,316,110.63	-	4,316,110.63

Financial progress of overall project up to this reporting period is as follows;

Component		Contract Amount	Disbursement (US\$)			Remarks
			ADB	RGC	Total	
CW1	Improvement of NR 56A	7,935,507.49	2,190,513.90	356,595.29	2,547,109.19	32.10%
CW3	Cross Border Facility O'smach	-	-	-	-	-
CW4	Minor civil works for road safety program	-	-	-	-	-
CW5	Civil works for maintenance of NR6	958,868.89	82,462.73	13,424.16	95,886.89	10.00%
CS1	DDIS	1,894,862.00	1,423,525.68	-	1,423,525.68	75.13%
CS3	Road Safety Program	464,780.00	-	-	-	-
CS4	HIV and Anti-Human-Trafficking	247,724.00	108,503.87	-	108,503.87	43.80%
EQ2	Road Maintenance Program	141,085.00	141,085.00	-	141,085.00	100.00%
	Total	11,642,827.38	3,946,091.18	370,019.45	4,316,110.63	37.07%

9.4 Variation

Civil Works

No variation has been issued during this month.

Variation orders issued to the Contractors up to this month are as follows:

Package	Variation No.	Original Contract Amount (US\$)	Variation Amount (US\$)	Revised Contract Amount (US\$)	Remarks
CW1 (56A)	1	6,735,689.49	345,156.00	6,735,689.49	- Signed on 30 May 2012 - Used physical contingency
	2	6,735,689.49	1,199,818.00	7,935,507.49	- Signed on 11 Jan 2013

Consultants' Services

The DDIS Consultant, contract CS1, submitted their revised staffing schedule for the extension of implementation to PMU3 during this reporting period. The contract amount will change from USD 1,894,862 to 2,090,249.90 due to this variation No.2 upon ADB's approval.

Package	Variation No.	Original Contract Amount (US\$)	Variation Amount (US\$)	Revised Contract Amount (US\$)	Remarks
CS1 (DDIS)	1	1,694,862.00	200,000.00	1,894,862.00	Signed on 10 June 2013

10. PROCUREMENT

10.1 Civil Works

PMU3 completed the selection of contractor for Improvement of NR 56A (CW1) and Civil Works for Maintenance of NR6 (CW5). The DDIS Consultants continued to assist PMU3 in selection of remaining two contractors in the project component. The contract negotiation with lowest bidder for CW3: Improvement of Cross Border Facility at O'smach was held on 6 September 2012 and negotiation was successfully completed. Award of Contract is suspending due to resettlement and the PMU3 is trying to find resolution of resettlement.

The status of contractors selection is shown below;

Component	Value	Method	Progress Achieved					
			AR	AD	BD	BE	AC	CS
CW1 Improvement of NR 56A	\$6.74 million	ICB	⊙	⊙	⊙	⊙	⊙	⊙
CW3 Improvement of Cross Border Facility at O'smach	\$5.309 million	ICB	⊙	⊙	⊙	⊙	Δ	
CW4 Minor civil works for Road Safety Program	\$0.116 million	NCB						
CW5 Civil works for Maintenance of NR6	\$1.204 million	ICB	⊙	⊙	⊙	⊙	⊙	⊙

ICB=International Competitive Bidding, NCB=National Competitive Bidding, AR=ADB Review, AD=Advertisement, BD=Bid Document Submission, BE=Bid Evaluation, AC=Award Contract, CS=Contract Signing

10.2 Consulting Services

PMU3 had been completed selection of consulting services in the project component for CS1: DDIS consultants, CS3: Road Safety Program and CS4: HIV prevention and Anti-Human-Trafficking Program and the DDIS Consultants assisted PMU3.

11. ENVIRONMENT

Based on the Environmental Management Plan (EMP), site environmental monitoring has carried out by the DDIS Consultants for civil works of CW1 upon the checklists provided in the EMP. The DDIS Consultants and the CW1 contractor jointly inspect environmental issues during project implementation. The checklist of environmental monitoring is attached in **Appendix K**. The major mitigation measure on EMP is attached in **Appendix C**.

During the project monitoring implementation, ADB had been commented in relation to the Quarterly Environmental Monitoring Report (QEMR) on 3 September. The DDIS Consultants and Contractor will update monitoring activities as following ADB's comments.

CW1 and CW5 Contractor continuously maintained warning signs installed along the working area for the safety of public traffic. Temporary guide post and sign boards have been added at every working section to guide public traffic safety toward the working area and provide easy identification. In addition, road watering is remarkably reduced to local community living along the road, especially in sensitive areas (village center, hospital / health care center, market, school, buildup area) due to continuous heavy raining during this reporting period.

12. RESETTLEMENT

Up to present IRC team is conducting RP implementation. The RP implementation is ongoing and there is no complain from people with regard to compensation, market rate or any other issues arising from civil work implementation. Consultation and compensation agreement was got thumbprint by AHs in the bypass section with satisfaction. IRC team has reported that the payment of compensation to the AHs at NR56A section was fully completed on April 2013. IRC team is now working on section of NR56B. It is noted that during compensation implementation, external monitor is closely working and observe the RP implementation process.

Supplementary RP for CBF has no more progress due to delaying negotiation with land owners and IRC. MPWT stressed to avoid the CBF contract being further delayed. PMU3 has been suggested alternative new land for CBF O'smach to the ADB Mission and it was submitted to higher management of RGC for final decision.

13. LOAN COVENANTS AND GOOD GOVERNANCE FRAMEWORKS (GGF)

13.1 Good Governance Frameworks (GGF)

The Good Governance Framework (GGF) as stipulated in the Loan Agreement was reviewed and updated during the reporting period. The updated GGF is shown in **Appendix D**.

As part of Good Governance Framework (GGF), PMU3 prepared Complaint Handling Mechanism (CHM). The consultants will assist MPWT in solving various complaints to be met during implementation of the project. The draft proposal for the Complaint Handling Mechanism (CHM) is shown in **Appendix E**.

13.2 Compliance with Loan Covenants

The Loan Covenants as stipulated in the Loan Agreement were reviewed and updated during the reporting period. The status of compliance is shown in **Appendix F**.

14. OTHERS

14.1 Project Website

The project website is prepared and uploaded on MPWT Web site, <http://cnrip.mpwt.gov.kh/>, and the project website will be updated periodically.

14.2 Consultants Movement

Two (2) international experts comprising one Team Leader and one International Material Engineer have been continuously undertaking their assignment for implementation of supervision, and seven (7) national experts have been worked for construction supervision this month.

International Experts

During this period, there was no movement of International Consultant Members.

National Consultants

During this period, there was no movement of National Consultant Members.

The Consultants' personnel on the project till this reporting period are shown in Table 14.1.

Table 14.1

CONSULTANTS' PERSONNEL ON THE PROJECT

Name	Position	Person Month	Date Commenced	Date Completed	Completed	
					Month	%
International Experts, KCI						
KIM Se Jong / LEE Jong Shin	Team Leader/Highway Engineer	41.06	13/11/10	20/01/12	33.9333	82.64
LEE Jong Shin / KIM Cheol Hyun			21/01/12			
CHO Chung Hee / CHUN Yun Woo	Road Design Engineer	2.27	09/01/11	15/03/11	2.2667	99.85
Sardar Syed AHMED	Material/Geotechnical Engineer	6.00	05/12/10 02/05/12 17/06/13	05/02/11 31/05/12	6.0334	100.55
HA Sang Yong	Structural Engineer	2.03	11/01/11	10/03/11	2.0333	100.16
KIM Cheol Hyun / KIM Tae Soong	Resident Engineer	18.00	01/12/11	08/07/13	18.0000	100.00
Angelito N. CORPUZ / John PILGRIM	Resettlement Specialist	5.80	29/03/11	04/11/11	5.8000	100.00
John PILGRIM/ Michael S.Aicazaren			13/02/12	13/04/12		
David Gordon LEES	Environmental Specialist	1.97	20/02/11	20/03/11	0.9667	49.07
JU Byeong Cheon	Procurement Specialist	2.42	08/02/11	10/04/12	2.4667	101.93
Joselito SUPANGCO	BME Expert	2.00				
CHO Duck Hwa / CHO Yong Han	Axle Load Control Expert	1.00	08/02/11	09/03/11	1.0000	100.00
Total		82.55			72.96	88.39
National Consultants, KCEC						
KIM Saran/NGIEV Phally	Road Design Engineer	3.00	27/12/10	25/03/11	3.0000	100.00
NUON Chamnes/KEP Sereivuthy	Material Engineer	27.00	27/12/10	26/02/11	17.8333	66.05
NUON Chamnes/TY Sopheak			16/12/11	04/04/13		
CHOY Sovanna/KEO Chandara	Structure Engineer	2.03	27/12/10	26/02/11	2.0300	100.00
BE Borin/ KONG Sophin	Surveyor	24.00	03/01/11	02/04/11	24.0000	100.00
KONG Sophin/ LENG Kosal			01/01/12			
HANG Choeun	Hydrologist	-				
AN Davuth/ Sin Rath	Assist. Resident Engineer	25.00	16/12/11	04/04/13	21.5333	86.13
Sin Rath / TY Sopheak			04/04/13			
TREK Penghy/ Kim Vannak	Architect	3.80	01/04/11 01/07/13	24/07/11 31/07/13	4.8000	126.32
KEO Sarat	Electrical Engineer	1.00	06/05/11	04/06/11	1.0000	100.00
SEANG Bora / EA Sophy	Resettlement Specialist	14.00	24/05/11	23/02/13	14.0000	100.00
ROATH Sith	Environmental Specialist	3.00	07/03/11	17/11/12	3.0000	100.00
LEAN Cheak	Procurement Specialist					
CHUM Sokun	BME Expert	2.00				
MA Vanna/ ROATH Kanith	De-mining/UXO Specialist	3.80	10/01/11	19/03/12	3.8000	100.00
KE Vuthny/THOU Chamreoun	Resident Inspector/Survey 1	20.50	17/04/12		16.2667	79.35
CHHEA Chanthou/HAM Lay Cheang	Resident Inspector/Survey 2	16.00	10/07/13		2.7333	17.08
OAK Dara/TEP Buntha	Resident Inspector/Survey 3	17.00	25/06/12		13.1667	77.45
PONG Veasna/SIRK Sok Heng	Resident Inspector/Survey 4	19.00	02/05/12	30/09/12	11.7000	61.58
SIRK Sok Heng/Noun Moni Rath			11/03/13			
IM Vuthan/NEV Sophanny	Resident Inspector/Survey 5	41.50	03/01/11		31.2667	75.34
SIN Rath/TY Sopheak	Axle Load Control Expert 1	6.10	13/06/11	15/12/11	6.1000	100.00
AY Sokha	Axle Load Control Expert 2	-				
BO Sarin/ITH Kessna	Axle Load Control Expert 3	12.00	01/07/11	30/11/11	12.0000	100.00
ITH Kessna/ PHENG Chanchhaya			26/02/12	03/11/12		
Total		240.73			188.23	78.19

Photos of the Project Activities



Excavation for side pipe culvert
from PK 1+900 to PK 1+950 LHS



Aggr. Bedding foundation for side pipe
(PK 1+900 to PK 1+950 LHS)



Casting lean concrete for pipe culvert
(PK 1+950 LHS)



Excavation for pipe culvert
(PK 9+940 LHS)



Excavation for side pipe culvert
(PK 23+800 to PK 23+950 RHS)



Pipe production D=1,000mm
(Casting yard)



Installation of pipe culvert
(PK 12+250 RHS)



Casting concrete for box culvert wall
(PK 10+345)



Flood water spillage
(PK 9+480)



Flood water
(PK 10+345)



Flood water
(PK 7+150 to PK 7+417)



Emergency maintenance against flooding
(PK 7+260 to PK 7+417)



STDI Education Program
(Contractor's camp)



STDI Education Program
(Contractor's camp)



HIV Prevention Program



HIV Prevention Program