

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. 45

AUGUST 2014



Project Name: Cambodia Northwest Provincial Road Improvement Project
ADB Loan No. 2539-CAM(SF)

Report Name: Monthly Progress Report No.45, August 2014

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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

LOCATION OF & WEIGH STATIONS FINANCED BY ADB

Poipet. PK: 389+000
NR.5, Financed by ADB



CAMBODIA ROAD

Thani Kena. PK: 46+300
NR.6, Financed by ADB



Kg.cham. PK: 137+000
NR.7, Financed by ADB



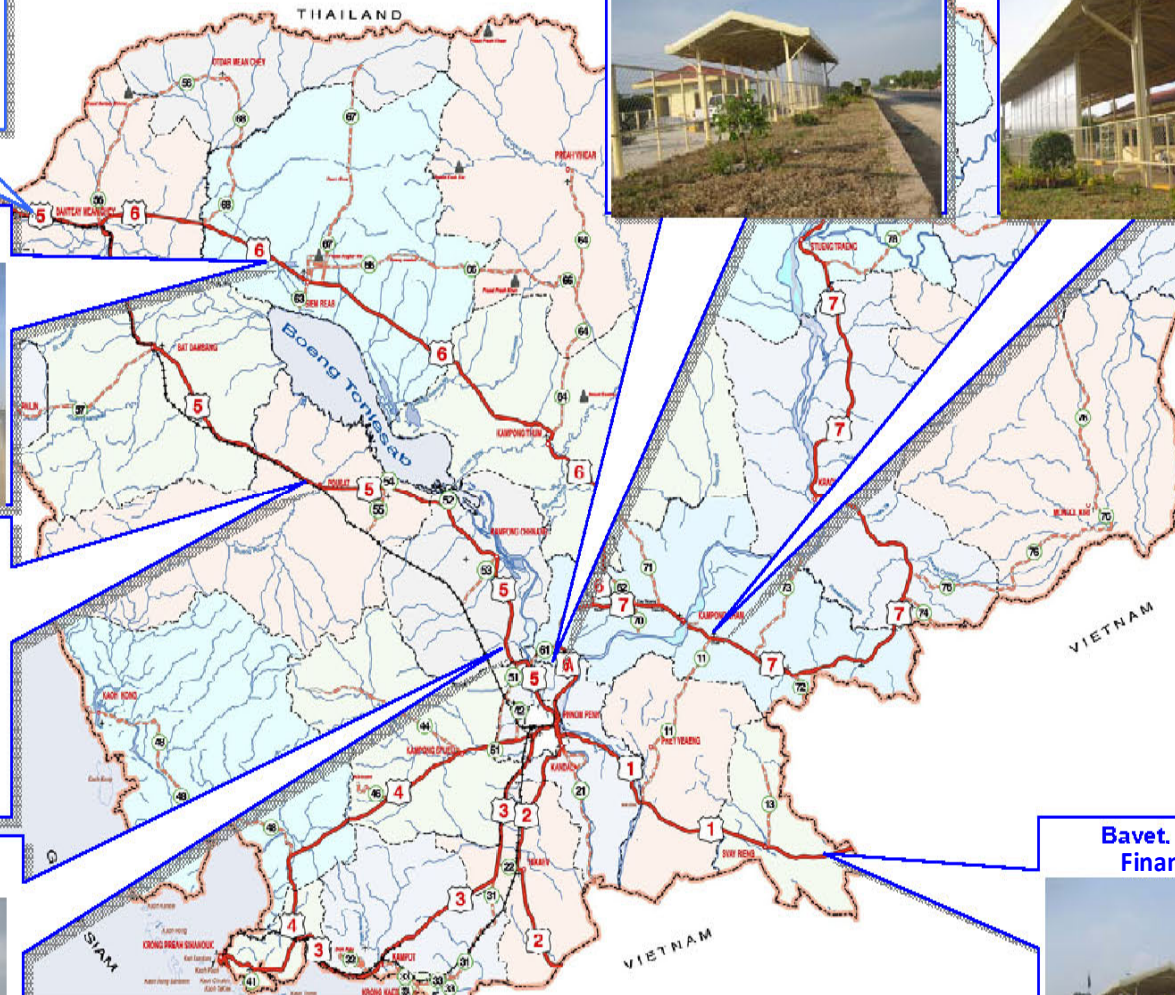
Siem Reap. PK: 331+840
NR.6, Financed by ADB



Pursat. PK: 191+ 800
NR.5, Financed by ADB



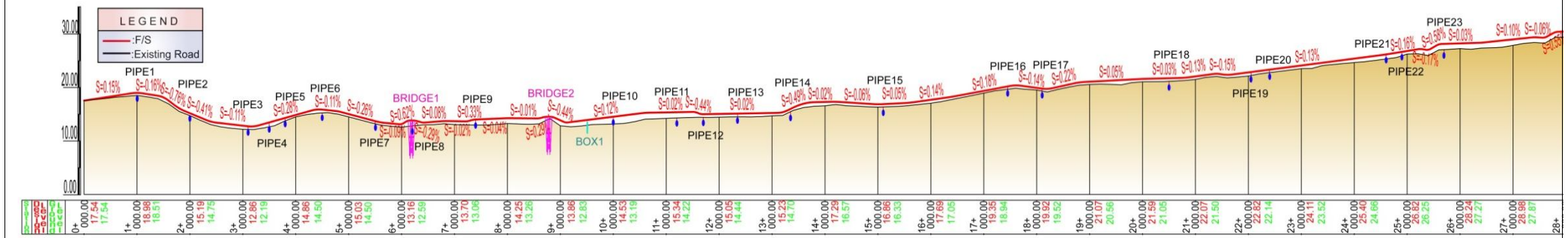
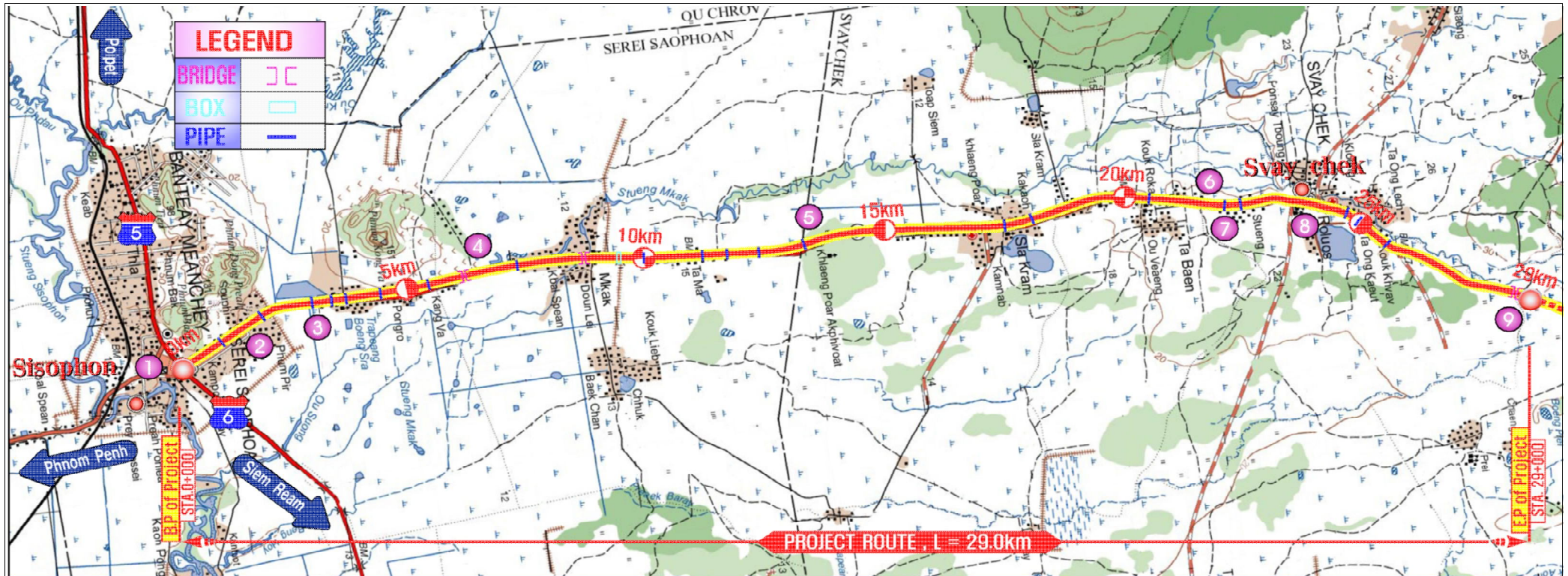
Kg.Chhnana. PK: 48+000
NR.5, Financed by ADB



Bavet. PK: 149+100
Financed by ADB

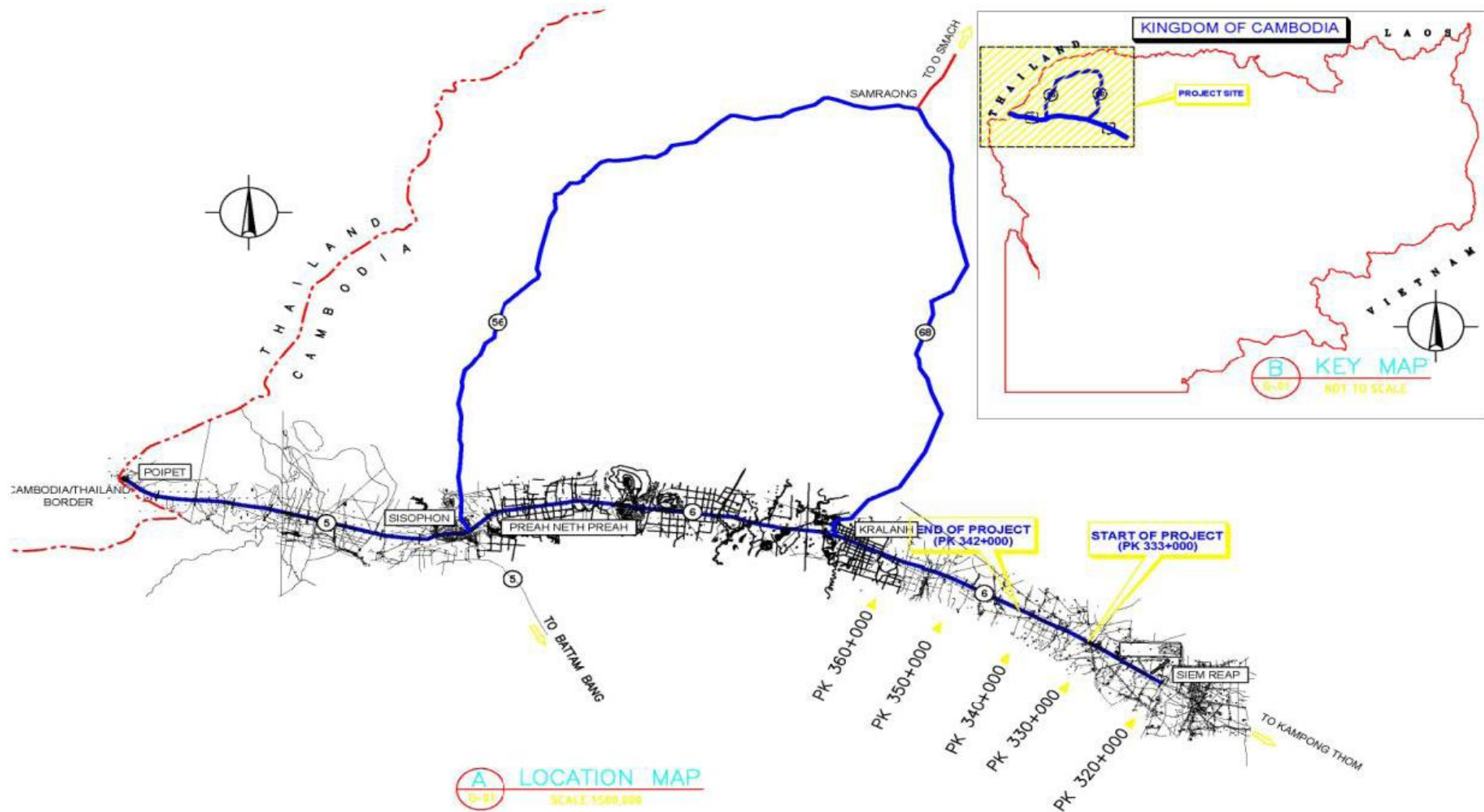


ADB Loan 2539-CAM (SF): Cambodia Northwest Provincial Road Improvement Project



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 (original)	:	30 June 2014
Loan closing date (extended)	:	31 December 2014

■ Status of project financing

Description	Amount (SDR, million)					
	Original Allocated			Reallocated (Aug 2014)		
	ADB	RGC	Total	ADB	RGC	Total
A. Investment Costs	7.951	1.188	9.139	10.102	1.513	11.615
1. Works	5.883	1.155	7.038	7.945	1.491	9.436
-Improvement of NR56A	3.969	0.646	4.615	5.357	0.872	6.229
-Cross Border Facility Rehabilitation	1.914	0.509	2.423	1.914	0.509	2.423
-Road Maintenance of NR6	-	-	-	0.674	0.110	0.784
2. Consulting Services	1.021	-	1.021	1.626	-	1.626
- DDIS for NR56A	0.588	-	0.588	1.465	-	1.465
- DDIS for CBF	0.271	-	0.271	-	-	-
- HIV	0.162	-	0.162	0.161	-	0.161
3. Road Safety Program	0.530	0.033	0.563	0.440	0.022	0.462
- Community based Road Safety Program	0.325	-	0.325	0.303	-	0.303
- Minor Civil Works of Road Safety Provisions	0.205	0.033	0.238	0.137	0.022	0.159
4. Equipment: Road Maintenance Program	0.517	-	0.517	0.091	-	0.091
B. Incremental Administrative Costs	0.123	0.003	0.126	0.196	0.018	0.214
1. Administrative Costs	0.026	0.003	0.029	0.163	0.018	0.181
2. Priority Operating Cost (POC)	0.097	-	0.097	0.023	-	0.023
3. Training for Capacity Building	-	-	-	0.010	-	0.010
C. Interest Charge	0.162	-	0.162	0.162	-	0.162
D. Unallocated	2.276	-	2.276	0.052	-	0.052
Total Project Cost (A+B+C+D)	10.512	1.191	11.703	10.512	1.531	12.043

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 original Loan Closing Date was 30 June 2014 and loan closing date has been extended to 31 December 2014 as RGC requested. The Loan Closing Date shall be 31 December 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 (original)	: 30	June	2014
• Loan Closing date (extended)	: 31	December	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	Supply and Installation of road safety billboard on national roads 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\$ 9,563,664.55
	CW3 (Improvement of CBF at O'smach)	Suspended
	CW4 (Installation of Billboard for Road Safety)	US\$ 106,785.00
	CW5 (Maintenance of NR6)	US\$ 1,203,867.05
Consulting Services	CS1 (Detailed Design and Implementation Supervision)	US\$ 2,256,016.40
	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\$ 142,085.00

2. EXECUTIVE SUMMARY

2.1 Status

The project has been progressed some delay as of this reporting period due to the suspended CW3 contract, which will be terminated from the project scope on the time of loan closure, and behind schedule of CW1 and CW5 contract. CW1 contract has some delay due to variation and raining. However, civil works for CW1 contract is expected to complete by the end of September 2014. The overall project progress is 71.1% 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.4. Clearance of Mine/UXO, embankment, sub-grade, sub-base, aggregate base course and 19mm sealing aggregate works have been fully completed. Base Course material from Sla Kram crushing plant was completed for production. Production of sealing aggregate for 19mm and 12mm at Sla Kram quarry and Phnom Thom quarry is ongoing during this reporting period to complete DBST work. The Contractor tried to catch-up the schedule in order to complete whole works within the end of September 2014.

Base Course from PK 8+600 to 9+600, PK 23+200 to 24+500, and PK 26+800 to 29+000 was carried out.

Bituminous work for prime coat from PK 0+000 to 2+600, PK 8+600 to 9+600, PK 23+200 to 24+500, and PK 26+800 to 29+000 was carried out, and Seal coat and sealing aggregate 19mm from PK 2+500 to 5+300, PK 8+600 to 9+600, PK 23+200 to 24+500, and PK 26+800 to PK 29+000 was carried out. Seal coat and sealing aggregate 12mm from 12+000 to 29+000, and Asphalt concrete pavement from PK 1+000 to 2+500 was carried out.

Structure works for Bridge #2 side walk and reinstall existing railing at PK 8+778 and Drainage work for wing and head wall for RCP at PK 2+580 was carried out.

Physical progress of the Contract CW1 is 83.76% as of the end of this month. The construction schedule was updated according to the Variation No.4.

With regard to CW3: Improvement of CBF at O'smach, There was no progress regarding compensation matter so far. Therefore ADB had 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. MEF did not agree to the above proposal. IRC/MEF had been commented that the price of newly proposed land was too high, so MEF is likely to terminate CBF O'smach from the project scope. There is no progress for the CBF O'smach component during this reporting period.

With regard to the operation of existing 7 weigh stations, total numbers of 518,493 vehicles except Thnal Kaeng and Thnal Totueng weigh stations were counted from the ATCS, and 18,182 vehicles were weighed in the low speed WIM during this reporting period. US\$ 12,234 was imposed to 110 numbers of overloaded vehicles as a penalty. There is no repetitive violation vehicle 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. The ATCSs are operating, and the system happened network failure with current WIM system. The ATCS at Thnal Totueng weigh station were not working, and ATCS at Pouk, Poipet and Bavet weigh station was not working at 1 lane.

The Thnal Kaeng weigh station has been removed fully because civil work for extension of NR6 is ongoing and this weigh station is obstructed to the civil work. Therefore, PAOCC and weigh station staffs are carrying out weigh of overload truck by the portable weigh scale.

With regard to the Road Maintenance Component for the maintenance of NR6, the work was not able to proceed as scheduled plan due to continuous raining during rainy season in 2013. Therefore, the Contractor submitted request for suspension of works. PMU3 and Engineer accepted suspension of cutting existing asphalt pavement work and the subsequent works from 20 August 2013. The Contractor resumed civil works on 28 October 2013. After work resumed, joint re-condition survey to the pavement damage was carried out by the Engineer together with the Contractor at early of November 2013. This result was reported to the ADB Mission from 25 November to 2 December 2013. The Mission agreed this and the variation may include this result as additional works. The Variation No.1 was prepared by the Contractor and submitted to ADB for approval on 20 December 2013. ADB had no objection to the Variation No.1 on 16 January 2014. The contract Variation No.1 has been signed on 20 January 2014 and BOQ was updated.

Physical progress of the Contract CW5 is 83.8% as of this month, and the Contractor failed to complete whole work during this month. There were only work activities for AC work at long term opened areas. The actual progress still showed 16.2% slippage. The completion date under the contract was 11 May 2014. Despite time for completion was allowed to 31 May 2014, 31 July 2014 and 31 August 2014 again and again, the Contractor failed on his fulfillment to completion of work. It is noted that the Contractor also neglects to comply with the specifications and Engineers' inspection. Furthermore, raining has been started during this reporting period, so the Contractor is incapable to complete whole works. PMU3 and DDIS Consultants are trying to find solution to complete whole works before heavy rainy comes.

With regard to Community based Road Safety Program, the team has finalised 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.

During ADB Loan Review Mission on November 2013, the Mission commented to the comment matrix and requested to update with detailed description. Also, small procurement packages as necessary for the training were identified with the Mission. The Mission also clarified the minor

civil works need to be oriented to road user of rural environment of the project roads. The Road safety Consultants revised proposal for road safety measures and training as ADB Mission requested. ADB had no objection to the proposed report on 22 January 2014, and PMU3 prepared procurement documents for materials handouts on training based on Procurement Manual of RGC with assistance of Road Safety Consultants and DDIS Consultant. The procurements are proceeding as 3 separated bids; i) national shopping for helmets without advertisement, ii) national shopping for materials without advertisement, and iii) national shopping for print and copy for handouts with advertisement.

Invitation for Bid for print and copy was advertised on 27 February 2014 and bid submission deadline was 13 March 2014. Five (5) bidders were submitted their bid and bids were opened in the presence of the bidders. The bid evaluation report was agreed by PRC and supplier was awarded during this reporting period.

Invitation for Quotations for helmets and materials were issued 3 prospective reputable bidders directly on 28 February 2014 and the quotations were submitted on 7 March 2014. The quotations were checked and the Bid Evaluation Committee found collusive practices on the quotations. The BER recommended PRC to reject all quotations and take rebid. The PRC decided to reject all quotation.

The 2nd Invitation for Quotation for materials was issued 4 prospective reputable bidders directly on 24 April 2014 and two suppliers submitted the quotation before the deadline on 2 May 2014. The quotations were evaluated for substantially responsiveness. The BER was submitted to minor PRC and minor PRC agreed to award the contract as BEC recommended. Letter of award was issued to supplier on 9 May 2014.

The 4th Invitation for Quotation for safety helmet was advertised at local newspaper on 27 May 2014 due to previous 3rd bids were failed to select supplier and difficulty in finding another three (3) reputable companies. Three (3) bidders submitted quotation before deadline for the submission on 6 June 2014. The quotations were evaluated for substantially responsiveness. The BER was submitted to minor PRC and minor PRC agreed to award the contract as BEC recommended. Letter of award was issued to the supplier on 30 June 2014. Therefore, selection of the suppliers for training materials has been fully completed. The road safety consultants inspected materials and arranged training schedule in detail.

The Team Leader/Road Safety Specialist has been replaced and new Team Leader mobilized to the program on 25 August 2014.

The road safety consultants carried out field survey of parent's knowledge and attitudes towards road safety in general. The survey was conducted on August 21 to 25, 2014, by the program specialist. Each interview took about 15 minutes with face to face interview. The result have defined clearly that most of parents seldom brought their children to school, but all of them claim that they are worried about their children safety when their children are on the way to school. They do not really know how to support the safety of their children on the road.

The road safety consultants prepared a set of lectures for the two day training of course participants. In close cooperation with the DPWT in SereiSopha the work with practical arrangements for the course was carried out. This activity included field visits and planning meeting with officials both in Banteay Meanchey and Oddor Meanchey. Due to the large number (about 100 per day) of participants it was agreed to use conference room in the DPWT administration building in Banteay Meanchey and similar office in Oddor Meanchey. Road Safety training courses for teachers, police officers and officials (all together estimated 816 participants) basic community trainings, after studies, school visits and police enforcement program in the project provinces will be started on next reporting period.

With regard to Minor civil works of Road Safety Provisions, during the ADB Mission from 25 November to 2 December 2013, the provision of road safety billboard was agreed, and draft bidding document for installation of road safety billboards on National Roads was prepared based on the standard bidding document for small works of ADB guideline. The draft bidding document was submitted to ADB on 27 December 2013, and ADB requested bidding document should be based on the procurement manual of Royal Government of Cambodia. The bidding is conducted through National Competitive Bidding (NCB) procedure. The revised draft bidding document was submitted to ADB on 24 January 2014 for ADB's prior review. ADB has comments on the draft bidding document and approved issuing bid subject to incorporate ADB's comments on 21 March 2014 by electronic transmission. The bidding document was revised as ADB commented and final set was submitted to ADB on 26 March 2014. The bid was posted at ADB website on 31 March 2014 and invitation for bid was advertised at local newspaper on 1 April 2014. Five (5) bidders who purchased the bidding documents submitted the bids before the submission deadline at 03:00 p.m. on 2 May 2014.

The bids were evaluated for substantially responsiveness, and the lowest evaluated and substantially responsive bidder was recommended to PRC. PRC has agreed the lowest bidder recommended by BEC to award the contract. BER has been submitted to ADB for no-objection to award of contract on 9 May 2014. ADB has no-objection to award the contract on 18 June 2014 and the contract has been signed on 24 June 2014. The work has been commenced on 1 July 2014. The Contractor's shop drawings have been approved. The materials such as steel column, steel plate, and reinforcement bar were approved for the fabrication of billboards. Concrete class B1 and E were approved for footing concrete work. Fabrication of billboard work is ongoing at Contractor's work yard during this reporting. The detail locations for installation of billboards were instructed to the Contractor.

After demarcation of each location, the Contractor commenced site works such as excavation of footing, pouring concrete works for footing. Also, steel column and metal backing panel were fabricated during this reporting period.

Physical progress of the Contract CW4 is 32.4% as of this month. The works are smoothly ongoing.

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 319 local community people (243 females) in target areas of Banteay Meanchey provinces.

CDOH team conducted the community events. These events reached 2 events participating from approximately 75 local community people that participated in the community events.

CDOH project team in cooperation with the health centers to provide the VCCT to 81 beneficiaries (59 females) and STI to 10 beneficiaries (8 females) in the target areas.

With regard to the financial progress, Invoice for Interim Payment No.15 of Contract CW1, which covered the period from June to July 2014 was submitted by the Contractor. The recommendation for payment was made US\$ 357,906.76 for CW1 during this reporting period. Interim Payment Certificate No.15 for the contract CW1 has been processed during this reporting period. The total advance payment amount is US\$ 673,568.94 and this amount has been fully repaid by the Interim Payment Certificate No.15.

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	5,223,597.01	-	5,223,597.01
CW3	Cross Border Facility O'smach	-	-	-
CW4	Installation of Billboards for road safety program	-	-	-
CW5	Civil works for maintenance of NR6	486,209.18	-	486,209.18
CS1	DDIS	1,722,851.60	169,696.00	1,892,547.60
CS3	Road Safety Program	116,154.66	-	116,154.66
CS4	HIV and Anti-Human-Trafficking	173,323.24	-	173,323.24
EQ2	Road Maintenance Program	142,085.00	-	142,085.00
	Total	7,864,220.69	169,696.00	8,033,916.69

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	9,563,664.55	4,492,293.43	731,303.58	5,223,597.01	54.62%
CW3	Cross Border Facility O'smach	N/A	-	-	-	-
CW4	Installation of Billboards for road safety program	106,785.00	-	-	-	-
CW5	Civil works for maintenance of NR6	1,203,867.05	418,139.89	68,069.29	486,209.18	40.39%
CS1	DDIS	2,256,016.40	1,892,547.60	-	1,892,547.60	83.89%
CS3	Road Safety Program	464,780.00	116,154.66	-	116,154.66	24.99%
CS4	HIV and Anti-Human-Trafficking	247,724.00	173,323.24	-	173,323.24	69.97%
EQ2	Road Maintenance Program	142,085.00	142,085.00	-	142,085.00	100.00%
	Total	13,984,922.00	7,234,543.82	799,372.87	8,033,916.69	57.45%

Disbursement status against ADB allocated is shown in below table.

Cat. No.	Category Name	ADB Allocation (US\$)	Disbursed (US\$)	Remarks
1	Works	12,190,528.00	4,910,433.32	40.28%
1A	Improvement of NR 56A	8,224,752.00	4,492,293.43	54.62%
1B	Cross Border Facility O'smach	2,930,449.00	0.00	-
1C	Civil works for maintenance of NR6	1,035,327.00	418,139.89	40.39%
2	Consulting Services	2,503,740.00	2,065,870.84	82.51%
2A	DDIS	2,256,016.00	1,892,547.60	83.89%
2C	HIV and Anti-Human-Trafficking	247,724.00	173,323.24	69.97%
3	Road Safety Program	674,006.00	116,154.66	17.23%
3A	Community based Road Safety Program	464,780.00	116,154.66	24.99%
3B	Minor civil works for road safety provisions	209,226.00	0.00	-
4	Equipment: Road Maintenance Program	142,110.00	142,085.00	99.98%
5	Incremental administrative costs	302,527.00	252,905.00	83.60%
5A	Administrative Costs	250,753.00	216,131.00	86.19%
5B	Priority Operating Cost (POC)	36,774.00	36,774.00	100%
5C	Training for capacity building	15,000.00	0.00	-
6	Interest Charge	248,023.00	97,406.00	39.27%
7	Unallocated	64,529.00	0.00	-
	Imprest		92,200.00	-
	Total	16,125,463.00	7,677,054.82	47.61%

There is no Variation during this reporting period for the civil works and consulting services.

PMU3 completed the selection of contractor for Improvement of NR 56A (CW1), Installation of road safety billboard (CW4) and Civil Works for Maintenance of NR6 (CW5). Remained contract for CW3: Improvement of Cross Border Facility at O'smach will terminate from the project scope at loan closing date.

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, 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. However it was observed pre-caution sign boards, guide post, traffic cones, flagman were not arranged at working site, especially Sisophon town area. Therefore the DDIS Consultants instructed the Contractor to arrange safety devices and flagmen at the site of

which civil work activities. The Contractor increased operation of water truck to mitigate negative impact during this reporting period. The Dust impact was mitigated because whole sections of road surface have been covered by the bitumen.

With regarding to the resettlement, IRC team has been completed to conduct RP implementation. There was not complaint from people with regard to compensation, market rate or any other issues arising from civil work implementation. IRC team has reported that the payment of compensation to the AHs at NR56A section was fully completed on April 2013. IRC team informed that the payment of compensation to the Ahs at NR56B section was fully completed on February 2014. It is noted that external monitor is closely working and observe the RP implementation process.

Supplementary RP for CBF has no more progress because CBF component will be canceled at loan closing date, so RP for CBF will not proceed.

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://cnprip.mpwt.gov.kh/>.

During this period, one (1) International Expert, BME Expert, and one (1) National Expert, BME Expert, were mobilized to the project. And one (1) National Expert, Resident Inspector/Survey 2, was demobilized from the project. Three (3) international experts comprising one Team Leader, one International Material Engineer and one BME Expert 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

Component	Contract	Contract Amount (US\$)	Progress to Date				Amount Disbursed (US\$)
			Physical		Financial		
			%	+/-	%	+/-	
1. Civil Works	CW1 (NR56A)	9,563,664.55	83.7	-16.3	54.6	-	5,223,597.01
	CW3 (CBF)	NA	-	-	-	-	-
	CW4 (Road Safety Billboards)	106,785.00	32.4	-	-	-	-
	CW5 (Maintenance of NR6)	1,203,867.05	83.8	-16.2	40.4	-	486,209.18
2. Consulting Services	CS1 (DDIS)	2,256,016.40	96.4	-	76.4	-	1,722,851.60
	CS3 (Road Safety Program)	464,780	66.7	-	24.9	-	116,154.66
	CS4 (HIV)	247,724	85.7	-	70.0	-	173,323.24
3.Equipment	Maintenance for the Weigh Stations	142,085	100.0	-	100.0	-	142,085.00

2.3 Overall Project Physical Progress

Component	Contract	Contract Amount (US\$)	Progress (%)			Remarks
			Previous	This Period	Total	
1. Civil Works	CW1 (NR56A)	7,996,091.48	70.4	13.3	83.7	Tan Kim Eng JV
	CW3 (CBF)	NA	-	-	-	Suspended
	CW4 (Road Safety Billboards)	106,785.00	5.9	26.5	32.4	Diamond
	CW5 (Maintenance of NR6)	1,203,867.05	75.0	8.8	83.8	Kuy Leang Ky
2. Consulting Services	CS1 (DDIS)	2,090,249.90	94.2	2.2	96.4	KCI
	CS3 (Road Safety Program)	464,780	58.3	8.4	66.7	SweRoad
	CS4 (HIV)	247,724	82.9	2.8	85.7	CDOH
3. Equipment	Maintenance for the Weigh Stations	142,085	100	-	100	SAMIN DATA SYSTEM
Overall Progress (%)			66.1	5.0	71.1	

The overall project physical progress is 71.1% as of the end of this month. The civil work schedule was revised according to the variation. The overall progress shows behind revised schedule due to the suspended CW3 contract, which will be terminated from the project scope on the time of loan closure, and behind schedule of CW1 and CW5 contract. CW1 contract has some delay due to variation and raining. However, civil works for CW1 contract is expected to complete by the end of September 2014. 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>
Unfulfilled intended time for completion of CW5 contract	Final instruction and warning was given to the Contractor.	
Behind schedule of CW1 contract	Construction schedule has been updated according to the Variation No.4 and catch up plan was prepared to complete by the end of September 2014.	

2.6 Issues to Be Addressed Next Month

- 1) Preparation of Test on Completion for the contract CW1
- 2) Contract Variation for the contract CW4 to install additional billboards

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\$ 9,563,664.55 (revised by Variation No.4 signed on 24 July 2014)
- Letter of Acceptance : 04 November 2011
- Contract Signed : 25 November 2011
- Notice to Commence : 12 March 2012
- Contract Period : 30 months

Principal Quantities		Unit	Total O'ty	Quantity			
				Last Month	This Period	Cumulated	Remained
Earth Work	Clearing	Sq.m	290,571.50	270,717.00	-	270,717.00	19,854.50
	Unsuitable/Exca	Cu.m	22,321.09	16,857.45	-	16,857.45	5,463.64
	Embankment	Cu.m	221,947.68	209,561.50	-	209,561.50	12,386.18
	Subgrade	Cu.m	174,581.24	156,217.50	-	156,217.50	18,363.74
Sub base & Base Course	Sub-base Material	Cu.m	92,490.12	88,636.00	50.00	88,686.00	3,804.12
	Aggregate Base	Cu.m	70,101.72	69,125.00	-	69,125.00	976.72
Bituminous	Prime Coat	Sq.m	333,424.50	240,130.00	47,579.00	287,709.00	45,715.50
	Seal Coat, 19mm	Sq.m	278,435.00	153,525.00	90,675.00	244,200.00	34,235.00
	Seal Coat, 12mm	Sq.m	278,435.00	-	170,000.00	170,000.00	108,435.00
	Sealing Aggregate, 19mm	Cu.m	5,290.00	2,916.00	576.06	3,492.06	1,797.94
	Sealing Aggregate, 12mm	Cu.m	3,337.00	-	1,700.00	1,700.00	1,637.00
	Asphalt Concrete, 7cm	Sq.m	29,975.00	-	17,975.00	17,975.00	12,000.00
Structure	Concrete	Cu.m	743.31	562.28	11.79	574.07	169.24
	Reinforcing Bar	Ton	100.04	80.43	-	80.43	19.61
Drainage	Wing wall	No	88.00	58.00	30.00	88.00	-
	RC pipe installation	m	7,825.20	7,395.90	378.00	7,773.90	51.30
	Manhole	No	288.00	278.00	3.00	281.00	7.00
Ancillary	Guard Rail	no	240.00	-	-	-	240.00
	KM Marker	no	32.00	-	-	-	32.00
Mine/UXO Clearance		ha	144.15	144.15	-	144.15	-
Miscellaneous		Lot	1.00	0.98	0.02	1.00	-
Daywork		Lot	1.00	0.12	-	0.12	0.88
Progress to date		Elapsed time 28.66 months					
Progress		Actual		Schedule		Variation	
		83.76%		100.00%		-16.24%	

3.2 Civil Works

Survey Work

Survey of cross section and profile for variation No.4 is carrying 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, 128 borrow pits were tested. According to the test result, 68 borrow pits were accepted, which 28 borrow pits for embankment, 32 borrow pits for sub-grade and 8 borrow pit for sub-base.

Base Course material from Sla Kram crushing plant was completed for production. Production of sealing aggregate for 19mm and 12mm at Sla Kram quarry was continued during this reporting period to complete DBST work.

Civil Works

The Contractor tried to catch-up the schedule in order to complete whole works within construction period. The Contractor completed embankment work fully on March 2014. And production of pipe culvert has been fully completed on April 2014.

Base Course work was carried out at below sections;

- Base Course from PK 8+600 to 9+600, PK 23+200 to 24+500, and PK 26+800 to 29+000
- Base course work has been fully completed during this reporting period.

Bituminous work was carried out at below sections;

- Prime coat from PK 0+000 to 2+600, PK 8+600 to 9+600, PK 23+200 to 24+500, and PK 26+800 to 29+000.
- Prime coat work has been fully completed during this month.
- Seal coat and sealing aggregate 19mm from PK 2+500 to 5+300, PK 8+600 to 9+600, PK 23+200 to 24+500, and PK 26+800 to PK 29+000.
- Sealing aggregate 19mm work has been fully completed during this month.
- Seal coat and sealing aggregate 12mm from 12+000 to 29+000
- Asphalt concrete pavement from PK 1+000 to 2+500

Structure and Drainage works were carried out as below;

- Bridge #2 side walk and reinstall existing railing at PK 8+778
- Wing and head wall for RCP at PK 2+580
- Concrete curb placed from PK 0+035 to 2+500, and PK 23+350 to 24+450

Maintenance of Existing Road

Road maintenance work was carried out 29 km of whole section. The potholes at the section from PK 0+000 to 29+000 were repaired by the base course material, and prime coated section was repaired with bitumen.

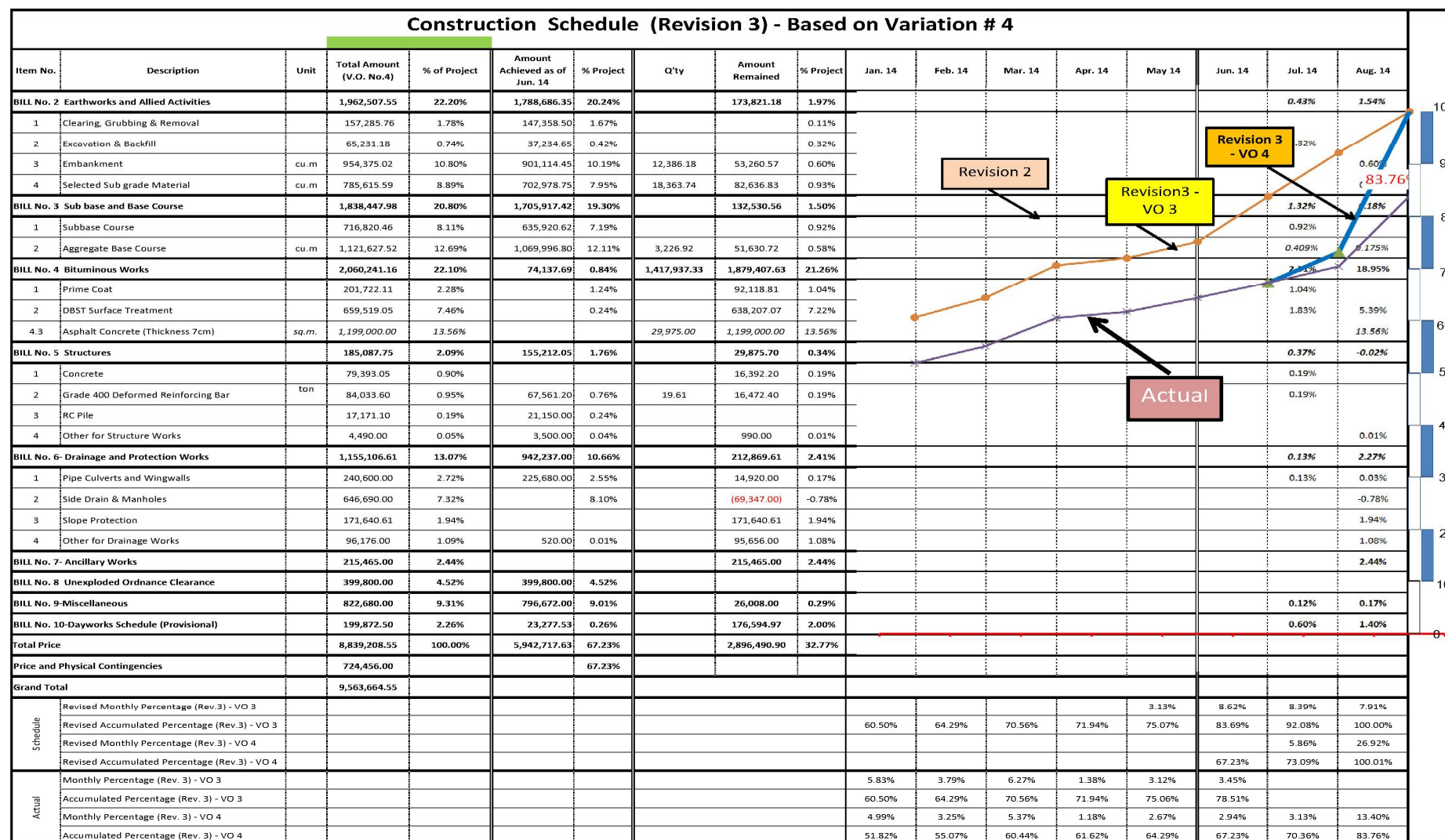
STDI Work

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

Location	Date	Number of Participants		
		Male	Female	Total
Contractor's Camp	25 August 2014	11	-	11
Contractor's Camp	26 August 2014	9	-	9

Physical Progress

Physical progress of the Contract CW1 is 83.76%. The construction schedule was updated in accordance with the Variation No.4.



Status of Equipments Mobilization

No.	Description	Unit	Previous	This month	Accumulated	Remark
Heavy Equipment						
1	Motor Grader	ea	88	2	90	
2	Excavator	ea	201	3	204	
3	Tire Roller	ea	25	1	26	
4	Tandem Roller	ea	23	1	24	
5	Sheep-foot Roller	ea	12		12	
6	Vibrator Compactor	ea	151	3	154	
7	Bulldozer	ea	88	4	92	
8	Dump Truck	ea	408	20	428	
9	Wheel Loader	ea	20	2	22	
10	Crane Truck	ea	29	1	30	
11	Mobile Crane	ea	28	1	29	
12	Trailer Truck	ea	64	2	66	
13	Bitumen Distributor	ea	16	1	17	
14	Water Truck	ea	101	2	103	
15	Pipe Production Machine	ea	27	1	28	
16	Fuel Truck	ea	33	1	34	
Total			1,314	45	1,359	
Light Equipment						
1	RAM Compactor	ea	27	1	28	
2	Aggregate Spreader	ea				
3	Concrete Cutter	ea	25	1	26	
4	Bagger Mixer	ea	79	3	82	
5	Air Compressor	ea	48	2	50	
6	Generator	ea	72	3	75	
7	Pumping Machine	ea	40	1	41	
8	Pipe testing Machine	ea	21	1	22	
9	Welding Machine	ea	34	2	36	
10	Bending Machine	ea				
11	Service Truck	ea	48	1	49	
12	Bitumen Kettle	ea	5		5	
13	Air Blower	ea	24	1	25	
Total			423	16	439	

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. 4.2-4.4.

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 would facilitate this meeting with IRC, PMU3 and ADB early December 2012. The Mission stressed that since ADB management was unlikely to approve a loan extension, PMU3 had to reduce the contract period.

There was no progress regarding compensation matter so far. Therefore ADB had 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.

MEF did not agree to the above proposal. IRC/MEF had been commented that the price of newly proposed land was too high, so MEF is likely to terminate CBF O'smach from the project scope. There is no progress for the CBF O'smach component during this reporting period.

5. ROAD MAINTENANCE PROGRAM

5.1 Operation & Maintenance of existing weigh stations

Total numbers of 518,493 vehicles except Thnal Kaeng and Thnal Totueng weigh stations were counted from the ATCS, and 18,182 vehicles were weighed in the low speed WIM during this reporting period. US\$ 12,234 was imposed to 110 numbers of overloaded vehicles as a penalty. There is no repetitive violation vehicle 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	
	ATCS	L-Speed			ATCS	L-Speed
Thnal Kaeng	-	784	3	2,316.5	Weigh station has been removed due to NR6 extension work	Weigh station has been removed due to NR6 extension work
Thnal Totueng	-	1,732	5	1,030	No work	Good
Pursat	140,932	4,121	8	975	Good	Good
Pouk	13,658	1,643	5	337.5	1 lane no work	Good
Kampong chhnang	157,756	2,387	4	2,050	Good	Good
Poipet	20,851	5,059	85	5,525	1 lane no work	Good
Bavet	185,296	2,456	-	-	1 lane no work	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. The ATCSs are operating, and the system happened network failure with current WIM system. The ATCS at Thnal Totueng weigh station were not working, and ATCS at Pouk, Poipet and Bavet weigh station was not working at 1 lane.

The Thnal Kaeng weigh station has been removed fully because civil work for extension of NR6 is ongoing and this weigh station is obstructed to the civil work. Therefore, PAOCC and weigh station staffs are carrying out weigh of overload truck by the portable weigh scale.

Detail status of overload trucks is shown in **Appendix J** with PAOCC monthly report.

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 PK333+000 to PK342+000

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\$ 1,203,867.05 (revised by Variation No.1 signed on January 2014)
- Letter of Acceptance : 20 February 2013
- Contract Signed : 27 February 2013
- Commencement Date : 27 March 2013
- Date of suspension : 20 August 2013
- Resume of works : 28 October 2013
- Contract Period : 13.5 months (revised by Variation No.1 signed on January 2014)

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 work was not able to proceed as scheduled plan due to continuous raining during rainy season in 2013. Therefore, the Contractor submitted request for suspension of works. PMU3

and Engineer accepted suspension of cutting existing asphalt pavement work and the subsequent works from 20 August 2013. The Contractor resumed civil works on 28 October 2013. The suspension period of works is 69 days.

After work resumed, joint re-condition survey to the pavement damage was carried out by the Engineer together with the Contractor at early of November 2013. The survey results were summarized and verified. The defected area was enlarged severely due to continuous heavy raining during suspended period. This result was reported to the ADB Mission from 25 November to 2 December 2013. The Mission agreed this and the variation may include this result as additional works. The Variation No.1 was prepared by the Contractor and submitted to ADB for approval on 20 December 2013. ADB had no objection to the Variation No.1 on 16 January 2014. The contract Variation No.1 has been signed on 20 January 2014 and BOQ was updated.

Physical progress of the Contract CW5 is 83.8% as of this month, and the Contractor failed to complete whole work during this month. There were only work activities for AC work at long term opened areas. The actual progress still showed 16.2% slippage. The completion date under the contract was 11 May 2014. Despite time for completion was allowed to 31 May 2014, 31 July 2014 and 31 August 2014 again and again, the Contractor failed on his fulfillment to completion of work. It is noted that the Contractor also neglects to comply with the specifications and Engineers' inspection. Furthermore, raining has been started during this reporting period, so the Contractor is incapable to complete whole works. PMU3 and DDIS Consultants are trying to find solution to complete whole works before heavy rainy comes.

6. QUALITY CONTROL

CW1 Contractor has procured 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.

Till the end of this month, CW1 contractor has tested 128 numbers of borrow pits for Embankment and Sub-grade and Sub-base borrow pits. According to the test result, total 68 borrow pits, which 28 borrow pit for Embankment, 32 borrow pits for sub-grade and 8 borrow pits for sub-base, were accepted for the project works. The embankment, sub-base, aggregate base course, and 19mm sealing aggregate works have been fully completed up to this reporting period.

During this reporting month, laboratory was busy to carry out field test for base course and bituminous work. Summary of the laboratory activities are shown in **Appendix-G**.

7. ROAD SAFETY PROGRAM

7.1 Community based 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 left from the project temporarily on 2 October 2013 according to the contract. He will be in the project:

- 26th August to 2nd October 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.

The team has been finalised draft 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 had 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 had been provided on the 2nd of October 2013. Proposal for road safety measures and training had been submitted to ADB for approval on 8 October 2013, and ADB has been commented on submitted proposal. The proposal report was revised and submitted to ADB on 8 November 2013.

During ADB Loan Review Mission on November 2013, the Mission commented to the comment matrix and requested to update with detailed description. Also, small procurement packages as necessary for the training were identified with the Mission.

The Mission also clarified the minor civil works need to be oriented to road user of rural environment of the project roads.

The Road safety Consultants revised proposal for road safety measures and training as ADB Mission requested. ADB had no objection to the proposed report on 22 January 2014, and PMU3 prepared procurement documents for materials handouts on training based on Procurement Manual of RGC with assistance of Road Safety Consultants and DDIS Consultant.

The procurements are proceeding as 3 separated bids; i) national shopping for helmets without advertisement, ii) national shopping for materials without advertisement, and iii) national shopping for print and copy for handouts with advertisement.

Invitation for Bid for print and copy was advertised on 27 February 2014 and bid submission deadline was 13 March 2014. Five (5) bidders were submitted their bid and bids were opened in the presence of the bidders. The bid evaluation report was agreed by PRC and supplier was awarded during this reporting period.

Invitation for Quotations for helmets and materials were issued 3 prospective reputable bidders directly on 28 February 2014 and the quotations were submitted on 7 March 2014. The quotations were checked and the Bid Evaluation Committee found collusive practices on the quotations. The BER recommended PRC to reject all quotations and take rebid. The PRC decided to reject all quotation.

The 2nd Invitation for Quotation for materials was issued 4 prospective reputable bidders directly on 24 April 2014 and two suppliers submitted the quotation before the deadline on 2 May 2014. The quotations were evaluated for substantially responsiveness. The BER was submitted to minor PRC and minor PRC agreed to award the contract as BEC recommended. Letter of award was issued to the supplier on 9 May 2014.

The 4th Invitation for Quotation for safety helmet was advertised at local newspaper on 27 May 2014 due to previous 3rd bids were failed to select supplier and difficulty in finding another three (3) reputable companies. Three (3) bidders submitted quotation before deadline for the submission on 6 June 2014. The quotations were evaluated for substantially responsiveness. The BER was submitted to minor PRC and minor PRC agreed to award the contract as BEC recommended. Letter of award was issued to the supplier on 30 June 2014. Therefore, selection of the suppliers for training materials has been fully completed. The road safety consultants inspected materials and arranged training schedule in detail.

The Team Leader/Road Safety Specialist has been replaced and new Team Leader mobilized to the program on 25 August 2014.

The road safety consultants carried out field survey of parent's knowledge and attitudes towards road safety in general. The survey was conducted on August 21 to 25, 2014, by the program specialist. Each interview took about 15 minutes with face to face interview. The result have defined clearly that most of parents seldom brought their children to school, but all of them claim that they are worried about their children safety when their children are on the way to school. They do not really know how to support the safety of their children on the road.

Based on the survey result, some recommendations to consider for road safety interventions by involving parents are proposed below:

- Educate parents by inviting them for meetings with teachers at school as well as raising awareness with them through commune meetings, closer to their homes.
- Gather parents to involve in other road safety intervention such as awareness campaigns through distributing leaflets along the roads near to schools to inform other road users to slow down in the safe school zone.
- Encourage parents to educate their children at home since it is the best way of road safety intervention via parent to children. Mostly, children listen to their parents and elderly people as well as teachers due to Cambodian context.

- Peer to peer education with their friends and neighbors on road safety intervention in their own community is a good approach to reach village area by combining with intervention through commune leaders.
- As the result shows majority of respondents are farmers, so in order to involve them for any intervention, appropriate time should be considered like after harvest season (October to June) and it would be twice per week.

The road safety consultants prepared a set of lectures for the two day training of course participants. In close cooperation with the DPWT in SereiSopha the work with practical arrangements for the course was carried out. This activity included field visits and planning meeting with officials both in Banteay Meanchey and Oddor Meanchey. Due to the large number (about 100 per day) of participants it was agreed to use conference room in the DPWT administration building in Banteay Meanchey and similar office in Oddor Meanchey. Road Safety training courses for teachers, police officers and officials (all together estimated 816 participants) basic community trainings, after studies, school visits and police enforcement program in the project provinces will be started on next reporting period.

7.2 Minor Civil Works of Road Safety Provisions

Procurement

During the ADB Mission from 25 November to 2 December 2013, the Mission clarified the minor civil works need to be oriented to road user of rural environment of the project roads. The provision of road safety billboard was agreed during the Mission, and draft bidding document for installation of road safety billboards on National Roads was prepared based on the standard bidding document for small works of ADB guideline. The draft bidding document was submitted to ADB on 27 December 2013, and ADB requested bidding document should be based on the procurement manual of Royal Government of Cambodia. The bidding is conducted through National Competitive Bidding (NCB) procedure. The revised draft bidding document was submitted to ADB on 24 January 2014 for ADB's prior review. ADB has comments on the draft bidding document and approved issuing bid subject to incorporate ADB's comments on 21 March 2014 by electronic transmission. The bidding document was revised as ADB commented and final set was submitted to ADB on 26 March 2014.

The bid was posted at ADB website on 31 March 2014 and invitation for bid was advertised at local newspaper on 1 April 2014. Five (5) bidders who purchased the bidding documents submitted the bids before the submission deadline at 03:00 p.m. on 2 May 2014.

The bids were evaluated for substantially responsiveness, and the lowest evaluated and substantially responsive bidder was recommended to PRC. PRC has agreed the lowest bidder recommended by BEC to award the contract. BER has been submitted to ADB for no-objection to award of contract on 9 May 2014. ADB has no-objection to award the contract on 18 June 2014 and the contract has been signed on 24 June 2014.

Civil Works

- Contract Data Sheet

- Contract No. : NPRIP-CW4-NCB-2014-01
- Contract Title : Supply and Installation of Road Safety Billboards on National Roads
- Locations to installing : 22 locations
- Contractor : Diamond Construction & Import Export Co., Ltd

- Contract Value : US\$ 106,785.00
- Letter of Acceptance : 19 June 2014
- Contract Signed : 24 June 2014
- Commencement Date : 1 July 2014
- Contract Period : 4 months

- Progress of Works

The Contractor's shop drawings have been approved. The materials such as steel column, steel plate, and reinforcement bar were approved for the fabrication of billboards. Concrete class B1 and E were approved for footing concrete work. Fabrication of billboard work is ongoing at Contractor's work yard during this reporting. The detail locations for installation of billboards were instructed to the Contractor.

After demarcation of each location, the Contractor commenced site works such as excavation of footing, pouring concrete works for footing. Also, steel column and metal backing panel were fabricated during this reporting period.

Physical progress of the Contract CW4 is 32.4% as of this month. The works are smoothly ongoing.

The request for additional 30 locations of billboard installation was submitted to ADB as a variation during this month.

8. HIV PREVENTION AND ANTI-HUMAN-TRAFFACKING PROGRAM

Conduct Raising Awareness to the Community

- 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 319 local community people (243 females) in target areas of Banteay Meanchey and Oddar Meanchey Province.

Beside this awareness, CDOH team/Peer Educators are also conducted additional new methodology of Group Discussion/Awareness (GD) by gathering people as group to increase the awareness to community people to prevent HIV transmission and Anti-human trafficking. 7 GDs were conducted participating from approximately 107 local community people (15 people per GD in the average).

- Conduct the community events

CDOH team keeps contact with the peer educators to identify and arrange the venue in order to conduct the community events in targeted areas in Banteay Meanchey and Oddar Meanchey Province, to ask for the permission from the local authority and to invite the local community people to participate in the event. These events reached 2 events participating from approximately 75 local community people that participated in the community events.

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 81 beneficiaries (59 females) and STI to 10 beneficiaries (8 females) in the target areas.

9. FINANCIAL PROGRESS

9.1 Payment Invoice

Invoice for Interim Payment No.15 of Contract CW1, which covered the period from June to July 2014 was submitted by the Contractor. The recommendation for payment was made US\$ 357,906.76 for CW1 during this reporting period.

9.2 Interim Payment Certificates of Civil Works

Interim Payment Certificate No.15 for the contract CW1 has been processed during this reporting period. The total advance payment amount is US\$ 673,568.94 and this amount has been fully repaid by the Interim Payment Certificate No.15. 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\$)	AP repaid (US\$)	Remarks
CW1	Tan Kim Eng / BCDC	7,996,091.48	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	-	Disbursed
			9	Aug-Sep 13	255,334.81	-	Disbursed
			10	Oct 13	263,285.53	-	Disbursed
			11	Nov-Dec 13	699,484.09	-	Disbursed
			12	Jan 14	338,985.92	-	Disbursed
			13	Feb 14	554,026.34	-	Disbursed
			14	Mar-May 14	359,747.36	269,427.58	Disbursed
			15	June-Jul 14	357,906.76	404,141.36	
			Total		5,581,503.77	673,568.94	

Contract	Contractor	Contract Amount (US\$)	IPC No.	Period	Amount certified (US\$)	AP repaid (US\$)	Remarks
CW4	Diamond Construction	106,785.00	AP		10,678.50		
			Total		10,678.50		
CW5	Kuy Leang Ky Construction	1,203,867.05	AP		95,886.89		Disbursed
			1	Mar-Jul 13	83,967.01	-	Disbursed
			2	Aug-Dec 13	114,079.23	-	Disbursed
			3	Dec 13-Feb 14	94,545.92	27,013.12	Disbursed
			4	Mar-Apr 14	97,730.13	68,873.77	Disbursed
			Total		486,209.18	95,886.89	

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	5,223,597.01	-	5,223,597.01
CW3	Cross Border Facility O'smach	-	-	-
CW4	Installation of Billboards for road safety program	-	-	-
CW5	Civil works for maintenance of NR6	486,209.18	-	486,209.18
CS1	DDIS	1,722,851.60	169,696.00	1,892,547.60
CS3	Road Safety Program	116,154.66	-	116,154.66
CS4	HIV and Anti-Human-Trafficking	173,323.24	-	173,323.24
EQ2	Road Maintenance Program	142,085.00	-	142,085.00
	Total	7,864,220.69	169,696.00	8,033,916.69

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	9,563,664.55	4,492,293.43	731,303.58	5,223,597.01	54.62%
CW3	Cross Border Facility O'smach	N/A	-	-	-	-
CW4	Installation of Billboards for road safety program	106,785.00	-	-	-	-
CW5	Civil works for maintenance of NR6	1,203,867.05	418,139.89	68,069.29	486,209.18	40.39%

Component		Contract Amount	Disbursement (US\$)			Remarks
			ADB	RGC	Total	
CS1	DDIS	2,256,016.40	1,892,547.60	-	1,892,547.60	83.89%
CS3	Road Safety Program	464,780.00	116,154.66	-	116,154.66	24.99%
CS4	HIV and Anti-Human-Trafficking	247,724.00	173,323.24	-	173,323.24	69.97%
EQ2	Road Maintenance Program	142,085.00	142,085.00	-	142,085.00	100.00%
	Total	13,984,922.00	7,234,543.82	799,372.87	8,033,916.69	57.45%

Disbursement status against ADB allocated is shown in below table.

Cat. No.	Category Name	ADB Allocation (US\$)	Disbursed (US\$)	Remarks
1	Works	12,190,528.00	4,910,433.32	40.28%
1A	Improvement of NR 56A	8,224,752.00	4,492,293.43	54.62%
1B	Cross Border Facility O'smach	2,930,449.00	0.00	-
1C	Civil works for maintenance of NR6	1,035,327.00	418,139.89	40.39%
2	Consulting Services	2,503,740.00	2,065,870.84	82.51%
2A	DDIS	2,256,016.00	1,892,547.60	83.89%
2C	HIV and Anti-Human-Trafficking	247,724.00	173,323.24	69.97%
3	Road Safety Program	674,006.00	116,154.66	17.23%
3A	Community based Road Safety Program	464,780.00	116,154.66	24.99%
3B	Minor civil works for road safety provisions	209,226.00	0.00	-
4	Equipment: Road Maintenance Program	142,110.00	142,085.00	99.98%
5	Incremental administrative costs	302,527.00	252,905.00	83.60%
5A	Administrative Costs	250,753.00	216,131.00	86.19%
5B	Priority Operating Cost (POC)	36,774.00	36,774.00	100%
5C	Training for capacity building	15,000.00	0.00	-
6	Interest Charge	248,023.00	97,406.00	39.27%
7	Unallocated	64,529.00	0.00	-
	Imprest		92,200.00	-
	Total	16,125,463.00	7,677,054.82	47.61%

9.4 Variation

Civil Works

Variation No.4 of the contract CW1 for the additional works has been approved from ADB on 17 July 2014 and Variation contract was signed on 24 July 2014. Variation 4 included i) AC pavement at Sisophon town's congested and flooding section, ii) DBST paving in access ways connected to NR56, iii) provision of deep well, iv) additional expenditure for project management staff due to time extension, and v) additional road safety furniture. The contract amount and BOQ was updated according to the Variation No.4. Variation 4 amount was US\$ 1,567,573.07 and final amount was changed to US\$ 9,563,664.55.

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
	3	7,935,507.49	60,583.99	7,996,091.48	- Signed on 23 Jan 2014
	4	7,996,091.48	1,567,573.07	9,563,664.55	- Signed on 24 July 2014
CW5 (NR6)	1	958,868.89	244,998.16	1,203,867.05	- Signed on 20 Jan 2014

Consultants' Services

Variation No.3 of the contract CS1 due to extension of time for completion for civil work and extension of loan closing date has been approved from ADB on 15 July 2014. The variation contract signed on 16 July 2014. The variation amount is US\$ 165,766.50, and total contract amount was changed to US\$ 2,256,016.40.

Variations issued to the Consultants up to this month are as follows:

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
	2	1,894,862.00	195,387.90	2,090,249.90	- Signed on 18 Feb 2014
	3	2,090,249.90	165,766.50	2,256,016.40	- Signed on 16 July 2014

10. PROCUREMENT

10.1 Civil Works

PMU3 completed the selection of contractor for Improvement of NR 56A (CW1), Installation of road safety billboard (CW4) and Civil Works for Maintenance of NR6 (CW5). Remained contract for CW3: Improvement of Cross Border Facility at O'smach will terminate from the project scope at loan closing date.

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	⊙	⊙	⊙	⊙	X	X
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**.

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. However it was observed pre-caution sign boards, guide post, traffic cones, flagman were not arranged at working site, especially Sisophon town area. Therefore the DDIS Consultants instructed the Contractor to arrange safety devices and flagmen at the site of which civil work activities. The Contractor increased operation of water truck to mitigate negative impact during this reporting period. The Dust impact was mitigated because whole sections of road surface have been covered by the bitumen.

12. RESETTLEMENT

IRC team has been completed to conduct RP implementation. There was not complaint from people with regard to compensation, market rate or any other issues arising from civil work implementation. IRC team has reported that the payment of compensation to the AHs at NR56A section was fully completed on April 2013. IRC team informed that the payment of compensation to the Ahs at NR56B section was fully completed on February 2014. It is noted that external monitor is closely working and observe the RP implementation process.

Supplementary RP for CBF has no more progress because CBF component will be canceled at loan closing date, so RP for CBF will not proceed.

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://cnprip.mpwt.gov.kh/>, and the project website is updated periodically.

14.2 Consultants Movement

Three (3) international experts comprising one Team Leader, one International Material Engineer and one BME Expert 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, one (1) International Expert, BME Expert, was mobilized to the project.

Name	Position	Mobilization date
Jawahar Lal Narayan	International BME Expert	4 August 2014

National Consultants

During this period, one (1) National Expert, BME Expert, was mobilized to the project and one (1) National Expert, Resident Inspector/Survey 2, was demobilized from the project.

Name	Position	Date
Tann Piseth	National BME Expert	Mobilized on 5 August 2014
HAM Lay Cheang	Resident Inspector/Survey 2	Demobilized on 25 August 2014

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	48.00	13/11/10	20/01/12	44.67	93.06
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	2.27	99.85
Sardar Syed AHMED	Material/Geotechnical Engineer	17.00	05/12/10 02/05/12 17/06/13	05/02/11 31/05/12	16.43	96.67
HA Sang Yong	Structural Engineer	2.03	11/01/11	10/03/11	2.03	100.00
KIM Cheol Hyun / KIM Tae Soong	Resident Engineer	18.00	01/12/11	08/07/13	18.00	100.00
Angelito N. CORPUZ / John PILGRIM	Resettlement Specialist	5.80	29/03/11	04/11/11	5.80	100.00
John PILGRIM/ Michael S.Aicazaren			13/02/12	13/04/12		
David Gordon LEES	Environmental Specialist	0.97	20/02/11	20/03/11	0.97	100.00
JU Byeong Cheon	Procurement Specialist	2.42	08/02/11	10/04/12	2.47	101.93
Joselito Supangco/Jawahar Narayan	BME Expert	2.00	04/08/14		0.93	46.67
CHO Duck Hwa / CHO Yong Han	Axle Load Control Expert	1.00	08/02/11	09/03/11	1.00	100.00
Total		99.49			94.57	95.05
National Consultants, KCEC						
KIM Saran/NGIEV Phally	Road Design Engineer	3.00	27/12/10	25/03/11	3.00	100.00
NUON Chamnes/KEP Sereivuthy	Material Engineer	21.52	27/12/10	26/02/11	17.83	82.87
NUON Chamnes/TY Sopheak			16/12/11	04/04/13		
CHOY Sovanna/KEO Chandara	Structure Engineer	2.03	27/12/10	26/02/11	2.03	100.00
BE Borin/ KONG Sophin	Surveyor	37.00	03/01/11	02/04/11	35.00	94.59
KONG Sophin/ LENG Kosal			01/01/12			
HANG Choeun	Hydrologist	-				
AN Davuth/ Sin Rath	Assist. Resident Engineer	35.50	16/12/11	04/04/13	32.53	91.64
Sin Rath / TY Sopheak			04/04/13			
TREK Penghy/ Kim Vannak	Architect	4.80	01/04/11 01/07/13	24/07/11 31/07/13	4.80	100.00
KEO Sarat	Electrical Engineer	1.00	06/05/11	04/06/11	1.00	100.00
SEANG Bora / EA Sophy	Resettlement Specialist	14.50	24/05/11	23/02/13	14.00	96.55
ROATH Sith	Environmental Specialist	5.00	07/03/11	17/11/12	3.00	60.00
LEAN Cheak	Procurement Specialist	-				
CHUM Sokun/Tann Piseth	BME Expert	2.00	05/08/14		0.80	40.00
MA Vanna/ ROATH Kanith	De-mining/UXO Specialist	3.80	10/01/11	19/03/12	3.80	100.00
KE Vuthny/THOU Chamreoun	Resident Inspector/Survey 1	29.30	17/04/12		27.27	93.06
CHHEA Chanthou/HAM Lay Cheang	Resident Inspector/Survey 2	14.60	10/07/13	25/08/14	13.56	92.92
OAK Dara/TEP Buntha	Resident Inspector/Survey 3	26.30	25/06/12		24.17	91.89
PONG Veasna/SIRK Sok Heng	Resident Inspector/Survey 4	24.70	02/05/12	30/09/12	22.70	91.90
SIRK Sok Heng/Noun Moni Rath			11/03/13			
IM Vuthan/NEV Sophanny	Resident Inspector/Survey 5	44.40	03/01/11		42.27	95.20
SIN Rath/TY Sopheak	Axle Load Control Expert 1	6.10	13/06/11	15/12/11	6.10	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	12.00	100.00
ITH Kessna/ PHENG Chanchhaya			26/02/12	03/11/12		
Total		287.05			265.86	92.62

Photos of the Project Activities



Final Base course work
(PK 8+600 to 9+600)



Final Base course work
(PK 24+500 to 26+800)



Asphalt concrete pavement work
(PK 2+200 to 2+500)



Asphalt concrete pavement work
(PK 1+000 to 2+200)



Bituminous work for seal coat
(PK 24+500 to 26+800 LHS)



Bituminous work for 19mm sealing aggregate
(PK 4+400 to 5+300)



Bituminous work for 19mm sealing aggregate
(PK 16+000 to 17+500 LHS)



Outlet for side pipe
(PK 0+889 to 1+253 RHS)