



ASSESSMENT OF GREATER MEKONG SUBREGION ECONOMIC CORRIDORS

CAMBODIA

10TH ECONOMIC CORRIDORS FORUM
13 DECEMBER 2018



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Photos on the front cover (left to right):

Aerial view of Danang Port. This port is the third largest port system in Viet Nam and lies at the eastern end of the GMS East–West Economic Corridor (photo by ADB).

Bridging borders. The bridge between the Lao People’s Democratic Republic and Thailand allows people to trade and travel (photo by Pitchayawat Proongsak).

Erenhot railway station. Trucks parked at the Erenhot railway station in the People’s Republic of China (photo by 2011 Dengjia for ADB).

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ABBREVIATIONS

AADT	–	annual average daily traffic
AC	–	asphalt concrete
ADB	–	Asian Development Bank
AH	–	Asian Highway
BOT	–	build–operate–transfer
CBF	–	cross-border facility
CBTA	–	Cross-Border Transport Facilitation Agreement
CCA	–	common control area
DBST	–	double bituminous surface treatment
EDCF	–	Economic Development Cooperation Fund
EWEC	–	East–West Economic Corridor
GMS	–	Greater Mekong Subregion
ha	–	hectare
JICA	–	Japan International Cooperation Agency
km	–	kilometer
km ²	–	square kilometer
Lao PDR	–	Lao People’s Democratic Republic
MPWT	–	Ministry of Public Works and Transport
No.	–	Number
NR	–	National Road
NSEC	–	North–South Economic Corridor
PAS	–	Port Autonome de Sihanoukville (French)
PCR	–	Project Completion Report
PCU	–	passenger car unit
PPAP	–	Phnom Penh Autonomous Port
PPP	–	public–private partnership
PRC	–	People’s Republic of China
RGC	–	Royal Government of Cambodia
SBST	–	single bituminous surface treatment
SEC	–	Southern Economic Corridor
SEC-1	–	Dawei–Bangkok–Phnom Penh–Ho Chi Minh City–Vung Tau Subcorridor
SEC-2	–	Bangkok–Siem Reap–Stung Treng–Pleiku–Quy Nhon Subcorridor
SEC-3	–	Bangkok–Trat–Kampot–Ha Tien–Nam Can Subcorridor
SEC-4	–	Sihanoukville–Phnom Penh–Stung Treng–Pakse–Savannakhet Subcorridor
SEZ	–	special economic zone
US	–	United States
WB	–	World Bank

The Assessment of Greater Mekong Subregion (GMS) Economic Corridors consists of six country reports and an integrative report prepared by a study team composed of Filologo Pante, Jr. (team leader), Josephine Duque-Comia of the GMS Secretariat, Hir Samnang (Cambodia), Sengsavang Phandanouvong (Lao People's Democratic Republic), Phyo Kyaw Thu (Myanmar), Liu Zengjun (People's Republic of China), Pawat Tantrongjita (Thailand), and Pham Thanh Tung (Viet Nam). Cuong Minh Nguyen of the GMS Secretariat provided overall guidance and coordinated with GMS countries, while Cira Rudas and Rowena Sancio (GMS Secretariat) assisted in finalizing the reports. Concerned ministries and agencies in the GMS countries extended valuable cooperation and support in the conduct of the assessment.

All photos in this report except those on the cover were taken by Hir Samnang.

I. INTRODUCTION

The development of transport corridors as economic corridors has been at the center of the Greater Mekong Subregion (GMS) Program since the GMS countries adopted the economic corridor approach in 1998. Economic corridors are geographically defined areas that facilitate the national and transnational movement of people, goods, services, capital, and information. They are key instruments for promoting economic integration in the GMS. Along this line, the East–West Economic Corridor (EWEC), North–South Economic Corridor (NSEC), and Southern Economic Corridor (SEC) were designated as flagships of the GMS Program.

A review of the configuration of the economic corridors was conducted in 2016 to take into account the opening up of Myanmar and ensure that (i) there is a close match between corridor routes and trade flows; (ii) GMS capitals and major urban centers are connected to each other; and (iii) the corridors are linked with maritime gateways.

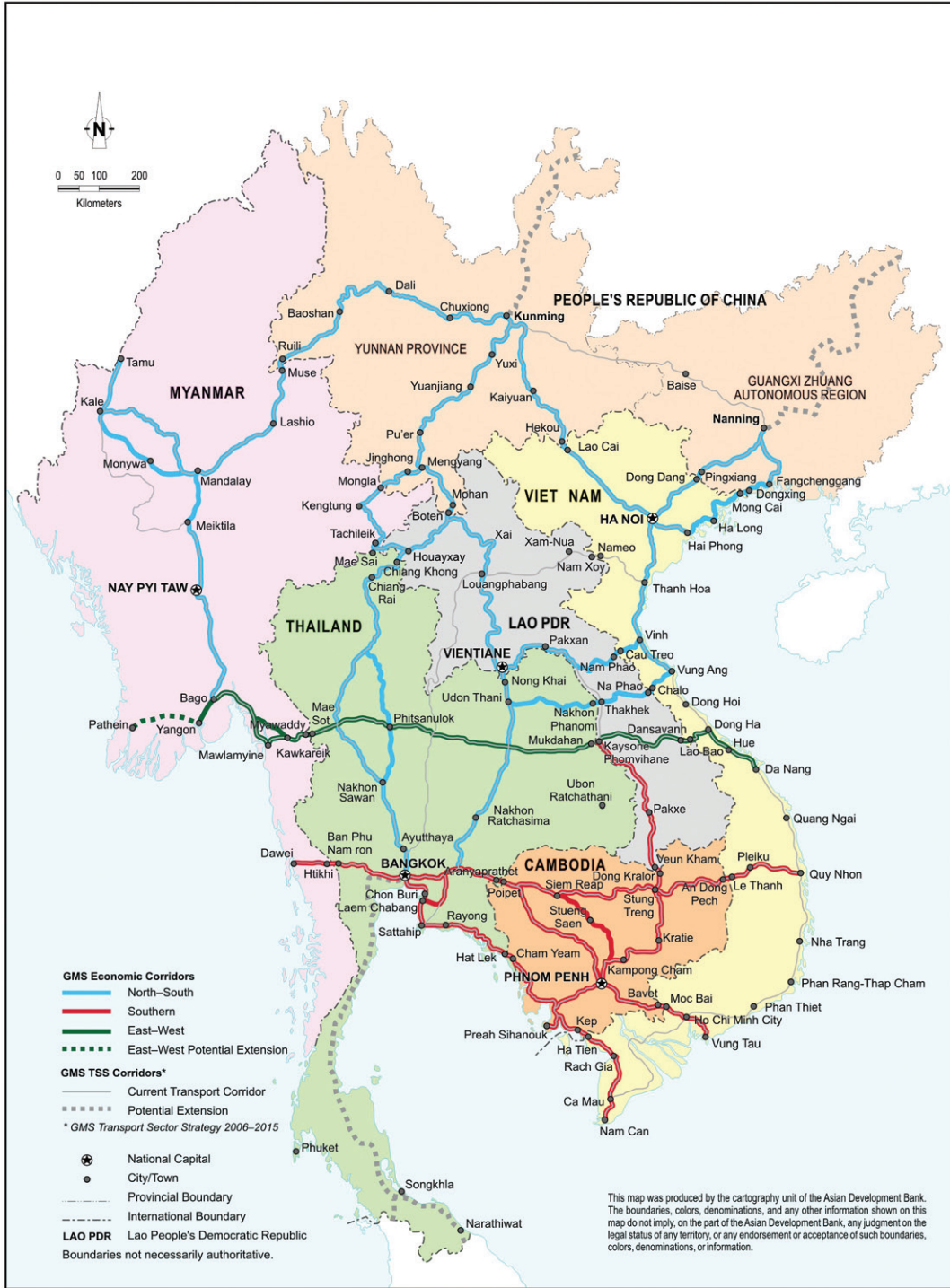
At the 21st GMS Ministerial Conference in Chiang Rai, Thailand on 30 November–1 December 2016, the GMS ministers endorsed the recommended changes in the configuration of the economic corridors which addressed the following gaps: (i) limited involvement

of the Lao People’s Democratic Republic (PDR) and Myanmar in EWEC and NSEC; (ii) absence of Yangon, Nay Pyi Taw, and Vientiane in any economic corridor; and (iii) omission of the principal cross-border trade routes between the People’s Republic of China (PRC) and Myanmar, Myanmar and Thailand, and Lao PDR, the PRC, and Thailand in the economic corridors.¹ Figure 1 shows the new configuration of the GMS economic corridors.

The adoption of a new configuration of the GMS economic corridors underscored the need to conduct an assessment of the state of development of the corridors to guide future investments and other interventions for their development. This report presents the findings of the assessment of the Cambodia component of the GMS economic corridors focusing on (i) the status and physical condition of transport infrastructure and cross-border facilities, with emphasis on road transport; (ii) cross-border transport and trade; and (iii) economic potential (special economic zones, tourist attractions, and investment opportunities along and around the economic corridors). The observations regarding the physical condition of the roads in the SEC in Cambodia are based on the field survey conducted in June 2017.

¹ Asian Development Bank. 2018. *Review of Configuration of Greater Mekong Subregion Economic Corridors*. Manila. <https://www.adb.org/documents/review-configuration-gms-corridors>.

Figure 1: New Configuration of the Greater Mekong Subregion Economic Corridors



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Source: Asian Development Bank. 2018. Review of Configuration of Greater Mekong Subregion Economic Corridors. Manila. <https://www.adb.org/documents/review-configuration-gms-corridors>.

II. GREATER MEKONG SUBREGION SOUTHERN ECONOMIC CORRIDOR IN CAMBODIA

The GMS SEC consists of four subcorridors, all of which run through Cambodia's territory (Figure 2):

- (i) Dawei–Bangkok–Phnom Penh–Ho Chi Minh City–Vung Tau Subcorridor (SEC-1)
- (ii) Bangkok–Siem Reap–Stung Treng–Pleiku–Quy Nhon Subcorridor (SEC-2)

- (iii) Bangkok–Trat–Kampot–Ha–Tien–Nam Can Subcorridor (SEC-3)
- (iv) Sihanoukville–Phnom Penh–Stung Treng–Pakse–Savannakhet Subcorridor (SEC-4)

The four SEC subcorridors in Cambodia cover 21 of the 25 provinces and municipalities of the country with a total land area of 156,223 square kilometers (km²),

Figure 2: Dawei–Bangkok–Phnom Penh–Ho Chi Minh City–Vung Tau, Bangkok–Siem Reap–Stung Treng–Pleiku–Quy Nhon, Bangkok–Trat–Kampot–Ha Tien–Nam Can, and Sihanoukville–Phnom Penh–Stung Treng–Pakse–Savannakhet Subcorridors in Cambodia



Source: ADB. Greater Mekong Subregion Economic Corridor Assessment Team.

86% of the land area; and a combined population of 14.28 million people, 94% of the country's population.

A. Dawei-Bangkok-Phnom Penh-Ho Chi Minh City-Vung Tau Subcorridor

SEC-1 in Cambodia starts from Poipet in the Cambodia-Thailand border and ends in Bavet at the Cambodia-Viet Nam border. From Poipet, it heads toward Sisophon of Banteay Meanchey province from where there are two ways to reach Phnom Penh. The first route goes through Battambang, Pursat, and Kampong Chhnang provinces, while the second which is 61 kilometers (km) longer than the first, goes through Siem Reap and Kampong Thom provinces. From Phnom Penh, SEC-1 runs through Kandal, Prey Veng, and Svay Rieng provinces to Bavet.

Table 1 shows basic information on the Cambodia component of SEC-1, including the distances between the main cities and provincial towns it traverses in the country. The distance of the overlapping routes from the cross-border town, Poipet, to the provincial town of Banteay Meanchey, Sisophon, is 47 km. Due to cross-border activities, Poipet town is larger than Sisophon.

The route from Poipet to Phnom Penh going through Battambang, Pursat, and Kampong Chhnang provinces runs on National Road (NR) No. 5, which is mostly class III, except a 47 km section from Poipet to Sisophon (class II), and another 30 km section from Preach Kdam to Phnom Penh (class I).² The section from Preach Kdam to Sisophon is being widened to four lanes with asphalt concrete (AC) surfacing. To reduce traffic at main cities, town bypass roads will be constructed at Sisophon, Battambang provincial town,

Table 1: Basic Information on the Cambodia Component of Dawei-Bangkok-Phnom Penh-Ho Chi Minh City-Vung Tau Subcorridor (SEC-1)

Starting Point	End Point	Routes	Distance (km)	Traffic Lanes	Surface Type	Class
(1 and 2) Poi Pet	Sisophon	AH1 (NR5)	47	2	AC	II
(1) Sisophon	Battambang	AH1 (NR5)	70	2	DBST	III
(2) Sisophon	Siem Reap	AH21(NR6)	105	2	AC	II
(1) Battambang	Pursat	AH1 (NR5)	104	2	DBST	III
(2) Siem Reap	Kampong Thom	NR6	147	2	AC	II
(1) Pursat	Kampong Chhnang	AH1 (NR5)	95	2	DBST	III
(2) Kampong Thom	Kampong Thmar	NR6	39	2	AC	II
(1) Kampong Chhnang	Preach Kdam	AH1 (NR5)	61	2	DBST	III
(2) Kampong Thmar	Skun	NR6	55	2	AC	II
(1) Preach Kdam	Phnom Penh	AH1 (NR5)	30	4	AC	I
(2) Skun	Phnom Penh	AH11 (NR6A)	75	4	AC	I
(1 and 2) Phnom Penh	Neak Loeung	AH1 (NR1)	60	2	AC	II
(1 and 2) Neak Loeung	Svay Rieng	AH1 (NR1)	65	2	DBST	III
(1 and 2) Svay Rieng	Bavet	AH1 (NR1)	42	2	DBST	III
Overall Length: Poi Pet-Bavet			(1) 574			
			(2) 635			

AC=asphalt concrete, AH= Asian Highway, DBST= double bituminous surface treatment, km = kilometer, NR = National Road.

Note: (1 and 2): overlapping sections between first and second routes of SEC-1; (1): first route of SEC-1, (2): second route of SEC-1.

Source: ADB. Greater Mekong Subregion Economic Corridor Assessment Team.

² Class I: Highways with four or more lanes with AC or Concrete Pavement; Class II: Roads with two or more lanes with AC or Concrete Pavement; Class III: Narrow two-lane roads with double bituminous surface treatment (DBST) pavement.

Pursat provincial town, Kampong Chhnang provincial town, and Udong town.

The route from Sisophon to Phnom Penh going through Siem Reap and Kampong Thom provinces runs on NR No. 6, which is mostly class II, except a 75 km section from Skun to Phnom Penh recently widened to four lanes. From Phnom Penh to Bavet, SEC-1 runs on NR No. 1, which is class II.

B. Bangkok–Siem Reap–Stung Treng–Pleiku–Quy Nhon Subcorridor

SEC-2 in Cambodia starts from Poipet at the Cambodia–Thailand border, traverses Banteay Meanchey, Siem Reap, Preah Vihear, Stung Treng, and Ratanakiri provinces; and ends in Oh Yadav at the Cambodia–Viet Nam border. Having an overall length of 665 km, it connects via Asian Highway (AH) 21, Cambodia’s main border with Thailand and Cambodia’s border with Viet Nam at O Yadav. Table 2

shows basic information on the Cambodia component of SEC-2, including the distances between the main cities and provincial towns it traverses in the country. The roads traversed by SEC-2 in Cambodia (NR Nos. 5, 6, 64, 62, 9, 7, and 78) are either class II or class III.

C. Bangkok–Trat–Kampot–Ha Tien–Nam Can Subcorridor

SEC-3 in Cambodia starts from Koh Kong at the Cambodia–Thailand border, traverses Sihanoukville, Kampot, and Kep provinces; and ends in Lork at the Cambodia–Viet Nam border. Having an overall length of 307 km, it connects via AH 123, Cambodia’s border crossing with Thailand at Koh Kong, and Cambodia’s border crossing with Viet Nam at Lork. Table 3 shows basic information on the Cambodia component of SEC-3, including the distances between the main cities and provincial towns it traverses in the country. The distance between Koh Kong provincial town and Kampot provincial town is 253 km. The roads traversed by SEC-3 in Cambodia (NR Nos. 48, 4, 3, and 33) are class III.

Table 2: Basic Information on the Cambodia Component of Bangkok–Siem Reap–Stung Treng–Pleiku–Quy Nhon Subcorridor

Starting Point	End Point	Routes	Distance (km)	Traffic Lanes	Surface Type	Class
Poi Pet	Sisophon	AH1 (NR5)	48	2	AC	II
Sisophon	Siem Reap	AH21 (NR6)	105	2	AC	II
Siem Reap	Dam Dek	AH21 (NR6)	33	2	AC	II
Dam Dek	Koh Ke	AH21 (NR64)	80	2	DBST	III
Koh Ke	Preah Vihear (Tbaeng Meanchey)	AH21 (NR64, NR 62)	53	2	DBST	III
Preah Vihear	Stung Treng	AH21 (NR9)	143	2	DBST	III
Stung Treng	Rattanak Kiri (Bang Lung)	AH21 (NR7, NR78)	135	2	DBST	III
Rattanak Kiri (Bang Lung)	O Yadav, Viet Nam Border	AH21 (NR78)	68	2	AC	II
Overall Length: Poi Pet–O Yadav			665			

AC=asphalt concrete, AH= Asian Highway, DBST= double bituminous surface treatment, km = kilometer, NR = National Road. Source: ADB. Greater Mekong Subregion Economic Corridor Assessment Team.

Table 3: Basic Information on the Cambodia Component of Bangkok–Trat–Kampot–Ha Tien–Nam Can Subcorridor

Starting Point	End Point	Routes	Distance (km)	Traffic Lanes	Surface Type	Class
Koh Kong	Sre Ambel, connecting NR4	AH123 (NR48)	159	2	DBST	III
Sre Ambel	Veal Rign	AH123 (NR4)	40	2	AC	II
Veal Rign	Kampot	AH123 (NR3)	54	2	DBST	III
Kampot	Kampong Trach	AH123 (NR33)	37	2	DBST	III
Kampong Trach	Lork Vietnamese border	AH123 (NR33)	17	2	DBST	III
Overall Length: Koh Kong–Lork			307			

AC=asphalt concrete, AH= Asian Highway, DBST= double bituminous surface treatment, km = kilometer, NR = National Road.
Source: ADB. Greater Mekong Subregion Economic Corridor Assessment Team.

D. Sihanoukville–Phnom Penh–Stung Treng–Pakse–Savannakhet Subcorridor

SEC-4 in Cambodia starts from Sihanoukville provincial town, traverses Phnom Penh, Kampong

Speu, Kandal, Kampong Cham, Tbong Khmum, Kratie, and Stung Treng provinces; and ends in Trapeang Kriel at the Cambodia–Lao PDR border. Having an overall length of 750 km, it connects via AH11 Cambodia’s main deep-sea port in Sihanoukville to Cambodia’s border crossing with Lao PDR at Trapeang Kriel. Table 4 shows basic information on

Table 4: Basic Information on the Cambodia Component of Sihanoukville–Phnom Penh–Stung Treng–Pakse–Savannakhet Subcorridor

Starting Point	End Point	Routes	Distance (km)	Traffic Lanes	Surface Type	Class
Sihanouk Ville (SHV)	Kampong Speu (Chba Mon)	AH11 (NR4)	182	2	AC	II
Kampong Speu (Chba Mon)	Thnol Toteung	AH11 (NR4)	18	2	AC	II
Thnol Toteung	Phnom Penh	AH11 (NR4)	30	4	AC	I
Phnom Penh	Skun	AH11 (NR6A)	75	4	AC	I
Skun	Kampong Cham	AH11 (NR7)	45	2	AC	II
Kampong Cham	Tbong Khmum (Soung)	AH11 (NR7)	36	2	DBST	III
Tbong Khmum (Soung)	Kratie	AH11 (NR7)	174	2	DBST	III
Kratie	Stung Treng	AH11 (NR7)	127	2	DBST	III
Stung Treng	Trapeang Kriel (Lao border)	AH11 (NR7)	63	2	DBST	III
Overall Length: Sihanoukville–Trapeang Kriel			750			

AC=asphalt concrete, AH= Asian Highway, DBST= double bituminous surface treatment, km = kilometer, NR = National Road.
Source: ADB. Greater Mekong Subregion Economic Corridor Assessment Team.

the Cambodia component of SEC-4, including the distances between the main cities and provincial towns it traverses in the country. The roads traversed

by SEC-4 in Cambodia (NR Nos. 4, 6A, and 7) are class II, except a 105 km section from Thnol Toteung to Skun, which is class I.

III. STATE OF ROAD TRANSPORT AND RELATED TRANSPORT DEVELOPMENT IN THE SOUTHERN ECONOMIC CORRIDOR IN CAMBODIA

A. Dawei-Bangkok-Phnom Penh-Ho Chi Minh City-Vung Tau Subcorridor

SEC-1 from the Cambodia–Thai border to Phnom Penh has two alternative routes. The first route runs along NR No. 5, while the second route runs on NR No. 6. The two routes converge in Phnom Penh and then continue along NR No. 1 from Phnom Penh to the Cambodia–Viet Nam border. Table 5 summarizes the condition of the roads along SEC-1 in Cambodia. The first section of 48 km of NR No. 5 from Poi Pet to Siphon, which overlaps with SEC-2, was first rehabilitated with AC surfacing starting in 2006 and completed in 2008. This road section is regularly maintained and in good condition (see the next two photos).

Another section of NR No. 5 along the first route of SEC-1 from Sisophon to Phnom Penh with a total length of 422 km was rehabilitated with two-lane double bituminous surface treatment (DBST) starting in 2000 and completed in 2004 (see the next three photos). Upgrading to four lanes with AC surfacing of the 30 km stretch from Phnom Penh to Preach Kdam was just completed under a loan from the PRC. This is in very good condition (see the photo below). The

Sisophon–Battambang, Battambang–Pursat, and Pursat–Preach Kdam sections are being upgraded to four lanes with AC surfacing to be completed by 2018 (Sisophon–Battambang), 2019 (Battambang–Pursat) and 2020 (Pursat–Preach Kdam).

Along the second route of SEC-1, which overlaps with SEC-2, the 105 km section from Sisophon to Siem Reap is a two-lane AC road and is in good condition (see the figures below). The 50 km section from Kralanh to Siem Reap is being improved by pavement strengthening, resurfacing with AC, and installation of side drainage with 5-year hybrid performance-based contract under the Road Network Improvement Project, approved by the Asian Development Bank (ADB) in January 2018. Another section of the second route of SEC-1 from Siem Reap town to Skun was first rehabilitated as a DBST road in 2004 under a loan from ADB, and was further upgraded to AC by a loan from the PRC in 2017. This road section is in good condition. The 75 km section from Skun to Phnom Penh, overlapping with the SEC-4, was first rehabilitated as a two-lane AC road in two sections in 1995 and 1999 with a grant from the Government of Japan. This road section was upgraded to four lanes with AC surfacing in early 2017 under a loan from the PRC.

Left and right photos. **Different sections of Poi Pet–Sisophon.** The first section of NR No. 5 from Poi Pet to Siphon was first rehabilitated with asphalt concrete surfacing starting in 2006 and completed in 2008. Hence, this road section is regularly maintained and in good condition.



Table 5: State of Dawei–Bangkok–Phnom Penh–Ho Chi Minh City–Vung Tau Subcorridor Roads in Cambodia

Section	Routes	Traffic Lanes	Surface Type	State of Road	Remarks
(1 and 2) Poi Pet–Sisophon	AH1 (NR5)	2	AC	G	AC completed in 2008 (ADB and Organization of the Petroleum Exporting Countries loans). Town bypass at Sisophon 13.4 km by 2018 (Japan loan).
(1) Sisophon–Battambang	AH1 (NR5)	2	DBST	F	Widening to 4 lanes with AC and Battambang town bypass of 23.1 km will be completed by 2018 (Japan loans).
(2) Sisophon–Siem Reap	AH21(NR6)	2	AC	G	AC completed in 2008 (ADB loan).
(1) Battambang–Pursat	AH1 (NR5)	2	DBST	F	Widening to four lanes with AC and Pursat town bypass will be completed by 2019 (Japan loans).
(2) Seim Reap–Kampong Thom	NR6	2	AC	G	Rehabilitated under ADB loan as DBST road in 2004, then upgraded to AC in 2017 through PRC loan.
(1) Pursat–Kampong Chhnang	AH1 (NR5)	2	DBST	F	Widening to four lanes with AC and Kampong Chhnang town bypass of 11.8 km will be completed by 2020 (Japan loans).
(2) Kampong Thom–Kampong Thmar	NR6	2	AC	G	Rehabilitated under ADB loan as DBST road in 2004, then upgraded to AC in 2017 through PRC loan.
(1) Kampong Chhnang–Preach Kdam	AH1 (NR5)	2	DBST	F	Widening to four lanes with AC and town bypass of 4.9 km will be completed by 2020 (Japan loans).
(2) Kampong Thmar–Skun	NR6	2	AC	G	Rehabilitated under ADB loan as DBST road in 2004, then upgraded to AC in 2017 through PRC loan.
(1) Preach Kdam–Phnom Penh	AH1 (NR5)	4	AC	G	Upgraded to four lanes with AC (PRC loan, 2017).
(2) Skun–Phnom Penh	AH11 (NR6A)	4	AC	G	Upgraded to four lanes with AC (PRC loan, 2017).
(1 and 2) Phnom Penh–Neak Loeung	AH1 (NR1)	2	AC	G	AC completed in 2009 for 43 km from Neak Loeung.
(1 and 2) Neak Loeung–Svay Rieng	AH1 (NR1)	2	DBST	G	DBST completed in 2004 (ADB loan); maintenance and upgrading (World Bank loan, 2011–2013).
(1 and 2) Svay Rieng–Bavet	AH1 (NR1)	2	DBST	G	DBST completed in 2004 (ADB loan); maintenance and upgrading (World Bank loan, 2011–2013).

AC=asphalt concrete, ADB = Asian Development Bank, AH= Asian Highway, DBST= double bituminous surface treatment, F = fair, G = good, km = kilometer, NR = National Road, PRC = People’s Republic of China.

Source: ADB. Greater Mekong Subregion Economic Corridor Assessment Team.



Left: **Sisophon–Battambang**. Right: **Battambang–Kampong Chnang**. The pictures show the existing road condition before the upgrading and widening through a loan from Japan.



Left: **Kampong Chhnang–Preach Kdam**. Existing road condition before it was upgraded and widened to four lanes by Japanese loans. Right: **Preach Kdam–Phnom Penh**. Road condition after recent upgrading and widening by Chinese loan.

Alongside NR No. 5, a 386 km, 1-meter (m) gauge Northern Railway Line, which was first constructed in 1929–1942, is being rehabilitated by the Royal Government of Cambodia (RGC) following the completion of the rehabilitation of 65 km of the line, of which 42 km is from Poi Pet to Sisophon, rehabilitated with ADB funding.³ The RGC is seeking urgent financial assistance from the PRC to build the 256 km missing link from Bat Doeng to Loc Ninh in the Cambodia–Viet Nam border within the framework of the Singapore–Kunming Rail Link (SKRL) project of the Association of Southeast Asian Nations.

Due to complicated resettlement issues in densely populated areas, the section of NR No. 1 from Phnom Penh to Neak Loeung was rehabilitated part by part

with two-lane AC surfacing. The rehabilitation of a 4 km section from Phnom Penh, which is in very good condition, was completed in 2016. Rehabilitation of the remaining parts of the road was completed in 2009 and 2011. These are in good condition (see the photo below).

At Neak Loeung, a cable-stayed bridge with a total length of 2,215 m, funded by a grant from the Government of Japan, was completed in 2015.⁴ The remaining section of NR No. 1 from Neak Loeung to the Cambodia–Viet Nam border was first rehabilitated with two-lane DBST surfacing in 1999 and completed in 2004 through a loan from ADB. The road section was later included under a maintenance project funded by the World Bank (WB) from 2009 to 2013 (see photo

³ ADB. 2016. “GMS Rehabilitation of the Railway in Cambodia Progress Report,” as of 10 May 2016.

⁴ Ministry of Public Works and Transport, Government of Cambodia. 2015. *Overview of Transport Infrastructure Sector in the Kingdom of Cambodia* (5th Edition). Phnom Penh.



Left: **Phnom Penh–Neak Leung**. Existing condition of asphalt concrete road. Right: **Neak Leung–Bavet Border**. Double bituminous surface treatment road before resurfacing by asphalt concrete under an ADB loan.

below). This section is also being improved by pavement strengthening, resurfacing with AC, and installation of side drainage with 5-year hybrid performance-based contract under the Road Network Improvement Project approved by ADB in January 2018.

The Japan International Cooperation Agency (JICA) conducted studies on a six-lane expressway from Phnom Penh to Bavet with an approximate length of 130 km. Cambodia and Viet Nam signed a memorandum of understanding covering this expressway in April 2017 during the 3-day official visit of Viet Nam’s Prime Minister Nguyen Xuan Phu to Cambodia. The memorandum of understanding is expected to pave the way for the conduct of a feasibility study on the proposed expressway by the two countries.

There is an inland waterway port in Phnom Penh, which is along SEC-1 in Cambodia. The Phnom Penh Autonomous Port (PPAP) in the city, about 4 km from the Tonle Sap–Mekong River junction on the Tonle Sap, is accessible by vessels from the South China Sea through Viet Nam. In response to the sharp increase in shipment moving through Cambodia, a new 25 km cargo terminal was constructed downstream in January 2013 with financial support from the PRC.

According to the PPAP, the annual increase in cargo throughput averaged 20% from 2003 to 2007. The cargo traffic declined in 2009 due to the 2007–2008 global financial crisis. The cargo throughput started to increase after the opening of the Cai Mep Hub Port in Viet Nam: by 31% in 2011, 17% in 2012, 16% in 2013, 21% in 2014, and 8% in 2015. The cargo throughput in 2015 was 144,813 twenty-foot equivalent units (TEUs), and the forecast for 2016 is 165,000 TEUs. The import

volume is about five times less than the export volume. SEC-1 in Cambodia is also connected to a dry port at the Bavet border called So Nguon Dry Port.

In short, the current condition of SEC-1 roads in Cambodia ranges from fair to good. By 2020, more than 350 km of the 577 km of SEC-1 roads in Cambodia will be upgraded to four lanes (class I). Routine and periodic maintenance of the Phnom Penh to Neak Loeung section needs to be regularly carried out to keep the road in good condition. The section from Neak Loeung to the Cambodia–Viet Nam border will be strengthened by additional base-course surfacing with AC and installation of necessary side drainage.

Traffic data collected by the Ministry of Public Works and Transport (MPWT) at key sections in 2015 are in Appendix 1. Depending on location, the annual average daily traffic varies from 10,529 passenger car units (PCUs) to 27,154 PCUs.

B. Bangkok–Siem Reap–Stung Treng–Pleiku–Quy Nhon Subcorridor

SEC-2 in Cambodia runs along NR No. 5 from Poipet to Sisophon (overlapping with SEC-1), then on NR No. 6 from Sisophon to Dam Dek, NR No. 64 from Dam Dek to Thmei, NR No. 62 from Thmei to Preah Vihear (Thbeng Meanchey), NR No. 9 from Preah Vihear to Stung Treng, NR No. 7 from Stung Treng provincial town to O Pong Mon, and NR No. 78 from O Pong Mon to the Cambodia–Viet Nam border. Table 6 summarizes the condition of the roads along SEC-2 in Cambodia.

The section from the Cambodia–Thailand border to Dam Dek (184 km) is two-lane AC and in good condition (see the photos below). Of the 184 km, 50 km from Kralanh to Siem Reap is being improved

by pavement strengthening, resurfacing with AC, and installation of side drainage with 5-year hybrid performance-based contract under the Road Network Improvement Project approved by ADB in January 2018.



Left and right photos: Sections of Sisophon–Siem Reap. Asphalt concrete road was completed in 2008.

Table 6: State of Bangkok–Siem Reap–Stung Treng–Pleiku–Quy Nhon Subcorridor Roads in Cambodia

Section	Routes	Traffic Lanes	Surface Type	State of Road	Remarks
Poi Pet–Sisophon	AH1 (NR5)	2	AC	G	AC completed in 2008 (ADB and Organization of the Petroleum Exporting Countries loans).
Sisophon–Siem Reap	AH21 (NR6)	2	AC	G	AC completed in 2008 (ADB loan).
Siem Reap– Dam Dek	AH21 (NR6)	2	AC	G	
Dam Dek–Koh Ke	AH21 (NR64)		DBST	F	DBST, 2003 under BOT. Improvement is needed.
Koh Ke–Preah Vihear	AH21 (NR64 and NR62)	2	DBST	G	DBST completed in 2012 (PRC loan).
Preah Vihear–Stung Treng	AH21 (NR9)	2	DBST	G	DBST completed in 2014 (PRC loan).
Stung Treng– Rattanak Kiri	AH21 (NR7 and NR78)	2	DBST	G	DBST NR7 completed in 2007 and NR78 completed in 2013 (PRC loan).
Rattanak Kiri–O Yadav	AH21 (NR78)	2	AC	G	AC completed in 2009 (Viet Nam loan).

AC=asphalt concrete, AH= Asian Highway, BOT = build–operate–transfer, DBST= double bituminous surface treatment, F = fair, G = good, km = kilometer, NR = National Road, PRC = People’s Republic of China.

Source: ADB. Greater Mekong Subregion Economic Corridor Assessment Team.

Another 80 km section of SEC-2 from Dam Dek to Koh Ke was constructed under a build–operate–transfer (BOT) arrangement with a two-lane DBST in

2003. Operation of this section has been transferred to the government. The road, which is narrow at market areas, is in fair condition (see the photos below).



Left and right photos: Sections of Dam Dek–Koh Ke. Existing road condition at market areas and at village areas.

The other 53 km section from Koh Ke to Tbeng Meanchey (Preah Vihear) and 143 km section from Tbeng Meanchey to Stung Treng were rehabilitated in 2008 with a two-lane DBST surfacing through a loan from the PRC. Rehabilitation of these road sections was completed in 2012 and 2014. Both road sections are in good condition (see the photos below).

to a two-lane DBST in 2009 through a loan from the PRC. Rehabilitation of the road was completed in 2013. This road section is still in good condition (see the photo below). The last section of SEC-2 in Cambodia is the 68 km stretch from Bang Lung to the O Yadav border with Viet Nam. This road section was rehabilitated to two-lane AC in 2007 through a loan from Viet Nam. Rehabilitation of this road section was completed in 2009. It is also in good condition (see the photo below).

The 135 km section from Stung Treng to Bang Lung (Ratanak Kiri) along NR No. 78 was rehabilitated



Left: Koh Keh–Tbeng Meanchey: Part of the 53 km road from Koh Ke to Tbeng Meanchey. Right: Tbeng Meanchey–Stung Treng: The road was rehabilitated in 2008 with double bituminous surface treatment surfacing.



Left: O Pong Mon–Bang Lung. Condition of road in NR No. 78. Right: Bang Lung–O Yadav Border. Part of the 68 km road from Bang Lung to O Yadav in the Cambodia-Viet Nam border.

As a whole, the SEC-2 roads in Cambodia are in good condition, except for 80 km out of 665 km (12%) which is in fair condition. Periodic maintenance, road widening, and side drainage along the populated areas along the 80 km Dam Dek–Koh Ke road section are necessary to improve its state from fair to good condition.

Traffic data collected by MPWT at key sections in 2015 are in Appendix 1. Available traffic data for this subcorridor in Cambodia is limited. Only traffic data on NR No. 6 from Banteay Meanchey to Siem Reap, which has generally much higher traffic than other road sections of SEC-2, is available. Depending on location, the annual average daily traffic varies from 11,920 PCUs to 22,964 PCUs.

C. Bangkok–Trat–Kampot–Ha Tien–Nam Can Subcorridor

SEC-3 in Cambodia runs along NR No. 48, from the Koh Kong border with Thailand to the Sre Ambel junction; on NR No. 4, from Sre Ambel to the Veal Rign junction; on NR No. 3, from Veal Rign to Kampot provincial town; and along NR No. 33, from Kampot provincial town to Lork at the border with Viet Nam.

Table 7 summarizes the condition of the roads along SEC-2 in Cambodia.

The 159 km section of NR No. 48 was rehabilitated to a two-lane DBST in 2004 through a loan from the Government of Thailand. Rehabilitation of this road was completed in 2007. A major part of this road is in good condition, except where the government is carrying out spot periodic maintenance (see the photo below). This road section will be improved to AC surfacing in 2018 with a loan of \$75.7 million from the Economic Development Cooperation Fund and Export–Import Bank of the Republic of Korea.

The 40 km Sre Ambel–Veal Rign section along NR No. 4 was rehabilitated in 1996 with funding from the United States (US). This road section was under an operate–transfer–maintenance arrangement from 2001 to 2016 with a local private company. This road section is in good condition.

Upgrading and periodic maintenance of the 54 km Veal Rign–Kampot section on NR No. 3 was undertaken under an ADB-funded project from 2011 to 2014. This road section is now under a WB project for pavement strengthening, resurfacing with AC, and installation of

Table 7: State of Bangkok–Trat–Kampot–Ha Tien–Nam Can Subcorridor Roads in Cambodia

Section	Routes	Traffic Lanes	Surface Type	State of Road	Remarks
Koh Kong–Sre Ambel connecting to NR4	AH123 (NR48)	2	DBST	G	DBST completed in 2007 (Thailand loan). Will be improved with AC by \$75.7 million loans from the Economic Development Cooperation Fund and Export–Import Bank.
Sre Ambel–Veal Rign	AH123 (NR4)	2	AC	G	AC completed in 1996 (US loan), maintenance under operate–transfer from 2001 to January 2016.
Veal Rign–Kampot	AH123 (NR3)	2	DBST	G	DBST completed in 2014 (ADB Loan), 2017–2022 (maintenance World Bank loan, AC).
Kampot–Kampong Trach	AH123 (NR33)	2	DBST	G	DBST completed in 2005 (World Bank loan)
Kampong Trach–Lork	AH123 (NR33)	2	DBST	G	DBST completed in 2010, ADB loan.

AC=asphalt concrete, AH= Asian Highway, DBST= double bituminous surface treatment, G = good, NR = National Road.
Source: ADB. Greater Mekong Subregion Economic Corridor Assessment Team.

side drainage using a performance-based maintenance model from 2017 to 2022. This road section is in good condition.

The last two sections on NR No. 33, the 37 km stretch from Kampot to Kampong Trach and 16 km from Kampong Trach to Lork were rehabilitated to two-lane DBST in 2003 (Kampot to Kampong Trach) and 2007 (Kampong Trach to Lork). The rehabilitation of these roads were completed in 2005 (Kampot to Kampong Trach) and 2010 (Kampong Trach to Lork). Both road sections are in good condition (see the photo below).

To recap, the whole length of SEC-3 roads in Cambodia is class III and generally in good condition. However, side drainage, especially in populated areas, should be installed to prevent premature damage of the roads.

Traffic data collected by MPWT in 2015 at key sections are provided in Appendix 1. Available traffic data on this subcorridor in Cambodia is limited. Only traffic data on NR No. 3 from Vealrign to Kampot, where traffic is generally higher than other road sections in SEC-3, is available. Depending on location, the annual average daily traffic varies from 5,977 PCUs to 13,961 PCUs.



Left: Koh Kong-Sre Ambel. SEC-3 in Cambodia along NR No. 48. Right: Kampong Trach-Lork. Two lane double bituminous surface treatment road completed with an ADB loan in 2010.

D. Sihanoukville-Phnom Penh-Stung Treng-Pakse-Savannakhet Subcorridor

SEC-4 runs along NR No. 4 from Sihanoukville to Phnom Penh, along NR No. 6A from Phnom Penh to Skun, and along NR No. 7 from Skun to the Lao PDR border. Table 8 summarizes the condition of the roads along SEC-4 in Cambodia.

The 226 km section of NR No. 4 was rehabilitated with two-lane AC in 1996 with US funding. The road was under an operate-transfer arrangement for maintenance with a local private firm from 2001 to 2016. During this period, the 30 km section from Phnom Penh to Thnal Totoeng was widened to four lanes (see the photo below). With regular maintenance by the government, the road is in good condition. NR No. 4 will be included in the ongoing World Bank Road Asset Management II (RAMP-II) project with additional financing from 2019. An output-based performance maintenance contract will be applied

for upgrading and maintenance of the road under this project, which also includes further strengthening of the road pavement with additional base-course, application of new AC on the carriage way and shoulder, and installation of side drainage.

A 264 km, 1 m gauge Southern Railway Line, constructed in 1960-1969, runs parallel to NR No. 4. The rehabilitation of this line was completed through a loan from ADB. It is used mainly for transporting cargo.

As part of the government's expressway master plan which estimates that the country will need 850 km of expressways by 2020 at a cost of \$9 billion, a BOT contract for the 190 km expressway from Phnom Penh to Sihanoukville was signed between the state-owned Chinese Communications Construction Company Ltd (CCCC) and MPWT in January 2018 with a value of \$1.9 billion. The start date for construction has not yet been set, as an interministerial working group is still studying the impact of the project on private properties along its length. The construction will take 4 years to complete.

Table 8: State of Sihanoukville–Phnom Penh–Stung Treng–Pakse–Savannakhet Subcorridor Roads in Cambodia

Section	Routes	Traffic Lanes	Surface Type	State of Road	Remarks
Sihanouk Ville (SHV)–Kampong Speu (Chba Mon)	AH11 (NR4)	2	AC	G	AC completed in 1996 (US), maintenance under OT from 2001 to January 2016.
Kampong Speu (Chba Mon)–Thnol Toteung	AH11 (NR4)	2	AC	G	AC completed in 1996 (US), maintenance under OT from 2001 to January 2016.
Thnol Toteung–Phnom Penh	AH11 (NR4)	4	AC	G	AC completed in 1996 (US), maintenance under OT from 2001 to January 2016.
Phnom Penh– Skun	AH11 (NR6A)	4	AC	G	Upgraded to four lanes with AC (PRC loan, 2017).
Skun–Kampong Cham	AH11 (NR7)	2	AC	G	AC completed in 1999 under Japan grant for maintenance and upgrading (WB loan 2011–2013)
Kampong Cham–Thbong Khmum (Soung)	AH11 (NR7)	2	DBST	F	DBST completed in 2004 (ADB loan) maintenance and upgrading (WB Loan 2011–2013)
Thbong Khmum (Soung) –Kratie	AH11 (NR7)	2	DBST	G	DBST completed in 2004 (ADB loan) maintenance and upgrading (WB Loan 2011–2013)
Kratie–Stung Treng	AH11 (NR7)	2	DBST	P	DBST completed in 2007 through PRC loan. Spot-improvement is being carried out.
Stung Treng–Trapeang Kriel	AH11 (NR7)	2	DBST	P	DBST completed in 2007 through PRC loan. Spot-improvement is being carried out.

AC=asphalt concrete, AH= Asian Highway, DBST= double bituminous surface treatment, F = fair, G = good, km = kilometer, NR = National Road, OT = operate–transfer, P = poor, PRC = People’s Republic of China. US = United States, WB = World Bank.

Source: ADB. Greater Mekong Subregion Economic Corridor Assessment Team.

Another section of SEC-4, NR No. 6A of 75 km length, was first rehabilitated with two-lane AC in 1995 and 1999 under a grant from the Government of Japan. This road section was upgraded to four lanes with AC and completed in early 2017 through a loan from the PRC (see the photo below).

The 45 km section of SEC-4 along NR No. 7 from Skun to Kampong Cham was rehabilitated to two-lane AC in 1999. The 10 km stretch from Kampong Cham to Chub was also rehabilitated to two-lane AC in 2003, with a grant from the Government of Japan, while the 205 km long section from Chub to Kratie was rehabilitated to two-lane DBST surfacing in 2004. From 2011 to 2013, the 260 km section from Skun to Kratie was upgraded and maintained under a loan from the WB. Pavement strengthening, resurfacing with two-lane AC, and installation of side drainage are being undertaken along

the 164 km road section from the junction of NR No. 7 and NR No. 11 in Tbong Khmom using a performance-based contract from 2017 to 2022 under a WB loan.

The last section of SEC-4 in Cambodia along NR No. 7 from Kratie to Trapeang Kriel border with the Lao PDR was rehabilitated in 2004 with two-lane DBST through a loan from the PRC. The rehabilitation of this road section was completed in in 2007. Most sections of the road are in poor condition. Spot repair of the road which is being conducted through a loan from the PRC is ongoing and expected to be completed by 2018 (see the photos below).

SEC-4 in Cambodia runs through the Phnom Penh Autonomous Port, similar to SEC-1. It also links the Sihanoukville Autonomous Port (PAS), which is the sole deep seaport in Cambodia, to Phnom Penh and



Left: **Thnol Toteung–Phnom Penh**. Four lane highway with asphalt concrete. Right: **Phnom Penh–Skun**. Four lane highway with asphalt concrete.



Left and right photos: **Sections of Kratie–Stung Treng**. Two lane double bituminous surface treatment road.

the Viet Nam border. The PAS is directly connected to cargo southern railway line from Sihanoukville to Phnom Penh. In the last 5 years, the volume of cargo throughput in the PAS increased more than 10%, with the volume of cargo throughput in being equivalent to 3.8 million tons, excluding 391,000 TEUs of containers, in 2015. The port can accommodate vessels with 20,000 deadweight tonnage loading capacity or approximately 1,500 TEUs for container vessels.

Besides the PAS, SEC-4 in Cambodia also runs through a privately-owned Oknha Mong Port, located 76 km from Sihanoukville. The port, on a total land of 64 hectares (ha) with a berth length of 1,111 m, started operation in 2004. Most of the transport through this port is by wooden boats that carry cargo from Thailand with a capacity of 300 tons and frequency of about 35 to 50 boats per month. Another privately-owned seaport called Stunghav Port is located 30 km from NR No. 4. The land area of the port and industries around it is about 520 ha of reclaimed land. The vessels using the port mostly carry construction materials (350 tons per vessel and 7 to 10 vessels per month). Vessels from Thailand mostly carry general cargo (300 tons per vessel and three vessels per month).

Many privately-owned dry ports are located along NR No. 4 near Phnom Penh. The main dry ports, which are of international importance, are CWT dry port, Phnom Penh International port, Phnom Penh Special Economic Zone, Teng Lay dry port, Olair World dry port and Tech Srun dry port.

In brief, SEC-4 in Cambodia from Sihanoukville to Kratie, which is 556 km long, is currently in good condition. The 105 km Thnol Toteung–Skun stretch in this section has been upgraded to a four-lane AC class I road. On the other hand, most of the road section from Kratie to Trapeang Kriel in the border with Lao PDR is in poor condition and undergoing periodic maintenance. It is expected that after completion of periodic maintenance, possibly by 2018, this section will be in good condition.

Appendix 1 shows traffic data collected by MPWT in 2015 at key sections of SEC-4 in Cambodia. Traffic data for this subcorridor is limited, as only traffic data on small sections of NR No. 6 and NR No. 7, where traffic is generally higher than other sections in the subcorridor, are available. Depending on location, the annual average daily traffic varies from 13,561 PCUs to 23,087 PCUs.

IV. BORDER CROSSING FACILITIES IN THE SOUTHERN ECONOMIC CORRIDOR IN CAMBODIA

The construction of new cross-border facilities (CBF) at the Chhay Chhay Industrial Free Zone, which is about 10 km north of the Poipet border post along SEC-1, was originally included in the GMS Cambodia Road Improvement Project.⁵ However, this project component was canceled in 2008 due to a border dispute and the inability of Cambodia and Thailand to agree on the location of the new border crossing point. The two countries also failed to agree on another MPWT proposal involving another location about 3 km south of Poipet.

In 2009, MPWT proposed and ADB agreed to improve the existing CBF at Poipet and to provide a new common control area (CCA) building at the Bavet CBF (see the photos below). Improvements in

Poipet included a two-story building with Cambodia's traditional architecture, and a new tourist arrival building with a waiting area and toilet facilities. A CCA building with a common control inspection hall for freight vehicles, and office facilities were built at Bavet. These facilities were completed in 2010 when the project also financed the repair of the roof of the Bavet CBF damaged in a 2009 typhoon.

Import volume widely exceeds export volume at both border crossing points. At Poipet, main imports are motor vehicles and machinery and equipment, while Portland cement is the major export. At Bavet, the major imports are unmanufactured tobacco and furniture, while textiles and fabric are the major exports.⁶



Left: Sisophon–Siem Reap. Right: Viet Nam–Cambodia Bavet Border. Existing road condition at Cambodia–Thailand and Cambodia–Viet Nam borders.

The Trapeang Kriel–Nong Nokkhiane border gate, which connects Cambodia's northern Stung Treng province to Lao PDR's southern Champasak province along SEC-4, is the sole official land crossing between the two countries, and an artery for bilateral trade and investment. Cambodia and the Lao PDR officially inaugurated newly constructed CBFs on

10 January 2017 (see the photo below). This is expected to help increase trade and tourism between the two countries.

There is limited cross-border trade at O Yadav, Cambodia's border crossing with Viet Nam along SEC-2. BCFs in O Yadav are rudimentary (see the photo below).

⁵ ADB. 2011. *Completion Report: GMS Cambodia Road Improvement Project in Cambodia*. Manila.

⁶ JICA and WB. 2016. *Logistics Situation and Challenges in Cambodia*. Unpublished.



Left: Lao-Cambodia Trapeang Kriel Border. Right: Viet Nam-Cambodia O Yadav Border. Existing conditions at Cambodia-Lao and Cambodia-Viet Nam borders.

Under the ADB-funded GMS Southern Coastal Corridor Project in Cambodia, a CCA building with a common control inspection hall for freight vehicles and office facilities were built at Lork (see the figure below). Construction of these facilities was completed

in 2014. BCFs in Koh Kong were also planned to be constructed under the original scope of the project, but due to land acquisition problems, this subproject was canceled. The existing BCF in Koh Kong is shown in the photo below.



Left: Viet Nam-Cambodia Lork Border. Right: Viet Nam-Thailand Koh Khong Border. Existing road condition at Cambodia-Viet Nam and Cambodia-Thailand borders.

A memorandum of understanding on land transport among Cambodia, Viet Nam and the Lao PDR was signed on 17 January 2013 to facilitate cross-border land transport among them. Initially, 150 freight trucks were allowed to cross each country. Later, this number could be increased, subject to agreement among

the concerned countries. Official and diplomatic cars can pass the borders of each country any time. The numbers of vehicles allowed to enter their respective territories under bilateral agreements among neighboring countries, Cambodia, the Lao PDR, Thailand, and Viet Nam, are shown in Table 9 below.

Table 9: Number of Vehicles Allowed Entry under Bilateral Transport Agreements

Cambodia-Lao PDR	Cambodia-Viet Nam	Cambodia-Thailand
40 vehicles	500 vehicles	40 vehicles, to be increased to 500 vehicles in 2017

LAO PDR = Lao People's Democratic Republic.
Source: Ministry of Public Works and Transport.

V. INVESTMENT AND BUSINESS OPPORTUNITIES IN THE SOUTHERN ECONOMIC CORRIDOR IN CAMBODIA

As part of its National Strategic Development Plan 2014–2018, the government aims to mobilize human, financial, and institutional resources to support the establishment of new industries. This entails instituting and strengthening special economic zones (SEZs) to attract foreign investment, encourage technology transfers, and broaden export markets. Along this line, a number of SEZs were established, mainly along the four SEC subcorridors in Cambodia. Much of the country's main economic activities, such as tourism, textiles, agriculture, natural resources, and services, can be found along and around these subcorridors. Moreover, all of Cambodia's main border crossing posts are connected to these subcorridors.

A. Dawei–Bangkok–Phnom Penh–Ho Chi Minh City–Vung Tao Subcorridor

SEC-1 is the largest among the four SEC subcorridors in Cambodia. It covers the most developed region in the country with a relatively higher educated and skilled labor force. The economy of the areas traversed by SEC-1 in Cambodia has been growing rapidly and is expected to continue to do so in the future. This subcorridor has many tourist attractions in Battambang and Phnom Penh. Furthermore, there are abundant resources for agricultural development, especially for the cultivation of rice, cassava, sugar cane, and various kinds of beans in almost all of the eight provinces along SEC-1.

Many garment factories have located their production bases in this subcorridor, particularly in Phnom Penh, Kampong Chhnang, Kandal, and Svay Rieng provinces. The garment industry is now the leading industry in Cambodia. In addition, the SEZs in Phnom Penh, Kandal, Banteay Meanchey, and Svayrieng have advantages in their strategic location in the country. The two main border crossing points with Thailand at Poi Pet and with Viet Nam at Bavet are along SEC-1.

Presently, 37 SEZs have been established in Cambodia. Of the 37 SEZs, 17 SEZs are in the vicinity of SEC-1. These are: Tai Seng Bavet SEZ, Manhattan (Svay Reing) SEZ, Goldfame Pak Shun SEZ, D&M Bavet SEZ, Phnom Penh SEZ, Poi Pet O'Neang SEZ, P (SEZ) I C, N.L.C SEZ, Hi-Park SEZ, Shandong Sunshell Svay Rieng SEZ, Zhong Jian Jin Bian Jing Ji Te Qu SEZ, Sanco Cambo SEZ, Dragon King Bavet SEZ, Sovannaphum SEZ, Svay Rieng, GIGA Resource SEZ, KANDAL SEZ, and Poipet PP SEZ. Appendix 2 contains basic information on these SEZs.

The sectors and areas with good potential for development in SEC-1 are the Joint Development of Cambodia–Thailand border zone (Poipet in Banteay Meanchey province), tourism, industrial zones, and agriculture (rice, sugar cane, cassava) and agro-industry.

B. Bangkok–Siem Reap–Stung Treng–Pleiku–Quy Nhon Subcorridor

The SEC-2 areas in Cambodia are rich in water, forest, and mineral resources (e.g., gemstone and gold in Rattanak Kiri). It has many areas with large potential for hydropower development, particularly in Rattanak Kiri. It also has the most attractive tourist destination in the country in Siem Reap. The development of ecotourism in this subcorridor is very promising, particularly in Stung Treng and Rattanak Kiri. There are abundant resources for agricultural development, especially for the cultivation of rice, cassava, various kinds of beans in Banteay Meanchey, Siem Reap, Preah Vihear, and Stung Treng provinces, and rubber in Rattanak Kiri province.

Because the section from Poipet to Sisophon in SEC-1 overlaps with SEC-2, the latter is also connected to the two SEZs in Poipet. It passes through one SEZ at the O Yadav border. Four SEZs are located along SEC-2: Poi Pet O'Neang SEZ, Sanco Cambo SEZ, Poipet PP SEZ, and Try Pheap Ou Ya Dav SEZ. Appendix 2 contains basic information on these SEZs.

The sectors and/or areas with good potential for development in SEC-2 in Cambodia are in the Joint Development of Cambodia–Thailand border zone (Poipet in Banteay Meanchey province), eco and cultural tourism, mineral industry, hydropower, and agriculture (rice, rubber, cassava) and agro-industry.

C. Bangkok–Trat–Kampot–Ha Tien–Nam Can Subcorridor

Hydropower development in Koh Kong and coastal area development for tourism in the four provinces traversed by SEC-3 in Cambodia are the key investment opportunities in SEC-3.

Eight SEZs are located within the vicinity of this subcorridor: Kampot SEZ, Neang Kok Koh Kong SEZ, Suoy Chheng SEZ, Oknha Mong SEZ, Kiri Sakor Koh Kong SEZ, RATANA SEZ, Chhak Kampongsaom SEZ, and Stung Hav SEZ. Appendix 2 provides basic information on these SEZs.

The sectors and/or areas with good potential for development in SEC-3 in Cambodia are agriculture (land area in Kampot province for agricultural crops such as rice, durian, pepper, and vegetables), joint development of Cambodia–Thailand border zone (Koh Kong province), industrial zones, and tourism on the coastal areas along the subcorridor.

D. Sihanoukville–Phnom Penh–Stung Treng–Pakse–Savannakhet Subcorridor

SEC-4 in Cambodia includes a coastal area (Sihanoukville) which has white sand, beautiful beaches, and islands. It has a deep sea port in Sihanoukville. Many SEZs and garment factories are along this subcorridor. There are mineral resources, such as oil and gas in the Gulf of Cambodia, in the vicinity of Sihanoukville. There is also potential for hydropower development, especially in Kratie.

Of the 37 SEZs established in Cambodia, 15 SEZs are in the vicinity of SEC-4. These are: Thary Kampong Cham SEZ, Kampong Saom SEZ, SNC SEZ, Stung Hav SEZ, Sihanoukville SEZ 1, Sihanoukville SEZ 2, Sihanoukville Port SEZ, HKT SEZ, UBE Snoul SEZ, Tian Rui Agricultural Trade SEZ, Phnom Penh SEZ, Oknha Mong SEZ, KANDAL S.E.Z, RATANA SEZ, and Chhak Kampongsaom SEZ. Appendix 2 provides basic information on these SEZs.

The sectors and/or areas with good potential for development in SEC-4 in Cambodia are coastal zone development (Sihanoukville), agriculture and agro-industry (palm oil plantation, tapioca, rubber, cassava), mineral industry (oil and gas in Sihanoukville), and hydropower.

VI. OVERALL ASSESSMENT OF ROAD TRANSPORT INFRASTRUCTURE IN THE SOUTHERN ECONOMIC CORRIDOR IN CAMBODIA

Cambodia plays a key role in the development of the SEC, being at the center of the corridor and covering a major part of the country. At the same time, located between two large economies, the challenge is to ensure that Cambodia derives commensurate benefits from the development of the SEC and does not become only a transit point between those economies. The balanced development of the SEC in this manner will significantly contribute to economic growth and poverty reduction in Cambodia, as it will help diversify and integrate its economy, increase productivity, and provide more income-earning opportunities to the poor, especially in the rural areas.

Among the four SEC subcorridors in Cambodia, SEC-1 is the most trafficked road from Poi Pet at the border with Thailand to Bavet at the border with Viet Nam. Accordingly, the roads along this subcorridor have received higher priority for upgrading. Currently, most of the road sections along SEC-1 are class III with two-lane DBST surfacing. Their condition varies from fair to good. Rehabilitation and upgrading to four-lane AC surfacing is underway for the section from Sisophon to Preakdam. Under a forthcoming ADB-funded project, the section from Neak Leoung to Bavet border will be strengthened with AC surfacing and installation of necessary side drainage at populated areas.

By 2020, it is expected that more than 60% of the roads in SEC-1 in Cambodia will have been upgraded to class I, with the remaining section to be class II. As progress toward economic integration in ASEAN and more effective implementation of the GMS Cross-Border Transport Facilitation Agreement (CBTA) are made, traffic along SEC-1 is likely to increase rapidly in the near future. This is consistent with the government's Express Way Master Plan, under which the feasibility study for the Phnom Penh-Bavet expressway is being conducted.

SEC-2 from Poipet at the Cambodia-Thai border to O Yadav at the Cambodia-Viet Nam border does not seem to be fully functioning as a corridor at this time. Besides a few tour buses crossing the Cambodia-Viet Nam border, trade and economic exchanges at the O Yadav border are still limited. The CBTA has also not been fully implemented, with priority being given to the most active border crossing points along the GMS economic corridors. Most of the roads along the subcorridor are class III with two-lane DBST pavement. Nevertheless, the subcorridor roads are in good condition, except for the 80 km road section from the junction of NR No. 6 to Koh Ke. This road section needs to be improved by strengthening the structural pavement, resurfacing, and installing necessary side drainage at critical sections, particularly in populated areas. Improving the facilities at the O Yadav border post is also necessary to promote cross-border trade between Cambodia and Viet Nam.

Although the SEC-3 roads in Cambodia are class III, the whole length within the country is in good condition. The DBST road sections from Koh Kong to Sre Ambel and from Sre Ambel to Kampot are being improved to AC with funding from the Republic of Korea (Koh Kong to Sre Ambel) and the WB (Sre Ambel to Kampot). There is as yet no plan for improvement of the 37 km road section of NR No. 33 from Kampot to Kampong Trach. As this DBST road section was constructed back in 2005, the structural pavement needs to be strengthened and surfaced with AC. In addition, side drainage should be installed, particularly at populated areas, to prevent water ponding during the rainy season, which prematurely damages the road.

All the roads along SEC-4 in Cambodia are in good condition, except the section from Kratie to Treapeang Kriel, which is now under spot-repair by a PRC firm. There is very little traffic along this route.

NR No. 4 from Sihanoukville to Phnom Penh will be strengthened and necessary side drainage will be installed using a performance-based maintenance contract under a WB-funded project. The section of NR No. 7 from Thbong Khmum to Kratie will also be upgraded under a WB performance-based project.

The remaining section from Skun to Thbong Khmum needs strengthening of pavement structure and installation of side drainage to prevent premature damage of the road caused by water ponding during the rainy season. No commitment has yet been made for this section.

APPENDIX 1: AVAILABLE TRAFFIC DATA ON THE SOUTHERN ECONOMIC CORRIDOR IN CAMBODIA

Table A1.1: Traffic Count, Various Sections of Dawei–Bangkok–Phnom Penh–Ho Chi Minh City–Vung Tao Subcorridor

Road No.	Location	Post Kilometre (Pk)	Motorcycle	Motorcycle with Trailer	Car	Four-wheel drive	Van	Minibus	Light Commercial Vehicle	Bus	2-Axle Truck	3-Axle Truck	4-Axle Truck	5-Axle Truck	multi axles trucks (more than 5 axles)	Etan	Cart
1	Kien Svay	Pk 019+150	14,663	2,077	1,746	562	1,196	36	473	147	377	135	356	468	116	1	-
1	In Neak Loeung	Pk 058+100	11,979	1,627	1,544	1,139	1,363	47	706	102	423	199	199	205	40	-	20
1	Out Neak Loeung	Pk 064+200	12,468	478	2,267	425	1,941	39	614	212	538	501	420	355	73	10	13
1	In Svay Rieng	Pk 123+500	8,359	263	920	884	619	67	162	172	280	151	215	413	1	37	1
1	Out Svay Rieng	Pk 128+850	6,092	212	1,014	553	667	30	290	141	601	118	227	325	4	240	13
1	In Baveut	Pk164+000	13,387	294	1,013	983	739	76	180	167	123	103	185	222	80	33	1
5	Prek Kdam	Pk27+ 900	9,174	849	5,969	1,467	1,645	130	777	762	568	230	286	332	68	5	-
5	In Oudong	Pk37+ 500	14,340	807	4,632	865	1,154	97	787	438	355	173	347	383	29	15	27
5	Out Oudong	Pk39 + 500	8,723	1,053	3,903	1,251	1,147	289	842	450	410	233	162	239	23	3	31
5	In KG Chhnang	Pk87 + 300	6,733	276	2,296	1,059	688	88	407	248	381	126	253	199	51	60	64
5	Out KG Chhnang	Pk92 + 400	7,615	256	1,581	985	483	33	259	254	482	124	272	278	83	87	129
5	Out Ponley	Pk124 + 000	5,679	210	1,316	1,051	398	44	152	280	398	173	197	251	85	103	33
5	Krakor	Pk153 + 800	5,822	197	992	914	418	17	150	229	360	134	121	221	40	75	26
5	In Pursat	Pk184 + 500	7,516	346	2,511	773	418	44	264	310	414	355	380	258	-	-	-
5	Out Pursat	Pk186 + 000	9,589	346	2,727	1,317	400	30	507	381	262	515	311	276	-	54	71
5	Boundary Pursat	Pk219 + 800	7,868	295	2,307	709	387	22	222	299	339	78	185	221	7	70	45
5	In Battambang	Pk286 + 000	14,065	768	2,861	1,260	333	30	505	261	452	290	253	271	37	124	62
5	Out Battambang	Pk291 + 500	13,641	1,093	3,577	1,098	421	19	305	164	480	262	300	389	45	141	45
5	In Bantaymeanchey NR5	Pk356 + 200	10,719	508	4,023	1,249	341	41	325	188	367	266	203	420	24	158	6
5	Out Bantaymeanchey	Pk359 + 150	9,875	355	4,026	2,847	960	124	460	220	373	235	245	571	13	237	-
5	Poi Pet	Pk403 + 100	7,681	393	3,787	2,186	705	128	239	454	176	254	108	701	17	259	-

Source: Ministry of Public Works and Transport.

Table A1.2: Traffic Count 2015, Four Locations on National Road 6 from Siem Reap to Banteay Meanchey

Road No.	Location	Post Kilometre (Pk)	Motorcycle	Motorcycle with Trailer	Car	Four-wheel drive	Van	Minibus	Light Commercial Vehicle	Bus	2-Axle Truck	3-Axle Truck	4-Axle Truck	5-Axle Truck	Multi Axle Trucks	Etan	Cart
6	In Siem Reap NR6	Pk 308 + 100	12,563	963	1,344	1,329	923	107	568	276	916	192	401	356	12	73	3
6	Out Siem Reap NR6	Pk 315 + 100	9,786	829	2,705	1,377	466	63	313	148	258	163	114	182	13	45	3
6	In Kra Lagn NR6	Pk 366 + 500	3,658	161	1,962	862	365	42	317	103	290	250	394	368	14	141	1
6	In Bantaymeanchey NR6	Pk415 + 100	5,451	405	2,827	794	394	37	211	89	476	495	122	198	14	115	20

Source: Ministry of Public Works and Transport.

Table A1.3: Traffic Count 2015, Four Locations on National Road 3 from Vealrign to Kampot

Road No.	Location	Post Kilometre (Pk)	Motorcycle	Motorcycle with Trailer	Car	Four-wheel drive	Van	Minibus	Light Commercial Vehicle	Bus	2-Axle Truck	3-Axle Truck	4-Axle Truck	5-Axle Truck	Multi Axle Trucks	Etan	Cart
3	In Kampot	Pk 146+200	7,007	564	1,569	351	521	24	231	53	192	118	279	156	2	2	4
3	Out Kampot	Pk 150+000	7,491	254	1,684	618	674	15	270	59	350	328	436	328	1	10	-
3	Trapeang Ropov	Pk 179 + 450	6,748	230	1,318	626	883	34	255	49	212	113	163	211	18	19	-
3	Out Veal Rinh	Pk200+000	3,601	145	809	296	554	15	254	6	103	14	13	216	7	20	-

Source: Ministry of Public Works and Transport.

Table A1.4: Traffic Count 2015, On Main Part of Sihanoukville–Phnom Penh–Stung Treng–Pakse–Savannakhet Subcorridor

Road No.	Location	Post Kilometre (Pk)	Motorcycle	Motorcycle with Trailer	Car	Four-wheel drive	Van	Minibus	Light Commercial Vehicle	Bus	2-Axle Truck	3-Axle Truck	4-Axle Truck	5-Axle Truck	Multi Axle Trucks	Etan	Cart
6	Prek Tamak	Pk 23+700	7,424	897	2,317	3,062	2,582	157	675	155	897	343	149	273	10	-	-
6	In Thanal Kaeng	Pk 44+800	6,516	255	1,087	1,275	1,679	39	564	75	493	376	239	272	20	41	15
6	Out Thanal Kaeng	Pk 46+200	4,385	244	1,537	1,687	1,784	99	391	260	861	344	393	405	8	63	4
6	In Skoun	Pk 74 + 300	6,549	482	1,338	1,887	1,948	59	508	231	587	284	256	413	10	64	-
6	Out Skoun	Pk 76+250	6,606	439	772	1,043	1,381	101	533	115	420	113	157	289	22	49	2
7	Out Skon	Pk 75+800	7,001	401	813	799	899	39	560	252	400	210	219	192	7	-	-
7	Traeung	Pk 104+900	7,259	447	978	962	1,433	32	317	83	556	210	216	283	9	65	24
7	Thnal Totueng	Pk 139+950	12,713	511	2,691	1,257	1,634	32	554	107	484	170	248	248	46	53	26
7	Pratheath	Pk 157+500	4,875	291	2,208	931	1,356	33	333	82	403	224	296	254	70	24	19

Source: Ministry of Public Works and Transport.

Various vehicle types with different sizes and characteristics are converted into a standard unit called passenger car unit (PCU). Passenger car equivalents for various vehicles are adopted based on international practices. These factors are established on the basis of the space occupied, capacity, attained allowed travel speed, tonnage vehicle can carry, number of axles particularly for trucks, motorized and nonmotorized, and other factors. The PCU values used are presented in the following table:

Table A1.5: Conversion of Vehicle Types into Passenger Car Units

Fast Vehicles	Vehicle Group	Car, Jeep, Van, and Taxi	Auto TukTuk Picup/ Tempo	2-wheelers (Mobike/ Scooters)	Mini Bus	Standard Bus	Light Goods Vehicles (Koyon/ Etan)	2-Axle Truck	3-Axle Truck	Multi-Axle Truck	Agriculture Tractor	Agriculture Tractor and Trailer
	PCU Factor	1	1	0.5	1.5	3	1.5	3	3	4.5	1.5	4.5
Slow Vehicles	Vehicle Group	Bicycle	Cycle Rickshaw	Animal Drawn	Hand Cart							
	PCU Factor	0.5	2	6	3							

PCU = passenger car unit.

Source: Ministry of Public Works and Transport.

Applying the above factors, the annual average daily traffic for each corridor roads are given in the following tables:

Table A1.6: Annual Average Daily Traffic on Dawei–Bangkok–Phnom Penh–Ho Chi Minh City–Vung Tao Subcorridor

Road No.	Location	Post Kilometre (Pk)	Annual Average Daily Traffic	
			Vehicles	Passenger Car Units
1	Kien Svay	Pk 019+150	22,353	27,154
1	In Neak Loeung	Pk 058+100	19,593	22,777
1	Out Neak Loeung	Pk 064+200	20,354	21,660
1	In Svay Rieng	Pk 123+500	12,544	12,831
1	Out Svay Rieng	Pk 128+850	10,527	12,234
1	In Baveut	Pk164+000	17,586	14,562
5	Prek Kdam	Pk27+ 900	22,262	26,624
5	In Oudong	Pk37+ 500	24,449	25,277
5	Out Oudong	Pk39 + 500	18,759	22,475
5	In KG Chhnang	Pk87 + 300	12,929	14,397
5	Out KG Chhnang	Pk92 + 400	12,921	14,780
5	Out Ponley	Pk124 + 000	10,370	12,148
5	Krakor	Pk153 + 800	9,716	10,529
5	In Pursat	Pk184 + 500	13,589	15,587
5	Out Pursat	Pk186 + 000	16,786	18,224
5	Bunday Pursat	Pk219 + 800	13,054	13,412
5	In Battambang	Pk286 + 000	21,572	21,837
5	Out Battambang	Pk291 + 500	21,980	23,824
5	In Bantaymeanchey NR5	Pk356 + 200	18,838	19,455
5	Out Bantaymeanchey	Pk359 + 150	20,541	21,814
5	Poi Pet	Pk403 + 100	17,088	19,595

Source: Ministry of Public Works and Transport.

Table A1.7: Annual Average Daily Traffic on Bangkok–Siem Reap–Stung Treng–Pleiku–Quy Nhon Subcorridor

Road No.	Location	Post Kilometre (Pk)	Annual Average Daily Traffic	
			Vehicles	Passenger Car Units
6	In Siem Reap NR6	Pk 308 + 100	20,026	22,964
6	Out Siem Reap NR6	Pk 315 + 100	16,465	16,919
6	In Kra Lagn NR6	Pk 366 + 500	8,928	11,920
6	In Banteymeanchey NR6	Pk415 + 100	11,648	13,911

NR = National Road, PK = Post Kilometre

Source: Ministry of Public Works and Transport.

Table A1.8: Annual Average Daily Traffic on Bangkok–Trat–Kampot–Ha Tien–Nam Can Subcorridor

Road No.	Location	Post Kilometre (Pk)	Annual Average Daily Traffic	
			Vehicles	Passenger Car Units
3	In Kampot	Pk 146+200	11,073	11,948
3	Out Kampot	Pk 150+000	12,518	13,961
3	Trapeang Ropov	Pk 179 + 450	10,879	10,584
3	Out Veal Rinh	Pk200+000	6,053	5,977

Source: Ministry of Public Works and Transport.

Table A1.9: Annual Average Daily Traffic on Sihanoukville–Phnom Penh–Stung Treng–Pakse–Savannakhet Subcorridor

Road No.	Location	Post Kilometre (Pk)	Annual Average Daily Traffic	
			Vehicles	Passenger Car Units
6	Prek Tamak	Pk 23+700	18,941	23,087
6	In Thanal Kaeng	Pk 44+800	12,946	14,724
6	Out Thanal Kaeng	Pk 46+200	12,465	17,174
6	In Skoun	Pk 74 + 300	14,616	17,925
6	Out Skoun	Pk 76+250	12,042	13,561
7	Out Skon	Pk 75+800	11,792	13,182
7	Traeung	Pk 104+900	12,874	14,612
7	Thnal Totueng	Pk 139+950	20,774	20,075
7	Pratheath	Pk 157+500	11,399	13,858

Source: Ministry of Public Works and Transport.

APPENDIX 2: SPECIAL ECONOMIC ZONES IN CAMBODIA, 2016

Name of Special Economic Zone	Special Economic Zone Properties	Description
1. Neang Kok Koh Kong SEZ	1. Company Name	Koh Kong SEZ Co., Ltd.
	2. Location	Neang Kok Village, Pakkhlong Commune, Mundul Seyma Destrict, Koh Kong province
	3. Land Area	335.43 ha
	4. Capital	Not available
	5. Zone Developer	Okhna Ly Yong Phat
	6. License from CDC	No. 3399, dated 26 November 2002
	7. Sub-Decree	No. 159, dated 26 October 2007
	8. Project Implementation	Infrastructure development: fencing
	9. Zone Investor	Camko Motor Company Ltd. (vehicle assembly and spare parts)
2. Suoy Chheng SEZ	1. Company Name	Suoy Chheng Investment Co., Ltd.
	2. Location	Neang Kok Village, Pakkhlong Commune, Mundul Seyma Destrict, Koh Kong province
	3. Land Area	100 ha
	4. Capital	14 million
	5. Zone Developer	Kao Suoy Chheng
	6. License from CDC	No. 3391, dated 26 November 2002
	7. Sub-Decree	Not yet
	8. Project Implementation	Infrastructure development
	9. Zone Investor	None
3. SNC SEZ	1. Company Name	SNC Lavilin (Cambodia) Holding Limited
	2. Location	Sangkat Bet Trang, Khan Prey Nob, Sihanoukville
	3. Land Area	150 ha
	4. Capital	\$14 million
	5. Zone Developer	Oknha Kong Triv
	6. License from CDC	No. 3388, dated 26 November 2002
	7. Sub-Decree	Not yet
	8. Project Implementation	Infrastructure development
	9. Zone Investor	None
4. Stung Hao SEZ	1. Company Name	Attwood Investment Group Co., Ltd.
	2. Location	Sangkat O Tres, Stung Hav District, Sihanoukville
	3. Land Area	192 ha
	4. Capital	\$14 million

Name of Special Economic Zone	Special Economic Zone Properties	Description
	5. Zone Developer	Lim Chhiv Ho
	6. License from CDC	No. 544, dated 18 February 2005
	7. Sub-Decree	No. 50, dated 25 March 2005
	8. Project Implementation	Infrastructure development
	9. Zone Investor	None
5. NLC SEZ	1. Company Name	NLC Import Export Co., Ltd.
	2. Location	Phum Prey Phdao abd Phum Thlok, Khum Chrok Mtes, Srok Svay Teab, Sray Rieng province
	3. Land Area	105 ha
	4. Capital	\$13 million
	5. Zone Developer	Leang Vouch Chheng
	6. License from CDC	No. 2403, dated 15 July 2005
	7. Sub-Decree	Not yet
	8. Project Implementation	Infrastructure Development
	9. Zone Investor	None
6. Manhattan (Svay Reing) SEZ	1. Company Name	Manhattan International Co., Ltd.
	2. Location	Bavet Commune, Chantrea District, Svay Rieng province
	3. Land Area	157 ha
	4. Capital	\$15 million
	5. Zone Developer	Clement Yang (Taipei,China)
	6. License from CDC	No. 2942, dated 28 August 2005
	7. Sub-Decree	No. 135, dated 29 November 2006
	8. Project Implementation	The company already built infrastructure, connecting power grid from Viet Nam and fencing of the first phase of 70 ha.
	9. Zone Investor	<ol style="list-style-type: none"> 1. Best Way Industry Co., Ltd. (bicycle manufacturing) 2. SYG Steel International Co., Ltd. (bolt and -nut manufacturing) 3. Kingmaker Footwear Co., Ltd. (footwear manufacturing) 4. Galaxy Textile Co., Ltd. (garment manufacturing) 5. ARC Cambodia Corp. (hi-tech equipment recycling) 6. MSEZ Comfort Hospital Co., Ltd. (hospital) 7. Sheico (Cambodia) Co., Ltd. (neoprene wet suits manufacturer) 8. Forest Packing (Cambodia) Co., Ltd. (packing bag factory) 9. Pique Garment Co., Ltd (garment factory)
7. Poi Pet O'Neang SEZ	1. Company Name	Chhay Chhay Investment Ltd.
	2. Location	Poipet Commune and Nimit Commune, O' Chhrov District, Banteay Meanchey province
	3. Land Area	467 ha
	4. Capital	\$15 million

Name of Special Economic Zone	Special Economic Zone Properties	Description
	5. Zone Developer	Van Ny
	6. License from CDC	No. 3412, dated 7 October 2005
	7. Sub-Decree	No. 57, dated 1 June 2006
	8. Project Implementation	Infrastructure development: fencing, entrance gates, electric poles
	9. Zone Investor	Campack Co., Ltd. (jewelry packing manufacturing)
8. Doung Chhiv Phnom Den SEZ	1. Company Name	Doung Chhiv Special Economic Zone Ltd.
	2. Location	Kiri Vong District, Takeo province
	3. Land Area	79 ha
	4. Capital	\$28 million
	5. Zone Developer	Oknha Doung Chhiv
	6. License from CDC	No. 268, dated 20 February 2006
	7. Sub-Decree	No. 140, dated 8 December 2006
	8. Project Implementation	Infrastructure development: landfill and fencing.
	9. Zone Investor	None
9. Phnom Penh SEZ	1. Company Name	Phnom Penh SEZ Co., Ltd.
	2. Location	Khan Dangkao, Phnom Penh, and Ang Snuol District, Kandal province
	3. Land Area	350 ha
	4. Capital	\$68 million
	5. Zone Developer	Lim Chhiv Ho
	6. License from CDC	No. 268, dated 20 February 2006
	7. Sub-Decree	No. 33, dated 19 April 2006
	8. Project Implementation	Infrastructure development: building fence, roads, the administrative building, entrance, electricity, water, and telecommunication system
	9. Zone Investor	<ol style="list-style-type: none"> 1. Navy Water Production Co., Ltd. (establish manufacturing, produce drinking water) 2. Bok Seng PPSEZ Dry Port Co., Ltd. (dry port) 3. Redial Industrial Co., Ltd. (textile and printing factory) 4. Civil (CP) Construction Product Ltd. (pole factory) 5. Tiger Wing Co., Ltd. (footwear factory) 6. Evergreen Industrial Co., Ltd. (garment factory) 7. Yamaha Motor (Cambodia) Company Limited Co., Ltd. (motorcycle assembly, accessories and spare parts) 8. Cambodia Success Industries Co., Ltd. (steel processing factory: material for construction) 9. Agricom (Cambodia) Co., Ltd. (sugar packaging factory)
10. Kampot SEZ	1. Company Name	Kampot SEZ Co., Ltd.
	2. Location	Koh Toch commune, Kampot district, Kampot province
	3. Land Area	145 Ha.

Name of Special Economic Zone	Special Economic Zone Properties	Description
	4. Capital	\$15 Million
	5. Zone Developer	Oknha Vinh Huor
	6. License from CDC	No. 1947, dated 23 May 2006
	7. Sub-Decree	No. 3, dated 09 January 2007
	8. Project Implementation	Infrastructure development: landfill and building Kampot seaport.
	9. Zone Investor	None
11. Sihanoukville SEZ 1	1. Company Name	Cambodia International Investment Development Group Co., Ltd.
	2. Location	Stung Hav District, Sihanoukville City
	3. Land Area	178 ha
	4. Capital	\$100 million
	5. Zone Developer	Oknha Lav Meng Khin
	6. License from CDC	No. 1966, dated 4 September 1998
	7. Sub-Decree	No. 113, dated 25 October 2006
	8. Project Implementation	Infrastructure development
	9. Zone Investor	None
12. Tai Seng Bavet SEZ	1. Company Name	Tai Seng Bavet SEZ Co., Ltd.
	2. Location	Bavet District, Svay Rieng province
	3. Land Area	99 ha
	4. Capital	\$37 million
	5. Zone Developer	Ly Hong Shin
	6. License from CDC	No. 24, dated 4 January 2007
	7. Sub-Decree	No. 29, dated 4 April 2007
	8. Project Implementation	Infrastructure development: fencing, landfill, connecting electricity into the zone.
	9. Zone Investor	1. Atlantic Cycle Co., Ltd. (bicycle manufacturing) 2. La More (Cambodia) Ltd. (footwear manufacturing) 3. Doko Inc. (garment manufacturing)
13. Oknha Mong SEZ	1. Company Name	Oknha Mong Port Co., Ltd.
	2. Location	Srea Ambel District, Koh Kong province
	3. Land Area	100 ha
	4. Capital	\$40.1 million
	5. Zone Developer	Oknha Mong Rithy
	6. License from CDC	No. 26, dated 4 January 2007
	7. Sub-Decree	Not yet
	8. Project Implementation	Infrastructure development
	9. Zone Investor	None
14. Goldfame Pak Shun SEZ	1. Company Name	Goldfame Pak Shun SEZ Co., Ltd.
	2. Location	Sa Ang District, Kandal province
	3. Land Area	80 ha

Name of Special Economic Zone	Special Economic Zone Properties	Description
	4. Capital	\$34.4 million
	5. Zone Developer	Chan Ji Kvong
	6. License from CDC	No. 25, dated 4 January 2007
	7. Sub-Decree	No. 30, dated 4 April 2007
	8. Project Implementation	Infrastructure development: fencing
	9. Zone Investor	Gold Dragon Printing and Carton Boxes Factory Co., Ltd. (carton printing plastic labels and knitting factory)
15. Thary Kampong Cham SEZ	1. Company Name	Thary Investment Co., Ltd.
	2. Location	Da Commune, Memot District, Kampong Cham province
	3. Land Area	142.14 ha
	4. Capital	\$69 million
	5. Zone Developer	Chhorn Thary
	6. License from CDC	No. 1931, dated 11 June 2007
	7. Sub-Decree	No. 74, dated 16 July 2007
	8. Project Implementation	Infrastructure development
	9. Zone Investor	Kobe Bussan Co., Ltd. (vegetable processing factory)
16. Sihanoukville SEZ 2	1. Company Name	Cambodia International Investment Development Group
	2. Location	Pou Thoung Village, Betrang Commune and Smach Deang Village, Ream Commune, Prey Nop District, Sihanoukville
	3. Land Area	1,688 ha
	4. Capital	\$
	5. Zone Developer	Oknha Lav Meng Khin
	6. License from CDC	No. 2162, dated 29 June 2007
	7. Sub-Decree	Not yet
	8. Project Implementation	Infrastructure development
	9. Zone Investor	None
17. D&M Bavet SEZ	1. Company Name	D&M Bavet SEZ Co., Ltd
	2. Location	Bavet Commune, Chantrea District, Svay Rieng province
	3. Land Area	117.95 ha
	4. Capital	\$52.3 million
	5. Zone Developers	Men Pheakdey Chhay Noy Dy Chendavy
	6. License from CDC	No. 4134, dated 1 November 2007
	7. Sub-Decree	Not yet
	8. Project Implementation	Infrastructure development
	9. Zone Investor	None

Name of Special Economic Zone	Special Economic Zone Properties	Description
18. Kiri Sakor Kok Kong SEZ	1. Company Name	Kok Kong SEZ Co., Ltd.
	2. Location	Khum Prek Kasach, Srock Kirisakor, Koh Kong
	3. Land Area	1750 ha
	4. Capital	\$110.8 million
	5. Zone Developer	Oknha Ly Yong Phat
	6. License from CDC	No. 4762, dated 25 December 2008
	7. Sub-Decree	Not yet
	8. Project Implementation	Infrastructure development
	9. Zone Investor	None
19. Sihanoukville Port SEZ	1. Company Name	Sihanoukville Port SEZ
	2. Location	Tomnob Rolork Area, Sangkat Lek1 and Lek3, Khan Meattapheap, Sihanoukville
	3. Land Area	70 ha
	4. Capital	\$34 million
	5. Zone Developer	Lu Kim Chhun
	6. License from CDC	No. 415, dated 31 January 2008
	7. Sub-Decree	Not yet
	8. Project Implementation	Infrastructure development
	9. Zone Investor	None
20. Kampong Saom SEZ	1. Company Name	Cambodia Catering and Supply
	2. Location	Village 4, Ortres Commune, Stung Hav District, Sihanouk Ville province
	3. Land Area	255 ha
	4. Capital	\$190 million
	5. Zone Developer	Neak Oknha Kith Meng
	6. License from CDC	No. 21/09, dated 6 January 2009
	7. Sub-Decree	Not yet
	8. Project Implementation	Infrastructure development
	9. Zone Investor	None
21. P (SEZ) I C	1. Company Name	Pacific (SEZ) Investment Co. Ltd.
	2. Location	Salatean and Preytob Villages, Chhrokmates Commune, Svayteab District, Svay Rieng province.
	3. Land Area	107.55 ha
	4. Capital	\$70 million
	5. Zone Developer	Chea Eavmeng Gau Hieckhuor Yin Phanny Sim Moniroth Ly Vireak
	6. License from CDC	No. 19/09, dated 6 January 2009
	7. Sub-Decree	Not yet

Name of Special Economic Zone	Special Economic Zone Properties	Description
	8. Project Implementation	Infrastructure development
	9. Zone Investor	None
22. MDS Thmorda SEZ	1. Company Name	MDS Thmorda SEZ Co., Ltd.
	2. Location	Khum Thmorda, Srok Veal Veng, Pursat province
	3. Land Area	2,265 ha
	4. Capital	\$30.4 million
	5. Zone Developer	Try Pheap
	6. License from CDC	No. 2030/10, dated 30 September 2010
	7. Sub-Decree	Not yet
	8. Project Implementation	Infrastructure Development
	9. Zone Investor	None
23. KANDAL SEZ	1. Company Name	KANDAL SEZ Co., Ltd.
	2. Location	Khum Puk Rassy, Khum Prek Om Pel, Srok Ksach Kandal, Kandal province
	3. Land Area	105 ha
	4. Capital	\$84.7 million
	5. Zone Developer	Lim Chong Soo
	6. License from CDC	No. 1143/12, dated 4 June 2012
	7. Sub-Decree	Not yet
	8. Project Implementation	Infrastructure development
	9. Zone Investor	None
24. HKT SEZ	1. Company Name	HKT Special Economic Zone Co., Ltd.
	2. Location	Phum Prek Torl, Khmum Tek Thla, Sruk Prey Nub, Sihanoukville
	3. Land Area	345.20 ha
	4. Capital	\$48.4 million
	5. Zone Developers	Neak Oknha Sy Kong Triv Oknha Hann Khieng Oknha Vinh Huor Feng Ying Shen Jian Ping Liu Bin Li Cheng Chun Richard
	6. License from CDC	No. 1862/12, dated 15 August 2012
	7. Sub-Decree	No. 189, dated 25 October 2012
	8. Project Implementation	Infrastructure development
	9. Zone Investor	None
25. Dragon King SEZ	1. Company Name	Dragon King Special Economic Zone Co., Ltd.
	2. Location	Road No. 1 Ang Sala Village, Sangkat Prey Ankunh, Bavet City, Svay Rieng province
	3. Land Area	106.50 ha
	4. Capital	\$40.5 million

Name of Special Economic Zone	Special Economic Zone Properties	Description
	5. Zone Developer	Ngov Mok
	6. License from CDC	No. 1875/12, dated 16 August 2012
	7. Sub-Decree	No. 190, dated 25 October 2012
	8. Project Implementation	Infrastructure development
	9. Zone Investor	Nissey (Cambodia) Co., Ltd.
26. Zhong Jian Jin Bian Jing Ji Te Qu SEZ	1. Company Name	Zhong Jian Jin Bian Jing Ji Te Qu Ltd.
	2. Location	Road Phum So Vong, Phum Boeung Kok, and Phum Lor Peang, Khum Ta Ches, Sruk Kampong Tralach, Kampong Chhnang
	3. Land Area	470.28 ha
	4. Capital	\$90.7 million
	5. Zone Developer	Chan An Drew
	6. License from CDC	No. 767/13, dated 19 April 2013
	7. Sub-Decree	No. 466, dated 22 July 2013
	8. Project Implementation	Infrastructure development
	9. Zone Investor	None
27. Try Pheap Oh Yadav	1. Company Name	Try Pheap Co., Ltd.
	2. Location	Phum Bork Gnai, Khum Bork Gnai, Srok Oyadav, Ratanak Kiri province
	3. Land Area	136 ha
	4. Capital	\$45.0 million
	5. Zone Developer	Try Pheap
	6. License from CDC	No. 765/13, dated 19 April 2013
	7. Sub-Decree	No. 219, dated 7 May 2013
	8. Project Implementation	Infrastructure development
	9. Zone Investor	None
28. Shandong Sunshell Svay Rieng	1. Company Name	Shandong Sunshell International (Cambodia) Co., Ltd.
	2. Location	Sangkat Prey Ankunh, Bavet City, Svay Rieng province
	3. Land Area	96.14 ha
	4. Capital	\$36.7 million
	5. Zone Developer	Zhou Yong
	6. License from CDC	No. 607/13, dated 27 March 2013
	7. Sub-Decree	No. 462, dated 1 July 2013
	8. Project Implementation	Infrastructure development
	9. Zone Investor	None
29. Sanco Cambo SEZ	1. Company Name	Sanco Cambo Investment Group Co., Ltd.
	2. Location	Phsa Kandal Village, Sangkat Phsa Kandal, Poi Pet City, Banteay Meanchey province
	3. Land Area	66.5 ha

Name of Special Economic Zone	Special Economic Zone Properties	Description
	4. Capital	\$38.6 million
	5. Zone Developer	Chhour Vichet Takahiro Yamamoto
	6. License from CDC	No. 911/13, dated 3 May 2013
	7. Sub-Decree	
	8. Project Implementation	
	9. Zone Investor	None
30. Hi-Park SEZ	1. Company Name	Hi-Park SEZ Development Co., Ltd.
	2. Location	Phum Thnol Chheat, Sangkat Chhrok Mtes, Bavet City, Svay Rieng province
	3. Land Area	263.13 ha
	4. Capital	\$62.8 million
	5. Zone Developer	Very Well Hong Kong Limited Representative: Lin Mao-Fong
	6. License from CDC	No. 131/13, dated 16 January 2013
	7. Sub-Decree	No. 285, dated 30 May 2013
	8. Project Implementation	Infrastructure development
	9. Zone Investor	None
31. Suvanaphum SEZ	1. Company Name	Suvanaphum Investment Co., Ltd SEZ
	2. Location	Samroang Thum Commune, Kien Svay District, Kandal province
	3. Land Area	204.58 ha
	4. Capital	\$55.8 million
	5. Zone Developer	
	6. License from CDC	
	7. Sub-Decree	No. 60, dated 11 February 2014
	8. Project Implementation	
	9. Zone Investor	None
32. RATANA SEZ	1. Company Name	Ratana Resource Investment (Cambodia) Corporation
	2. Location	Chroy Svay commune, Sre Ambel district, Koh Kong province
	3. Land Area	615.62 ha
	4. Capital	\$172.9
	5. Zone Developer	Heng Sok Meng
	6. License from CDC	No. 131/13, dated 16 January 2013
	7. Sub-Decree	
	8. Project Implementation	Infrastructure development
	9. Zone Investor	None

Name of Special Economic Zone	Special Economic Zone Properties	Description
33. Svay Rieng GIGA Resource SEZ	1. Company Name	Svay Rieng GIGA Resource SEZ
	2. Location	Kandieng Reay commune, Svay Teab district, Svay Rieng province
	3. Land Area	126.90 ha
	4. Capital	
	5. Zone Developer	
	6. License from CDC	
	7. Sub-Decree	No. 219, dated 24 July 2014
	8. Project Implementation	
	9. Zone Investor	None
34. Chhak Kampongsaom SEZ	1. Company Name	Chhak Kampongsaom SEZ
	2. Location	Chroy Svay and Beong Preav commune, Sre Ambel district, Koh Kong province
	3. Land Area	185.66 ha
	4. Capital	
	5. Zone Developer	
	6. License from CDC	
	7. Sub-Decree	No. 53, dated 29 March 2016
	8. Project Implementation	
	9. Zone Investor	None
35. UBE Snoul SEZ	1. Company Name	UBE Snoul SEZ
	2. Location	Pi Thnou commune, Srok Snoul Kratie province
	3. Land Area	817.8 ha
	4. Capital	
	5. Zone Developer	
	6. License from CDC	
	7. Sub-Decree	No. 131, dated 24 June 2016
	8. Project Implementation	
	9. Zone Investor	None
36. Tian Rui Agricultural Trade SEZ	1. Company Name	Tian Rui Agricultural Trade SEZ
	2. Location	Roka Koh commune, Kong Pisey district, Kampong Speu province
	3. Land Area	101.36 ha
	4. Capital	
	5. Zone Developer	
	6. License from CDC	
	7. Sub-Decree	No. 132, dated 24 June 2016
	8. Project Implementation	
	9. Zone Investor	None

Name of Special Economic Zone	Special Economic Zone Properties	Description
37. Poipet PP SEZ	1. Company Name	Poipet PP SEZ
	2. Location	Phsa Kandal commune, Poi Pet City, Banteay Meanchey
	3. Land Area	53.39 ha
	4. Capital	
	5. Zone Developer	Lim Chhiv Ho
	6. License from CDC	
	7. Sub-Decree	No. 92. dated 29 May 2017
	8. Project Implementation	
	9. Zone Investor	None

ha = hectare, CDC = Council for the Development of Cambodia, SEZ = special economic zone.
Source: Cambodian Special Economic Zones Board.

About the Assessment of Greater Mekong Subregion Economic Corridors

The transformation of transport corridors into economic corridors has been at the center of the Greater Mekong Subregion (GMS) Economic Cooperation Program since 1998. The Asian Development Bank (ADB) conducted the Assessment of GMS Economic Corridors (the Assessment) to guide future investments and provide benchmarks for improving the GMS economic corridors. The Assessment reviews the state of the GMS economic corridors, focusing on transport infrastructure, particularly road transport, cross border transport and trade, and economic potential. This assessment consists of six country reports and an integrative report initially presented in June 2018 at the GMS Subregional Transport Forum.

About the Greater Mekong Subregion Economic Cooperation Program (GMS)

The GMS consists of Cambodia, the Lao People's Democratic Republic, Myanmar, the People's Republic of China (specifically Yunnan Province and Guangxi Zhuang Autonomous Region), Thailand, and Viet Nam. In 1992, with assistance from the Asian Development Bank and building on their shared histories and cultures, the six countries of the GMS launched the GMS Program, a program of subregional economic cooperation. The program's nine priority sectors are agriculture, energy, environment, human resource development, investment, telecommunications, tourism, transport infrastructure, and transport and trade facilitation.

About the Asian Development Bank

ADB is committed to achieving a prosperous, inclusive, resilient, and sustainable Asia and the Pacific, while sustaining its efforts to eradicate extreme poverty. Established in 1966, it is owned by 67 members—48 from the region. Its main instruments for helping its developing member countries are policy dialogue, loans, equity investments, guarantees, grants, and technical assistance.

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