Environmental and Social Management Plan

June 2022

AIIB Loan - 0446A: CAM - National Restoration of Rural Productive Capacity Project

(Contract No: NRRPCP/21/NCB/WRR-1: Lot 4)

Tramung - Choam Ta Mau DBST and RC road subproject: Tramung & Choam Ta Mau communes, Memot district, Tboung Khmum province.

CURRENCY EQUIVALENTS (6th May 2022)
Currency Unit–Cambodian Riel (KHR) 1$=4,055 KHR; KHR=0.000246$

ABBREVIATIONS

AP	Affected Person
AIIB	Asian Infrastructure Investment Bank
BER	Bid Evaluation Report
BoQ	Bill of Quantities
CEMP	Contractor's Environmental Management Plan
CoVID-19	Coronavirus disease of 2019
DA	Designated Account
DBST	Double Bituminous Surface Treatment
DED	Detailed Engineering Design
EA	Executing Agency
ESCoP	Environmental and Social Code of Practice
EMP	Environmental Management Plan
ESP	Environment and Social Plan
ESMP	Environmental and Social Management Plan
ESMPF	Environmental and Social Management Planning Framework
ESS	Environmental and Social Safeguards
FM	Financial Management
FMS	Financial Management System
GAP	Gender Action Plan
GDR	General Department of Resettlement
GKC	Government of the Kingdom of Cambodia
GRM	Grievance Redress Mechanism
ICB	International Competitive Bidding
IEE	Initial Environmental Examinations
IPP	Indigenous Peoples Plan
IPPF	Indigenous People's Planning Framework
IRC	Inter-ministerial Resettlement Committee
M&E	Monitoring and Evaluation
MEF	Ministry of Economy and Finance
MRD	Ministry of Rural Development
NCB	National Competitive Bidding
NRRPCP	National Rural Restoration of Productive Capacity Project
PAP	Project Affected Persons
RC	Reinforced concrete
PDRD	Provincial Department of Rural Development
PIU	Project Implementation Unit
PMU	Project Management Unit
POM	Project Operational Manual
PRSC	Provincial Resettlement Sub-committee
PPE	Personal Protective Equipment
RESA	Rapid Environment and Social Assessment
RF	Resettlement Framework
RPF	Resettlement Planning Framework
SDG	Sustainable Development Goal
SoE	Statement of Expenditure
SOP	Standard Operating Procedures
TA	Technical Assistance
ToR	Terms of Reference
WG	Working Group
WSUG	Water and Sanitation User Group

WEIGHTS AND MEASURES

ha	–	hectare
km	–	Kilometre
m	–	Meter
lm	–	Linear metre
m^2	–	square meter
m^3	–	cubic meter

NOTE

In this report, "$" refers to US dollars.

SUMMARY OF SUBPROJECT

Name of subproject	Tramung & Choam Ta Mau DBST and RC road				
Province	Tboung Khmum	**District**	Memot	**Communes**	Tramung & Choam Ta Mau
Contract No.	NRRPCP/21/NCB/WRR-1: Lot 4			**Ref. No.**	RR-04
Description	The subproject includes the rehabilitation of the exiting laterite road with a length of 10,278 meters to a DBST and RC road with a base-width that ranges from 8.3 meters to 15.5 meters. Two box culverts with two cells will be retained. Six pipe culverts will be retained and one pipe culverts will be replaced. Another five pipe culverts for access roads will be new constructed. Both sides U-side drain along reinforced concrete road with length of 170 meters will be constructed and stone masonry of 338 meters at the end of road line will be built.				
Cost Estimate (US$)	$ 1,131,861.01				
Right of Way (m)	30.0 m (for provincial and district roads)			**Date**	27-Apr-22
Length (m)	10,278 m	**Existing base width**	8.0 m	**Proposed base width**	8.3 to 15.5 m
Area of additional land needed (m^2)	29,556 m^2 (within the RoW)			**Other assets lost**	None
Extra land area for CoI (m^2)	20,556 m^2 (within the RoW)				
No. of Affected Persons	None		**No. of elderly HH heads**		-
			No. of FHHs		-
			No. of ID Poor HHs		-
Environment	Only minor and temporary during construction		**Social**		Five trees may need to be removed
Involuntary resettlement	No impact on privately owned land		**Indigenous Peoples**		No IPs are residing in the subproject area.
Allowances for AHs					
Crop production	No impacts on any crops			**Total allowances:**	None
Trees	Five trees (two common property/forest trees and three privately owned)				
Fences	Minimal (relocation of temporary bamboo fences only)				
E & S Category	**CATEGORY B** **(Minor disturbances due to the civil works and possible need for removal of five trees)**				

Public consultation meetings				
	Date	**No. of participants**	**No. of women**	**No. of APs**
1st meeting	28-Oct-2021	16	1	0
2nd meeting	22-Mar-2022	54	11	0

Preparation of ESMP				
	1st Draft	**Revised**	**Final**	
Date of preparation	23rd May 2022	13th June 2022		
Date of comment	7th Jun 2022			

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ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN

Tramung & Choam Ta Mau DBST and RC road subproject: Tramung and Choam Ta Mau communes, Memot district, Tboung Khmum province.

1. INTRODUCTION

1. The objective of this report is to present the results of the environmental and social safeguard due diligence process for the proposed Double Bitumen Surface Treatment (DBST) and Reinforced Concrete (RC) rural road subproject linking Tramung and Choam Ta Mau communes in Memot district in Tboung Khmum province. The report provides a description of the existing road, an overview of the socio-economic situation within the subproject area, a description of the consultative processes that were completed within the subproject area, an environmental assessment to identify any potential adverse impacts and the identification of appropriate mitigation steps, the screening process to identify any affected persons (APs), the determination of whether any of the APs are vulnerable, an assessment of the need for any additional land or for the removal of any assets within the Right of Way (RoW) and the mechanism for compensation, and describes the Grievance Redress Mechanism (GRM) that has been established for the proposed subproject.

2. PROJECT BACKGROUND

2.1 Project Description

2. The Government of Kingdom of Cambodia (GKC) has received a loan from Asian Infrastructure Investment Bank (AIIB) in the form of a loan to assist in financing the National Restoration of Rural Productive Capacity Project (NRRPCP). This Project has been identified as an immediate priority of the GKC CoVID-19 response and is a part of the proposed comprehensive rural infrastructure program to be funded under the AIIB CoVID-19 Crisis Response Facility to strengthen the GKC financial resources that have been impacted by the pandemic.

3. The Executing Agency (EA) for NRRPCP is the Ministry of Rural Development (MRD) and is responsible for overall Project coordination, planning, financial management, procurement and monitoring and evaluation (M&E). The target Project provinces are Pailin (PLN), Kampong Chhnang (KCH), Tboung Khmum (TKM), Prey Veng (PVG) and Koh Kong (KKG). The Project implementation period is from February 2021 to June 2024.

4. The Project objective is to sustain the rural economy and livelihoods of vulnerable rural population and returning migrants affected by CoVID-19 pandemic. The civil works for rural road (sub-component A1) is the upgrading 235 kilometres of existing rural roads with climate proofing, adaptation of unstable bridges and collapsed drainage systems to improve access to markets, schools and health centres and sustain urban-rural linkages within the provinces as well as with the national capital and increase climate resilience; and greening of the embankments using nature-based solutions and indigenous materials to accommodate safe walking and cycling and promote rural roads' safety.

2.2 Selection criteria for subproject

5. In consultation with the provincial Project Implementation Units (PIUs), the Project Management Unit (PMU) has identified a total of 31 potential subprojects with a total length of 408 kilometres. The selected rural roads have been identified from those prioritized at sub-national level (commune and district) and is a part of the government decentralized annual development planning process.

3. SUBPROJECT DESCRIPTION

3.1 Proposed subproject

6. The proposed subproject comprises the construction of a DBST and RC road linking five villages along the existing road line that are located in Tramung and Choam Ta Mau communes in Memot district of Tboung Khmum province. The existing road has a laterite surface and an average width of 10.0 metres. There are two box culverts with two cells and six pipe culverts that will all be retained, one pipe culvert will be replaced and five new pipe culverts for access roads will be included. Currently, the road is in a dilapidated state, it is eroded, muddy and slippery, during rainy season making travel difficult, and during the dry season is dusty resulting in adverse respiratory health impacts for the local residents.

Figure 1: Satellite image of subproject location

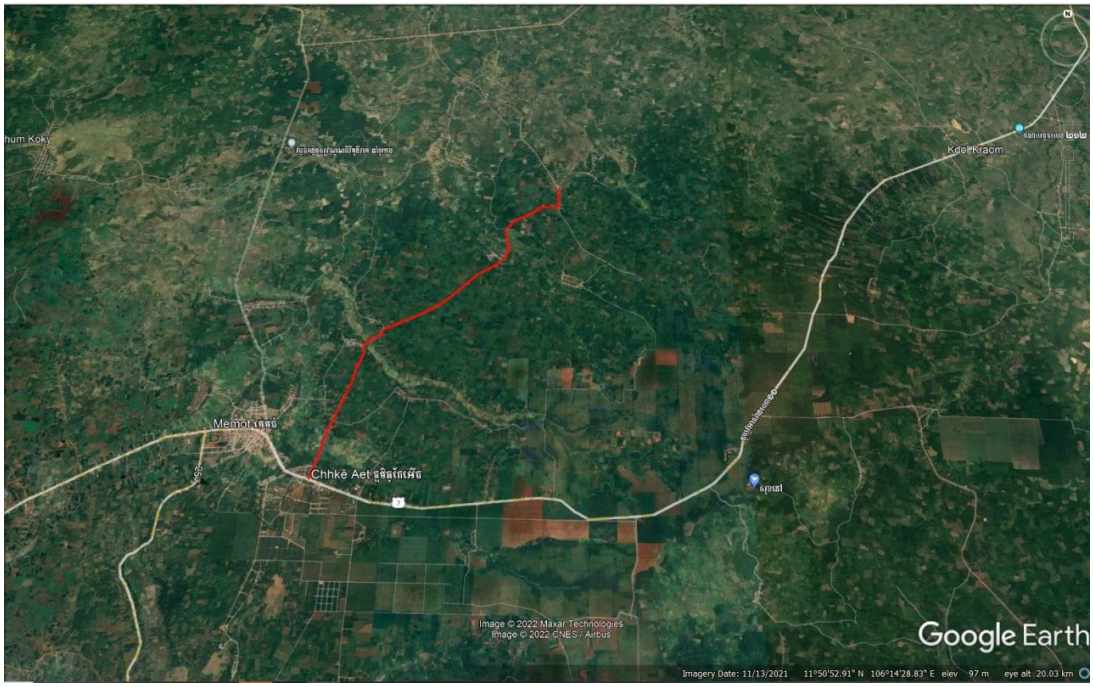
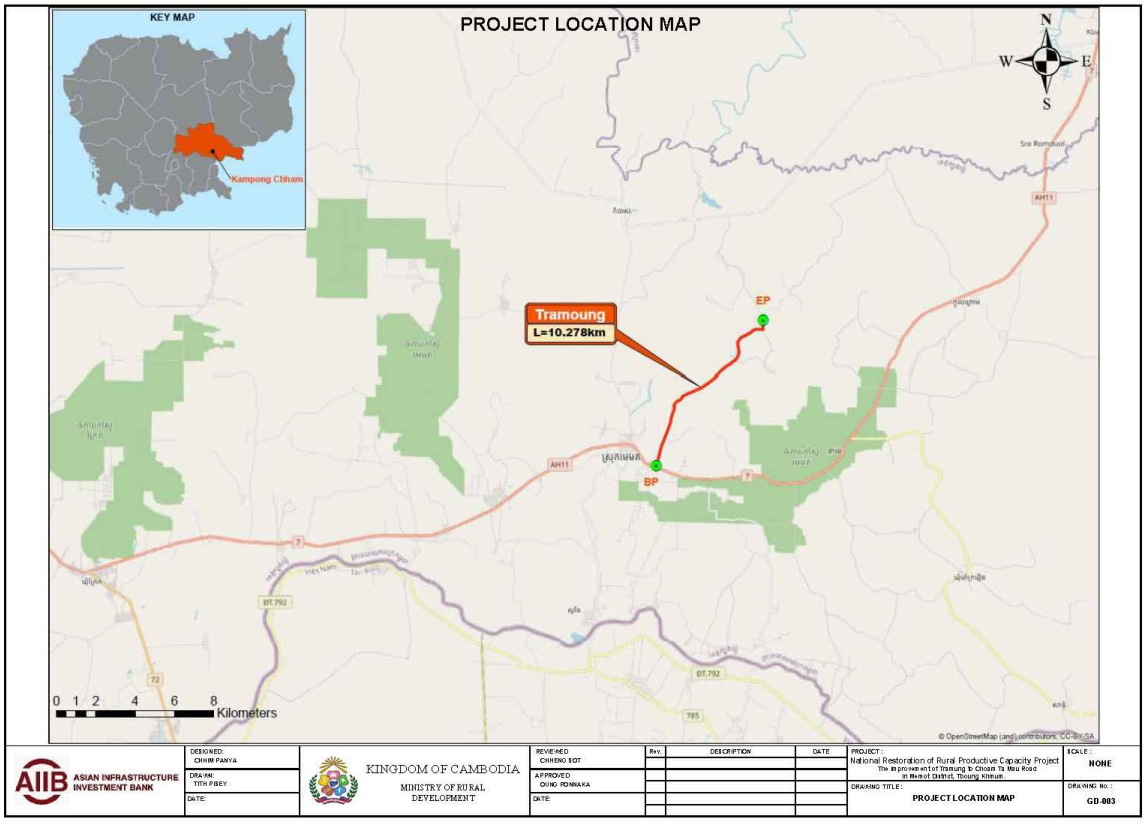


Figure 2: Map of subproject location



7. The road will be upgraded to a DBST and RC road along the existing road alignment with a proposed road base-width that ranges from 8.3 to 15.5 meters and with a length of 10,278 meters. Two box culverts with two cells and six pipe culverts will be retained and one pipe culvert will be replaced. Another five new pipe culverts for access roads will be constructed. Side-drains will be constructed on each side of the RC road with length of 170 meters and stone masonry of 338 meters at the end of road line will be built. The road upgrading will be conducted within the official Right of Way (RoW) that is officially declared as 30.0 metres for provincial roads.[1] Since the road will be constructed within the existing alignment there will be no requirement for any additional land and there will be only very minor temporary impacts on the properties and livelihoods of local residents during the civil work.

3.2 Technical specifications

8. The DBST road has been designed with a carriageway of 6.0 meters and 0.5 meter shoulder on each side with an embankment that varies depending on the elevation of the road and results in a base width over most sections of the road that ranges from 9.0 to 11.0 meters but increases to a maximum range of 14.7 to 15.5 meters in two sections (PK0+550 - PK0+600 and PK3+450 - PK3+550). The cross-fall of the carriageway is planned to be three percent in consideration of the design speed and pavement type DBST and RC road, surface drainage and vehicle speed.

9. The pavement thickness has been determined using MPWT Technical Standards (2003) on present traffic volumes of 450 mm for DBST (250 mm for aggregate base and 200 mm for sub-base) and 400 mm for RC (200 mm for sub-base and 200 mm for aggregate base) to reflect the increasing volumes of future traffic volume and the likelihood of heavier tricks using the road. The embankments have an average gradient of 1:2 with some adjustment depending on the material sources for banking.

3.3 Subproject Design and land Requirements

10. Based upon the proposed design of the road there has been a calculation of the total additional land requirements for the road widening and also for the additional one meter strip of land on each side of the proposed road base-width that will be a part of the Corridor of Impact (CoI) that will be used temporarily during the construction period.[2] This calculation shows that an additional area of land comprising 20,556 square metres will be required for the DBST road construction and the strips of land on each side of road that will be used temporarily during the construction comprise an additional 29,682 square meters.

11. However, since the official Right of Way (RoW) of the road is 30.0 meters all of the additional land that will be required lies within this width and there will be no impacts on privately owned land. There may be some minor impacts on assets that have been planted or erected within the RoW by villagers residing along the roadside including five trees, but during the public consultation meetings there were no objections raised to these minor impacts and during the civil work if possible these trees will be retained.

[1] See Annex 3 for the official Certification of Right of way issued by the Governor of Memot district.
[2] See Annex 2 for the existing and proposed based width and trees.

Figure 3: Photos of existing road

PK0+000

PK0+197

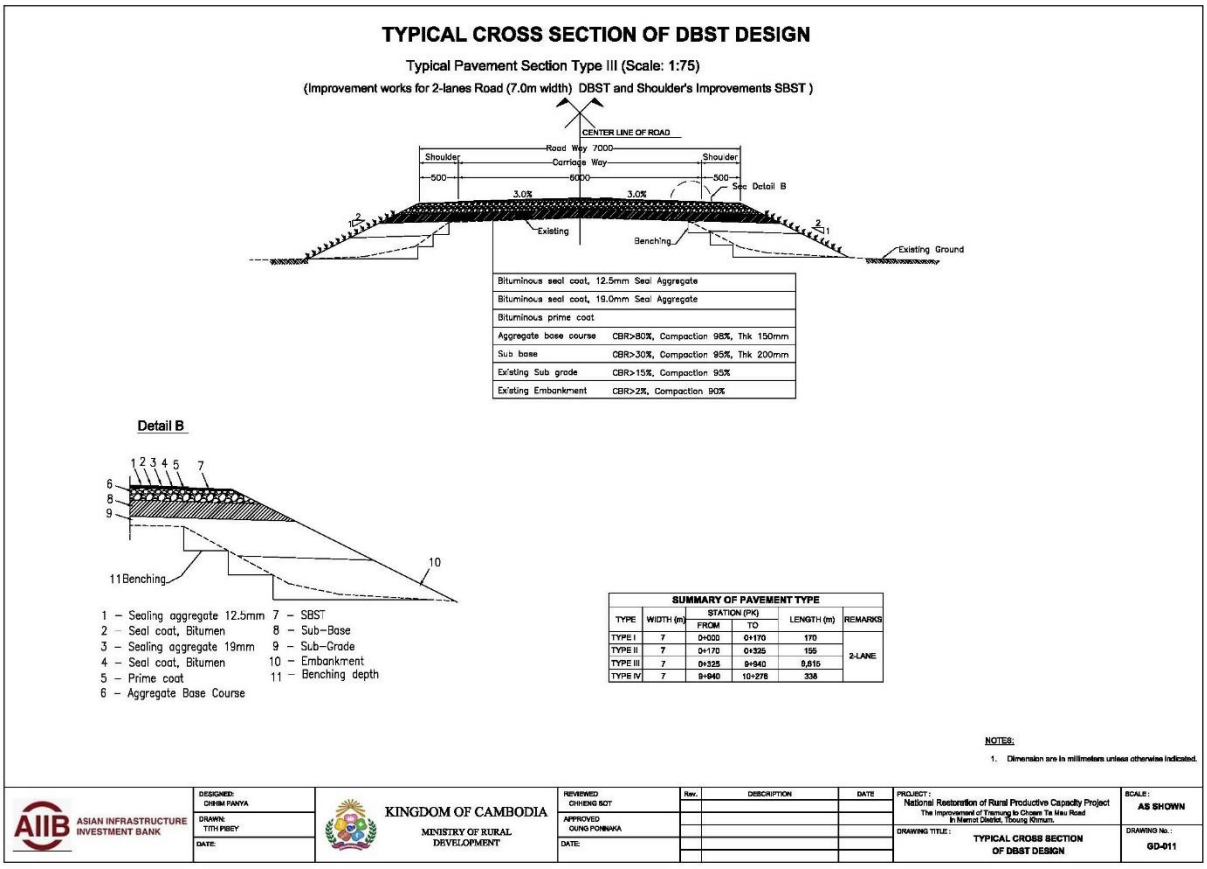
PK1+426

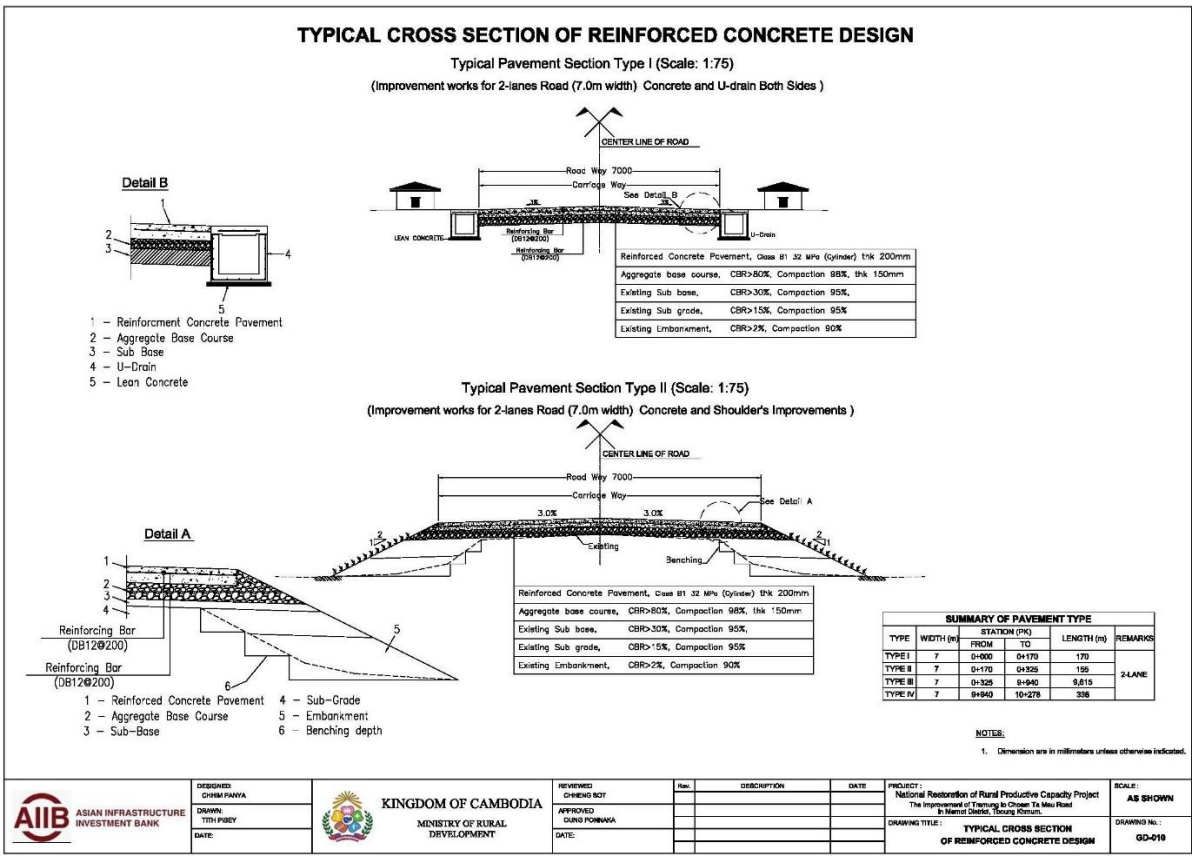
PK6+173

PK9+747

PK10+100 -10+150

Figure 4: Typical cross section of proposed road





4. BASELINE ENVIRONMENTAL AND SOCIAL CONTEXT

4.1 Environmental Context

13. **Vegetation:** The entire length of the rural road is clear of natural forest, but there are various types of trees growing along the roadside and there will be some minor impacts due to the possible need for the removal of three of these trees where they are growing close to the roadside. However, the impact on livelihoods due to the removal of these trees will be minimal and the one AP has agreed voluntarily to their removal but during the civil work if possible they will be retained.

14. **Surface water:** There are no significant water bodies such as permanent rivers or lakes observed along the length of the road but there are two creeks that are spanned by box culverts located at PK3+355 and PK7+840.

15. **Land use/agriculture:** The land surrounding the road consist primarily of orchard/plantation fields and some residential plots of land. The proposed DBST and RC road will be constructed within the existing alignment and although there is minor widening of the road in some sections there will be no impact on the existing land use along the entire length of the road.

16. **Receptors and Access:** The rural road commences with the junction with the National Road No.7 and extends to the Choam Ta Mau commune centre. The road construction will have some minor impacts on human receptors during the civil work such as Thmar Totueng Health Center that is located at the end of road.

4.2 Social context

17. **Demography**: There are 929 households in the five villages in Tramung and Choam Ta Mau communes with a population of 4,169 and there are 85 vulnerable households identified.[3]

18. **Educational status:** The educational standard is good with only 11 percent of the households reported to be illiterate.

19. **Occupation and incomes:** The main occupation is farming (95%) following by employment as public sector and employees and operating small business. The farmers grow mainly agro-industrial such as rubber plantation, pepper, cashew, fruit trees and some few rice crops.

20. **Land Use**: The total land area of the five villages is 1,662 hectares and 4.7 percent of the arable land is irrigated. Most of the residents in these five villages are growing crops/agro-industrial. About 85 percent of the households have a latrine, while 60 percent of them have access to safe water supplies. The proportion of households in the medium/better off income categories is 93 percent and the proportion of ID Poor 1 and 2 is reported as one percent and five percent respectively.

21. **Migration:** By mid-2021 over 200,000 of migrant workers had returned to Cambodia from migrant countries since the beginning of the CoVID-19 pandemic.[4] However, the baseline survey that was conducted in early 2022 within 23 selected target villages in Tboung Khmum province showed that only 8.3 percent of the households had been impacted by the loss of income from returning migrants who had lost their employment.

22. **CoVID-19 impacts:** The baseline survey conducted in Tboung Khmum province recorded that 64 percent of households had experienced a decrease in incomes with the main impact being caused by the reduced demand for goods and services with fewer buyers for their products as well as the impact of the closure of public markets and other selling places there they normally sold for their products.

23. **Gender and Decision making:** Although Cambodian society is not a matriarchal society the women in rural households play a critical role in decision making particularly in relation to the family finances. They are actively engaged in the production of agricultural products but tend to specialist in activities such as small-scale backyard livestock production as well as basic processing of the products before sale. They also play a key role in the sale and marketing of products in local markets. They are well empowered in the decision making processes within the household particularly relating to expenditure.

[3] See Annex 1 for a summary of the socio-economic status of the target villages of Tramung and Choam Ta Mau communes.
[4] Information Note #8: UN Cambodia's Support to Returning Migrant Workers in the COVID-19 Response (https://cambodia.un.org/en/132559-information-note-8-un-cambodias-support-returning-migrant-workers-covid-19-response).

5. ENVIRONMENTAL AND SOCIAL IMPACTS AND MITIGATION MEASURES

5.1 Public consultation meetings

24. There have been two public consultation meetings conducted for this subproject. The 1st public consultation meeting was conducted on 28th October 2021 in Tramung commune office together with representatives of the local authorities from the two communes of Traming and Choam Ta Mau to seek their agreement to the proposed design for the construction of the proposed DBST and RC road. The 2nd public consultation meetings were conducted on 22nd March 2022 in both Traming and Choam Ta Mau communes with the local authorities as well as local residents who are living along the roadside to provide detailed information on the design of the proposed DBST and RC road and to describe the identified impacts as well as the Grievance Redress Mechanism (GRM) and the Project Information Booklet (PIB) was distributed to all participants.[5]

5.2 Rapid Environmental and Social Assessment

25. A Rapid Environment and Social Assessment (RESA) has been completed for this subproject.[6] The screening checklist has confirmed a limited number of impacts will arise as a result of the civil work. The most important of these are (i) localized dust from clearing grass and removing soil from the proposed road line; (ii) noise from hauling of the construction materials during construction; (iii) health and safety risks for construction workers when using construction materials; and (iv) public health and safety including managing risk and prevention of CoVID-19 during construction; (v) generation of solid waste, such as used containers and waste from workers; and (vi) traffic congestion during civil works constructions.

26. These impacts are all considered minor because of the relatively small scope of the civil work and the short-term duration of the construction. The road is located in an area of low population density and it is not directly adjacent to housing and sensitive receptors such as pagodas, commune offices, mosques, markets and schools, and one health centre located at the end of the road. The minor impacts can be adequately managed through the application of good construction practices and an effective Grievance Redress Mechanism (GRM).

27. An Environmental and Social Code of Practice (ESCoP) including the risk and prevention of CoVID-19, Health and Safety Plan has been developed to cover these impacts and to advise on the prevention of any unforeseen events. The ESCoP will be included in the bidding and contract documents for the subprojects/lots, to ensuring the awarded contractor understands and be aware of the requirements before a bid is submitted.

28. The PMU together with Environmental and Social Specialists will undertake site visits to ensure that the ESCoP is being followed and any complaints will be followed up and where necessary the GRM will be used to address any subproject related environmental or social issues.

29. As a result of the environmental and social screening assessment, the proposed subproject is anticipated to have minimal adverse environmental impacts that can be mitigated during construction phase and only minor social impacts in respect of five trees that may need to be removed. In the event that these trees are removed the contractor will be responsible for replanting of these trees at a similar location outside of the CoI.

5.3 Climate Risk Screening

30. A Climate Screening Risk Assessment has been completed for all subprojects. In Cambodia, seasonal variability in rainfall patterns is expected to increase, resulting in more intense rainfall during the wet season and extended droughts during the dry season. These trends apply to all subproject sites. Given the timescale for significant climate change, it will not have any significant impact on the subprojects, but it is recommended that all construction should commence before the onset of the rainy season.

31. This subproject has been screened for potential climate risk.[7] The only risks foreseen are the risk of increased flash flooding that may occur as a result of increased and higher intensity rainfall during the wet season. This has been addressed in the DED by the elevation of road in any low ling sections

[5] See Annex 8 for the descriptions of the public consultation meetings, attendance list and photographs and Annex 11 for the PIB.
[6] See Annex 4 for RESA and Annex 5 for the Environmental and Social Impact Analysis (ESIA).
[7] See Annex 6 for Preliminary Climate Risk Screening Checklist

as well as the installation of proper drainage, including the replacement of all pipe culverts to ensure that the impact of any such flooding events are minimized.

5.4 Description of social characteristics of subproject site

32. The road sections that are included under this subproject for upgrading to DBST and RC road are predominantly located within rural areas. The proposed road base-width within these areas ranges from 8.3 meters to 15.5 meters and there will be no impact on any existing structures. A total of five trees will be affected by the civil works but the ownership of only three of these trees has been claimed by one AP and this household have agreed voluntarily to the removal of these trees during the construction. The contractor will be responsible for the replanting these trees at similar locations and outside of the COI.[8] However, the possibility to retain these trees will be negotiated with the contractor during the civil work.

5.5 Land acquisition and resettlement screening

33. The construction of the road will not require the acquisition of any private land since the civil work will be conducted within the official RoW of the road. There will be no requirement for the preparation of a Resettlement Plan (RP) and there will only be some possible minor impacts on five trees and some temporary bamboo fences that have been erected/installed within the official RoW.

5.6 Identification of vulnerable households

34. There are no vulnerable households (female headed households, disabled household heads or ID Poor 1 and 2) impacted by this subproject.

5.7 Inventory of public properties impacted

35. There are no public properties impacted by the road construction and it will be constructed within the existing road alignment and entirely within the RoW for the road.

5.8 Indigenous Peoples

36. The commune authorities have confirmed that there are no indigenous peoples residing within either of these communes.

5.9 Environmental and Social Category

37. This subproject has been placed under Category B for environment and social impacts. There will be some minor temporary environmental impacts during the civil work, there is no land acquisition and social impacts are restricted to the possible removal of five trees and the relocation of some temporary bamboo fences along the roadside. Therefore, the Project ESCoP can be applied.[9] This document describes the mitigation procedures for all perceived potential impacts of the DBST and RC road construction and will be appended to the contract that is awarded and must be adhered to by the contractor. The contractor will be required to prepare a Contractor's Environmental and Social Management Plan (CESMP) and submit monthly reports to the PIU on the level of compliance.

6. GRIEVANCE REDRESS MECHANISM

38. The Project has developed a Grievance Redress Mechanism (GRM) that enables concerns to be promptly resolved, using an understandable process that is culturally appropriate and readily accessible at no cost to all APs as well as workers employed by the contractor for the civil work construction. A grievance can be submitted if any AP(s) believe(s) the subproject is having a detrimental impact on them as a result of land acquisition impacts. For the interests of all parties concerned, the GRM is designed with the objective of solving disputes in the shortest time possible. There are four steps within the GRM corresponding to commune/village, district, provincial and national levels. The GRM is explained to the local authorities and community members during the public consultation meetings and is included in the PIB for each subproject including the contact details for each level.

39. The steps described are summarised below:

a) **Level 1.** The first level of complain resolution, following the traditional methods in Cambodia, involved problem solving at the village/commune level at which a solution can be sought

[8] See Annex 9 for the Certificates of Land/Asset Transfer (CLTF) forms singed by the five APs and Annex 10 for the Inventory of Loss table with a statement of the socio-economic condition of each of these APs.
[9] See Annex 12 for the Environmental and Social Code of Practice and Annex 13 for Environmental and Social Monitoring Plan.

amicably on the spot without the need for lodging a formal complaint. An AP will present their complaints and grievances verbally or in writing to the village chief and/or commune chief. The receiving agent will be obliged to provide immediate written confirmation of receiving the complaint. If after 15 days the aggrieved AP does not hear from the village and commune chief or if he/she is not satisfied with the decision taken in the first stage, the complaint may be brought to the District Governor's Office.

b) **Level 2:** In cases where grievances cannot be resolved through problem solving at the commune/village level, complaints/grievances can be filed with the District Governor's office at the second level. The District Governor's Office will record the grievance and off a solution within 15 days to resolve the complaint to the satisfaction of all concerned. If the complaint cannot be solved at this stage, the District Office will bring the case to the Provincial Resettlement Sub-Committee (PRSC).

c) **Level 3:** The PRSC meets with the aggrieved party and tries to resolve the situation. The Committee may ask for a review of the DMS by the provincial Department of Land Management, Urban Planning, Construction and Cadastral (DLMUPCC). Within 30 days of the submission of the grievance, the PRSC must make a written decision and submit copies to the MRD/PMU and the AP(s).

d) **Level 4:** If the aggrieved AP does not hear from the PRSC or is not satisfied, s/he can bring the case to Provincial Court. This is the final stage for adjudicating complaints. The Court will make a written decision and submit copies to the MRD/PMU, PDRD and the APs. If any party is still unsatisfied with the Provincial Court judgment, he or she can bring the case to a higher-level court.

40. The PRSC comprises of representatives from the relevant provincial authorities and MEF as follows:

- Chair: Provincial Governor, or person appointed by the Provincial Governor
- Vice Chair: Director of Provincial Department of Rural Development
- Member: Director of Provincial Department of MEF
- Member: Chief of Provincial Office of Law and Public Security
- Member: District Governor
- Member: Commune councillors
- Member: One Representative of Local Based Civil Society Organization

41. There are no fees or charges levied on the AP for the lodgement and processing of the complaints under the 1st to 3rd levels. However, as provided for in the Expropriation Law, the aggrieved AP can file a lawsuit at the Provincial/Municipal Courts, as applicable, to seek a resolution. Such actions will be at the cost of the AP. At this stage, there is no involvement of the General Department of Resettlement (GDR) or IRC-WG unless there is a judicial order from the competent courts.

7. ANALYSIS OF ALTERNATIVES

7.1 Summary of all mitigation actions

42. Following the DED and the CoI that was agreed during the public consultations and the demarcation, it has been found that the proposed DBST and RC road will have only minor temporary impacts to a small strip of land on each side of the road during the construction that is within the official RoW and will also require the removal of five trees for the road construction. The confirmed findings for this rural road subproject are as follows

a. Meaningful public consultation meetings have been completed with the local authorities in the communes of Tramung and Choam Ta Mau and with the residents from the five villages along the DBST and RC road line.

b. No residential or privately owned land is affected by the subproject.

c. There are no landless households that will be adversely affected.

d. The RoW for the road is 30.0 metres as confirmed by the Governor of Memot district as well as District Office/Provincial Department of Land Management, Urban Planning, Construction and Cadastral.

e. The DBST and RC road construction will be performed completely within the RoW of the road. There will be temporary use of one meter of land on each side of the road beyond the proposed road base-width for the movement of equipment and materials during the construction, that lies within the agreed CoI, but this is also within the RoW of the road and no impact was foreseen during the subproject site screening.

f. The awarded contractor will not use any other land outside of the agreed CoI.

g. The construction may require the removal of five trees as well as some shrubs and vegetation that are growing along the roadside all of which are within the RoW of the road and the one AP who claimed ownership of three of these trees has agreed voluntarily to their removal if needed.

h. All residents of the five villages will benefit directly from the proposed upgrading.

i. There were no impacts identified on vulnerable households and ID Poor households.

j. There has been no coercion of any households by the design team and this has been verified by the village leaders.

43. During the field visits and the public consultations, it was confirmed by the local authorities and consulted people that there are no IPs residing in these two communes. **The subproject has been classified as category B for environmental and social safeguards according to AIIB classification and the approved ESMPF, RPF and IPPF.**

44. The GRM has been established as described above and it has been explained to the beneficiaries/likely affected person/household who participated during the public consultations. In addition, the PIB which includes the GRM information and its steps, was also distributed to local authorities and all participants. A GRM logbook has been prepared and is available at each commune office for complaint registry and responses if any potential problems may occur during the construction.

7.2 Comparison with no subproject scenario

45. The existing laterite road is badly dilapidated and has been poorly maintained so that during the wet season it renders travel difficult and this impedes the ability of the local residents to travel from their village to the commune centres as well as to the national roads (No.7) and in accessing services such as schools, markets and health facilities. It also creates difficulties for the households who wish to transport agricultural products to the local markets as well as to the national roads that connect them to markets in district centres and the provincial town. It also impedes the activities of buyers/traders who travel to these villages to purchase products from the farming households. If there is no action taken to upgrade the road it will continue to deteriorate especially in the lower lying areas where the rainfall during the wet season can create temporary flash flooding that in turn exacerbates the road condition. The increasing traffic volumes including the use of the road by heavier vehicles also results in more damage to the road with the creation of rutting. During the dry season the road will continue to be difficult to drive on due to the rutting and the dust created by passing vehicles will have increasingly serious impacts on the respiratory health and lives of households residing along the roadside. The construction of the DBST and RC road with appropriate climate risk reduction measures along sections of the road that are low-lying will result in a road that is durable and with good maintenance it will bring lasting benefits to the local residents.

7.3 Discussion of benefits to local community to offset against impacts

46. During the public consultation meetings, the residents have been provided with a clear explanation of the scope of the civil work and the possible temporary impacts that may occur during the construction period. They have agreed that these minor and temporary impacts are of little concern to them if the road can be upgraded since it will bring good benefits to them through ease of travel and transport of goods. They are all aware of the GRM that has been established and the mechanism through which they can voice their complaints if there any other unexpected impacts on their land or assets or from the civil work.

8. CONCLUSIONS AND RECOMMENDATIONS

47. Internal monitoring must be performed regularly during the implementation of the subproject mainly during the construction period. This monitoring will be performed by the PIU supported by the Supervision Engineers and Safeguards Specialist who are part of the Construction Supervision Consultant Team for Rural Roads (SP2). The progress of the civil work will be reported in the Project Quarterly Progress Reports and the semi-annual Safeguard Monitoring Reports that are prepared by the PMU team. In addition, the semi-annual safeguards monitoring report will include the result of the additional public consultation meeting that will be carried out immediately prior to commencement of the civil work.

48. Measures must be taken to avoid disruption of villager's daily lives. The villagers must be informed in advance when works at specific locations are planned and whether some services or access will be temporarily affected. If any damage to private properties occurs during the construction period, the assets replacement-based compensation will be paid as per the national

laws and regulations and AIIB ESP and the Project ESMPF. The awarded contractor must support the GRM process and ensure timely and effective resolution of grievances.

49. The awarded contractor will be responsible for reinstating the land used to access the subproject site during construction to the original condition and SP2 team will monitor the progress and report through safeguard monitoring reports. The SP2 team must ensure that private land, temporally used for access to the sites, is properly restored and returned to the owner without any unnecessary delays. The PIU should closely monitor the construction process and shall ensure that if any impact is caused by contractor/subcontractor during the civil work, this is reinstated by contractor strictly in line with the entitlement matrix in the approved Project RPF at the full replacement cost. The PIU are responsible for updating the status of safeguard compliance in the semi-annual safeguard monitoring reports and will include all the relevant supporting documents (i.e. receipt of payments of any compensation made by contractor, full consultations conducted etc.,).

50. The PIU should ensure that the subproject does not adversely impact any household during the civil work and will require the awarded contractor to provide alternative access to water in case of temporary blockage of canals during construction as needed; and ensure access to their orchard/plantation fields and houses are provided at all times including as temporary alternative measures in consultation with farmers and households who are living nearby.

Annex 1: Socio-economic data

Villages	Population	Male	Female	No. of HH	Ave HH size	No. of vulnerable HH (%)	% non-Khmer
Choam Triek	1,594	791	803	354	4.5	10.16%	0%
Ngeu Thmei	343	168	175	94	3.64	11.70%	0%
Ngeu Thum	1,103	509	594	209	5.27	11.90%	0%
Chrey	759	401	358	175	4.33	12%	0%
Thma Totueng	370	184	186	97	3.81	0%	0%
Total	**4,169**	**2,053**	**2,116**	**929**	**4.48**	**9.15%**	**0%**

Marital status (%)	Couples	Widows	Widowers
Choam Triek	58%	12.7%	0%
Ngeu Thmei	74%	15%	0%
Ngeu Thum	62%	14%	0%
Chrey	59%	15%	0%
Thma Totueng	85.56%	6.18%	8.26%

Education (%)	Illiterate	Literate	Primary	Secondary	High	University
Choam Triek	1%	99%	68%	16%	9%	7%
Ngeu Thmei	19%	81%	70%	20%	8%	2%
Ngeu Thum	12%	88%	71%	18%	9%	2%
Chrey	13%	87%	72%	9%	4%	2%
Thma Totueng	10%	90%	67%	21%	9%	3%
Total	**11%**	**89%**	**69.6%**	**16.8%**	**7.8%**	**3.2%**

Occupation (%)	Farming	Employees	Business	Public sector	Health	Fishing
Choam Triek	88%	3%	3%	5%	1%	0%
Ngeu Thmei	97%	0%	1%	2%	0%	0%
Ngeu Thum	92%	2%	1%	4%	1%	0%
Chrey	94%	2%	1%	3%	0%	0%
Thma Totueng	95.71%	0.54%	0.24%	2.97%	0.54%	0%

Domestic Migration	% of popn.	% of men	% of women	External migration	% of popn.
Choam Triek	13%	6%	7%		1%
Ngeu Thmei	8%	5%	3%		0%
Ngeu Thum	29%	16%	13%		9%
Chrey	10%	5%	5%		0.4%
Thma Totueng	8.6%	5.9%	2.7%		0%

Land Use (ha)	Total area	Land classification (ha)					Community Forest
		Residential	Common	Irrigated	Rain-fed	Crops	
Choam Triek	265	36	11	31	0	187	0
Ngeu Thmei	420	9	7	5	0	399	0
Ngeu Thum	280	15	6	42	0	217	0
Chrey	480	19	12	0	0	449	0
Thma Totueng	217.5	100.6	2.5	0	3	202	0
Total	**1,662.5**	**179.6**	**38.5**	**78**	**3**	**1,454**	**0**

Agriculture activities	Population	No. of HHs	Farming production (%)	Farming without pesticide	Production (ton/ha)	Farm gate price (riel)/kg
Choam Triek	1,594	354	31%	0	2.2	1000
Ngeu Thmei	343	94	5%	0	2.5	1000
Ngeu Thum	1,103	209	42%	0	2.5	1000
Chrey	759	175	-	-	-	-
Thma Totueng	370	97	42%	0	1.5	800
Total	**4,169**	**929**	**30%**	**-**	**2.18**	**950**

Water/Sanitation (%)	Potable water	Boiled/filtered water	Latrine	No latrine
Choam Triek	57%	28%	86%	14%
Ngeu Thmei	54%	10%	59%	41%
Ngeu Thum	24%	7%	97%	3%
Chrey	85%	15%	94%	6%
Thma Totueng	81.6%	5.40%	87.63%	12.37%

Poverty levels (%)	Very poor	Poor	Medium	Better off
Choam Triek	1%	5%	0%	94%
Ngeu Thmei	0%	2.2%	0%	97.8%
Ngeu Thum	1%	2.5%	0%	96.5%
Chrey	0%	9%	0%	91%
Thma Totueng	4.12%	8.24%	74.22%	13.42%

Annex 2: Existing and proposed road widths and trees

Village(s)/ Commune	PK Number	Width of official ROW (m)	Length (m)	Base-width of road (m)		Additional land required for road widening				Other land for temporary use during construction		No. of Trees	Type of Tree
						Total		Outside ROW					
				Existing	Proposed	Width (m)	Area (m^2)	Width (m)	Area (m^2)	Width (m)	Area (m^2)		
Choam Triek / Tramung	PK 0+000 - 0+050		50.0	8.0	10.8	2.8	140.0	-	-	2.0	100.0	0	
	PK 0+050 - 0+100		50.0	8.0	9.8	1.8	90.0	-	-	2.0	100.0	0	
	PK 0+100 - 0+150		50.0	8.0	9.5	1.5	75.0	-	-	2.0	100.0	0	
	PK 0+150 - 0+200		50.0	8.0	12.5	4.5	225.0	-	-	2.0	100.0	0	
	PK 0+200 - 0+250		50.0	8.0	12.7	4.7	235.0	-	-	2.0	100.0	0	
	PK 0+250 - 0+300		50.0	8.0	11.0	3.0	150.0	-	-	2.0	100.0	0	
	PK 0+300 - 0+350		50.0	8.0	9.6	1.6	80.0	-	-	2.0	100.0	0	
	PK 0+350 - 0+400		50.0	8.0	9.9	1.9	95.0	-	-	2.0	100.0	0	
	PK 0+400 - 0+450		50.0	8.0	11.5	3.5	175.0	-	-	2.0	100.0	0	
	PK 0+450 - 0+550		100.0	8.0	12.0	4.0	400.0	-	-	2.0	200.0	0	
	PK 0+550 - 0+600		50.0	8.0	14.7	6.7	335.0	-	-	2.0	100.0	0	
	PK 0+600 - 0+650		50.0	8.0	13.3	5.3	265.0	-	-	2.0	100.0	0	
	PK 0+650 - 0+700		50.0	8.0	12.3	4.3	215.0	-	-	2.0	100.0	0	
	PK 0+700 - 0+750		50.0	8.0	12.4	4.4	220.0	-	-	2.0	100.0	0	
	PK 0+750 - 0+800		50.0	8.0	11.7	3.7	185.0	-	-	2.0	100.0	0	
	PK 0+800 - 0+850		50.0	8.0	11.0	3.0	150.0	-	-	2.0	100.0	0	
	PK 0+850 - 0+900		50.0	8.0	11.3	3.3	165.0	-	-	2.0	100.0	0	
	PK 0+900 - 0+950		50.0	8.0	12.3	4.3	215.0	-	-	2.0	100.0	0	
	PK 0+950 - 1+000		50.0	8.0	10.7	2.7	135.0	-	-	2.0	100.0	0	
	PK 1+000 - 1+050		50.0	8.0	9.9	1.9	95.0	-	-	2.0	100.0	0	
	PK 1+050 - 1+100		50.0	8.0	9.7	1.7	85.0	-	-	2.0	100.0	0	
	PK 1+100 - 1+150		50.0	8.0	11.0	3.0	150.0	-	-	2.0	100.0	0	
	PK 1+150 - 1+200		50.0	8.0	10.7	2.7	135.0	-	-	2.0	100.0	0	
	PK 1+200 - 1+250		50.0	8.0	10.9	2.9	145.0	-	-	2.0	100.0	0	
	PK 1+250 - 1+300		50.0	8.0	11.3	3.3	165.0	-	-	2.0	100.0	0	
	PK 1+300 - 1+350		50.0	8.0	10.7	2.7	135.0	-	-	2.0	100.0	0	
	PK 1+350 - 1+400		50.0	8.0	10.6	2.6	130.0	-	-	2.0	100.0	0	
	PK 1+400 - 1+450		50.0	8.0	11.5	3.5	175.0	-	-	2.0	100.0	0	
	PK 1+450 - 1+500		50.0	8.0	10.6	2.6	130.0	-	-	2.0	100.0	0	
	PK 1+500 - 1+550		50.0	8.0	10.0	2.0	100.0	-	-	2.0	100.0	0	
	PK 1+550 - 1+600		50.0	8.0	10.3	2.3	115.0	-	-	2.0	100.0	0	
	PK 1+600 - 1+650		50.0	8.0	12.0	4.0	200.0	-	-	2.0	100.0	0	
	PK 1+650 - 1+700		50.0	8.0	10.8	2.8	140.0	-	-	2.0	100.0	0	
	PK 1+700 - 1+750		50.0	8.0	10.0	2.0	100.0	-	-	2.0	100.0	0	
	PK 1+750 - 1+800		50.0	8.0	9.3	1.3	65.0	-	-	2.0	100.0	0	
	PK 1+800 - 1+850		50.0	8.0	10.0	2.0	100.0	-	-	2.0	100.0	0	
	PK 1+850 - 1+900		50.0	8.0	10.7	2.7	135.0	-	-	2.0	100.0	0	
	PK 1+900 - 1+950		50.0	8.0	11.0	3.0	150.0	-	-	2.0	100.0	0	
	PK 1+950 - 2+050		100.0	8.0	12.5	4.5	450.0	-	-	2.0	200.0	0	
	PK 2+050 - 2+100		50.0	8.0	11.6	3.6	180.0	-	-	2.0	100.0	0	
	PK 2+100 - 2+150		50.0	8.0	11.0	3.0	150.0	-	-	2.0	100.0	0	
	PK 2+150 - 2+200		50.0	8.0	10.4	2.4	120.0	-	-	2.0	100.0	0	
	PK 2+200 - 2+250		50.0	8.0	9.8	1.8	90.0	-	-	2.0	100.0	0	
	PK 2+250 - 2+300		50.0	8.0	10.3	2.3	115.0	-	-	2.0	100.0	0	
	PK 2+300 - 2+350		50.0	8.0	10.0	2.0	100.0	-	-	2.0	100.0	0	
Ngeu Thum	PK 2+350 - 2+400		50.0	8.0	10.2	2.2	110.0	-	-	2.0	100.0	0	
	PK 2+400 - 2+450		50.0	8.0	11.6	3.6	180.0	-	-	2.0	100.0	0	
	PK 2+450 - 2+500		50.0	8.0	10.6	2.6	130.0	-	-	2.0	100.0	0	
	PK 2+500 - 2+550		50.0	8.0	10.5	2.5	125.0	-	-	2.0	100.0	0	
	PK 2+550 - 2+650	30.0	100.0	8.0	12.6	4.6	460.0	-	-	2.0	200.0	0	
	PK 2+650 - 2+700		50.0	8.0	11.0	3.0	150.0	-	-	2.0	100.0	0	
	PK 2+700 - 2+750		50.0	8.0	11.2	3.2	160.0	-	-	2.0	100.0	0	
	PK 2+750 - 2+800		50.0	8.0	10.5	2.5	125.0	-	-	2.0	100.0	0	
	PK 2+800 - 2+850		50.0	8.0	8.8	0.8	40.0	-	-	2.0	100.0	0	
	PK 2+850 - 2+900		50.0	8.0	8.3	0.3	15.0	-	-	2.0	100.0	0	
	PK 2+900 - 2+950		50.0	8.0	9.6	1.6	80.0	-	-	2.0	100.0	0	
	PK 2+950 - 3+000		50.0	8.0	10.0	2.0	100.0	-	-	2.0	100.0	0	
	PK 3+000 - 3+200		200.0	8.0	11.0	3.0	600.0	-	-	2.0	400.0	0	
	PK 3+200 - 3+250		50.0	8.0	10.3	2.3	115.0	-	-	2.0	100.0	0	
	PK 3+250 - 3+300		50.0	8.0	10.0	2.0	100.0	-	-	2.0	100.0	0	
	PK 3+300 - 3+350		50.0	8.0	9.7	1.7	85.0	-	-	2.0	100.0	0	
	PK 3+350 - 3+400		50.0	8.0	12.0	4.0	200.0	-	-	2.0	100.0	0	
	PK 3+400 - 3+450		50.0	8.0	12.2	4.2	210.0	-	-	2.0	100.0	0	
	PK 3+450 - 3+500		50.0	8.0	15.0	7.0	350.0	-	-	2.0	100.0	0	
	PK 3+500 - 3+550		50.0	8.0	15.5	7.5	375.0	-	-	2.0	100.0	0	
	PK 3+550 - 3+600		50.0	8.0	10.0	2.0	100.0	-	-	2.0	100.0	0	
	PK 3+600 - 3+650		50.0	8.0	10.3	2.3	115.0	-	-	2.0	100.0	0	
	PK 3+650 - 3+700		50.0	8.0	11.5	3.5	175.0	-	-	2.0	100.0	0	
	PK 3+700 - 3+750		50.0	8.0	9.3	1.3	65.0	-	-	2.0	100.0	0	
	PK 3+750 - 3+800		50.0	8.0	10.1	2.1	105.0	-	-	2.0	100.0	0	
	PK 3+800 - 3+850		50.0	8.0	10.5	2.5	125.0	-	-	2.0	100.0	0	
	PK 3+850 - 3+900		50.0	8.0	12.4	4.4	220.0	-	-	2.0	100.0	0	
	PK 3+900 - 3+950		50.0	8.0	11.0	3.0	150.0	-	-	2.0	100.0	0	
	PK 3+950 - 4+000		50.0	8.0	10.5	2.5	125.0	-	-	2.0	100.0	0	
	PK 4+000 - 4+050		50.0	8.0	12.8	4.8	240.0	-	-	2.0	100.0	0	
	PK 4+050 - 4+100		50.0	8.0	14.3	6.3	315.0	-	-	2.0	100.0	0	
	PK 4+100 - 4+150		50.0	8.0	13.5	5.5	275.0	-	-	2.0	100.0	0	
	PK 4+150 - 4+250		100.0	8.0	12.5	4.5	450.0	-	-	2.0	200.0	0	
	PK 4+250 - 4+300		50.0	8.0	10.8	2.8	140.0	-	-	2.0	100.0	0	
	PK 4+300 - 4+350		50.0	8.0	9.7	1.7	85.0	-	-	2.0	100.0	0	
	PK 4+350 - 4+400		50.0	8.0	10.6	2.6	130.0	-	-	2.0	100.0	0	
	PK 4+400 - 4+500		100.0	8.0	10.3	2.3	230.0	-	-	2.0	200.0	0	
	PK 4+500 - 4+550		50.0	8.0	10.1	2.1	105.0	-	-	2.0	100.0	0	
	PK 4+550 - 4+600		50.0	8.0	11.0	3.0	150.0	-	-	2.0	100.0	0	
	PK 4+600 - 4+650		50.0	8.0	10.6	2.6	130.0	-	-	2.0	100.0	0	
	PK 4+650 - 4+700		50.0	8.0	9.3	1.3	65.0	-	-	2.0	100.0	0	
	PK 4+700 - 4+750		50.0	8.0	9.5	1.5	75.0	-	-	2.0	100.0	0	
	PK 4+750 - 4+800		50.0	8.0	10.0	2.0	100.0	-	-	2.0	100.0	0	
	PK 4+800 - 4+850		50.0	8.0	11.0	3.0	150.0	-	-	2.0	100.0	0	
	PK 4+850 - 4+950		100.0	8.0	10.8	2.8	280.0	-	-	2.0	200.0	0	
	PK 4+950 - 5+000		50.0	8.0	11.7	3.7	185.0	-	-	2.0	100.0	0	
	PK 5+000 - 5+050		50.0	8.0	11.3	3.3	165.0	-	-	2.0	100.0	0	
	PK 5+050 - 5+100		50.0	8.0	10.3	2.3	115.0	-	-	2.0	100.0	0	
	PK 5+100 - 5+150		50.0	8.0	11.2	3.2	160.0	-	-	2.0	100.0	0	
	PK 5+150 - 5+200		50.0	8.0	11.3	3.3	165.0	-	-	2.0	100.0	0	
	PK 5+200 - 5+250		50.0	8.0	11.2	3.2	160.0	-	-	2.0	100.0	0	
	PK 5+250 - 5+400		150.0	8.0	10.5	2.5	375.0	-	-	2.0	300.0	0	
	PK 5+400 - 5+500		100.0	8.0	10.7	2.7	270.0	-	-	2.0	200.0	0	
	PK 5+500 - 5+550		50.0	8.0	11.2	3.2	160.0	-	-	2.0	100.0	0	

Annex 2: Existing and proposed road widths and trees (cont.,)

Village(s)/ Commune	PK Number	Width of official ROW (m)	Length (m)	Base-width of road (m)		Additional land required for road widening				Other land for temporary use during construction		No. of Trees	Type of Tree
						Total		Outside ROW					
				Existing	Proposed	Width (m)	Area (m^2)	Width (m)	Area (m^2)	Width (m)	Area (m^2)		
Chrey	PK 5+550 - 5+600	30.0	50.0	8.0	11.6	3.6	180.0	-	-	2.0	100.0	0	
	PK 5+600 - 5+650		50.0	8.0	12.5	4.5	225.0	-	-	2.0	100.0	0	
	PK 5+650 - 5+700		50.0	8.0	12.8	4.8	240.0	-	-	2.0	100.0	0	
	PK 5+700 - 5+750		50.0	8.0	13.0	5.0	250.0	-	-	2.0	100.0	0	
	PK 5+750 - 5+800		50.0	8.0	14.0	6.0	300.0	-	-	2.0	100.0	0	
	PK 5+800 - 5+850		50.0	8.0	13.2	5.2	260.0	-	-	2.0	100.0	0	
	PK 5+850 - 5+900		50.0	8.0	12.9	4.9	245.0	-	-	2.0	100.0	0	
	PK 5+900 - 5+950		50.0	8.0	11.1	3.1	155.0	-	-	2.0	100.0	0	
	PK 5+950 - 6+050		100.0	8.0	12.6	4.6	460.0	-	-	2.0	200.0	0	
	PK 6+050 - 6+100		50.0	8.0	12.0	4.0	200.0	-	-	2.0	100.0	0	
	PK 6+100 - 6+150		50.0	8.0	13.0	5.0	250.0	-	-	2.0	100.0	0	
	PK 6+150 - 6+200		50.0	8.0	11.5	3.5	175.0	-	-	2.0	100.0	0	
	PK 6+200 - 6+250		50.0	8.0	11.3	3.3	165.0	-	-	2.0	100.0	0	
	PK 6+250 - 6+300		50.0	8.0	10.5	2.5	125.0	-	-	2.0	100.0	0	
	PK 6+300 - 6+350		50.0	8.0	11.5	3.5	175.0	-	-	2.0	100.0	0	
	PK 6+350 - 6+400		50.0	8.0	11.6	3.6	180.0	-	-	2.0	100.0	0	
	PK 6+400 - 6+450		50.0	8.0	12.2	4.2	210.0	-	-	2.0	100.0	0	
	PK 6+450 - 6+500		50.0	8.0	10.7	2.7	135.0	-	-	2.0	100.0	0	
	PK 6+500 - 6+550		50.0	8.0	10.4	2.4	120.0	-	-	2.0	100.0	0	
	PK 6+550 - 6+600		50.0	8.0	12.0	4.0	200.0	-	-	2.0	100.0	0	
	PK 6+600 - 6+650		50.0	8.0	10.2	2.2	110.0	-	-	2.0	100.0	0	
	PK 6+650 - 6+700		50.0	8.0	10.4	2.4	120.0	-	-	2.0	100.0	0	
	PK 6+700 - 6+750		50.0	8.0	9.8	1.8	90.0	-	-	2.0	100.0	0	
	PK 6+750 - 6+800		50.0	8.0	10.0	2.0	100.0	-	-	2.0	100.0	0	
	PK 6+800 - 6+850		50.0	8.0	9.7	1.7	85.0	-	-	2.0	100.0	0	
	PK 6+850 - 6+900		50.0	8.0	8.8	0.8	40.0	-	-	2.0	100.0	0	
	PK 6+900 - 7+000		100.0	8.0	11.6	3.6	360.0	-	-	2.0	200.0	0	
	PK 7+000 - 7+050		50.0	8.0	10.3	2.3	115.0	-	-	2.0	100.0	0	
	PK 7+050 - 7+150		100.0	8.0	11.3	3.3	330.0	-	-	2.0	200.0	0	
	PK 7+150 - 7+200		50.0	8.0	9.4	1.4	70.0	-	-	2.0	100.0	0	
	PK 7+200 - 7+250		50.0	8.0	9.8	1.8	90.0	-	-	2.0	100.0	0	
	PK 7+250 - 7+300		50.0	8.0	9.7	1.7	85.0	-	-	2.0	100.0	0	
	PK 7+300 - 7+350		50.0	8.0	9.6	1.6	80.0	-	-	2.0	100.0	0	
	PK 7+350 - 7+400		50.0	8.0	9.0	1.0	50.0	-	-	2.0	100.0	0	
	PK 7+400 - 7+450		50.0	8.0	8.8	0.8	40.0	-	-	2.0	100.0	0	
	PK 7+450 - 7+500		50.0	8.0	9.0	1.0	50.0	-	-	2.0	100.0	0	
	PK 7+500 - 7+550		50.0	8.0	9.2	1.2	60.0	-	-	2.0	100.0	0	
	PK 7+550 - 7+650		100.0	8.0	9.3	1.3	130.0	-	-	2.0	200.0	0	
	PK 7+650 - 7+700		50.0	8.0	11.4	3.4	170.0	-	-	2.0	100.0	0	
	PK 7+700 - 7+750		50.0	8.0	14.7	6.7	335.0	-	-	2.0	100.0	0	
	PK 7+750 - 7+850		100.0	8.0	15.0	7.0	700.0	-	-	2.0	200.0	0	
	PK 7+850 - 7+900		50.0	8.0	12.7	4.7	235.0	-	-	2.0	100.0	0	
	PK 7+900 - 7+950		50.0	8.0	9.9	1.9	95.0	-	-	2.0	100.0	0	
	PK 7+950 - 8+000		50.0	8.0	10.1	2.1	105.0	-	-	2.0	100.0	0	
	PK 8+000 - 8+100		100.0	8.0	9.9	1.9	190.0	-	-	2.0	200.0	0	
	PK 8+100 - 8+150		50.0	8.0	9.7	1.7	85.0	-	-	2.0	100.0	0	
	PK 8+150 - 8+200		50.0	8.0	10.0	2.0	100.0	-	-	2.0	100.0	1	TASEK forest tree
	PK 8+200 - 8+250		50.0	8.0	9.3	1.3	65.0	-	-	2.0	100.0	0	
	PK 8+250 - 8+350		100.0	8.0	10.3	2.3	230.0	-	-	2.0	200.0	1	SNUOL forest tree
Thma Totueng / Choam Ta Mau	PK 8+350 - 8+400		50.0	8.0	9.4	1.4	70.0	-	-	2.0	100.0	0	
	PK 8+400 - 8+550		150.0	8.0	10.0	2.0	300.0	-	-	2.0	300.0	0	
	PK 8+550 - 8+600		50.0	8.0	9.0	1.0	50.0	-	-	2.0	100.0	0	
	PK 8+600 - 8+650		50.0	8.0	12.0	4.0	200.0	-	-	2.0	100.0	0	
	PK 8+650 - 8+700		50.0	8.0	11.8	3.8	190.0	-	-	2.0	100.0	0	
	PK 8+700 - 8+750		50.0	8.0	10.9	2.9	145.0	-	-	2.0	100.0	0	
	PK 8+750 - 8+800		50.0	8.0	9.2	1.2	60.0	-	-	2.0	100.0	0	
	PK 8+800 - 8+850		50.0	8.0	10.0	2.0	100.0	-	-	2.0	100.0	0	
	PK 8+850 - 8+900		50.0	8.0	11.0	3.0	150.0	-	-	2.0	100.0	0	
	PK 8+900 - 8+950		50.0	8.0	9.8	1.8	90.0	-	-	2.0	100.0	0	
	PK 8+950 - 9+000		50.0	8.0	9.0	1.0	50.0	-	-	2.0	100.0	0	
	PK 9+000 - 9+050		50.0	8.0	8.9	0.9	45.0	-	-	2.0	100.0	0	
	PK 9+050 - 9+100		50.0	8.0	9.6	1.6	80.0	-	-	2.0	100.0	0	
	PK 9+100 - 9+150		50.0	8.0	11.0	3.0	150.0	-	-	2.0	100.0	0	
	PK 9+150 - 9+200		50.0	8.0	9.8	1.8	90.0	-	-	2.0	100.0	0	
	PK 9+200 - 9+250		50.0	8.0	10.5	2.5	125.0	-	-	2.0	100.0	0	
	PK 9+250 - 9+300		50.0	8.0	10.8	2.8	140.0	-	-	2.0	100.0	0	
	PK 9+300 - 9+400		100.0	8.0	10.6	2.6	260.0	-	-	2.0	200.0	0	
	PK 9+400 - 9+500		100.0	8.0	9.1	1.1	110.0	-	-	2.0	200.0	0	
	PK 9+500 - 9+600		100.0	8.0	10.2	2.2	220.0	-	-	2.0	200.0	0	
	PK 9+600 - 9+700		100.0	8.0	9.5	1.5	150.0	-	-	2.0	200.0	0	
	PK 9+700 - 9+750		50.0	8.0	9.2	1.2	60.0	-	-	2.0	100.0	0	
	PK 9+750 - 9+800		50.0	8.0	9.9	1.9	95.0	-	-	2.0	100.0	0	
	PK 9+800 - 9+850		50.0	8.0	10.2	2.2	110.0	-	-	2.0	100.0	0	
Thnal Kaeng	PK 9+850 - 9+900		50.0	8.0	10.9	2.9	145.0	-	-	2.0	100.0	0	
	PK 9+900 - 9+950		50.0	8.0	10.8	2.8	140.0	-	-	2.0	100.0	0	
	PK 9+950 - 10+000		50.0	8.0	12.5	4.5	225.0	-	-	2.0	100.0	0	
	PK 10+000 - 10+050		50.0	8.0	10.6	2.6	130.0	-	-	2.0	100.0	0	
	PK 10+050 - 10+100		50.0	8.0	10.9	2.9	145.0	-	-	2.0	100.0	0	
	PK 10+100 - 10+150		50.0	8.0	11.5	3.5	175.0	-	-	2.0	100.0	3	Mak Prang
	PK 10+150 - 10+200		50.0	8.0	11.2	3.2	160.0	-	-	2.0	100.0	0	
	PK 10+200 - 10+278		78.0	8.0	10.4	2.4	187.2	-	-	2.0	156.0	0	
Total land requirement			**Total length (m)**								**10,278.0**	**5**	
			Additional land area required for road widening (m^2)								**29,682.2**		
			Additional land area required for road widening outside of ROW (m^2)								**0.0**		
			Other land area for temporary use during construction (m^2)								**20,556.0**		

Annex 3: Certification of Right of Way

ព្រះរាជាណាចក្រកម្ពុជា
ជាតិ សាសនា ព្រះមហាក្សត្រ

ខេត្តតាកែវ
រដ្ឋបាលស្រុកមេមត់
លេខ.០៦៦/....មម
៣២

ថ្ងៃអង្គារ ១១រោច ខែចែត្រ ឆ្នាំខាល ចត្វាស័ក ព.ស២៥៦៥
មេមត់,ថ្ងៃទី២៦ ខែមេសា ឆ្នាំ២០២២

អភិបាល នៃគណៈអភិបាលស្រុកមេមត់
សូមគោរពជូន
លោកប្រធានអភិវឌ្ឍន៍ជនបទខេត្តតាកែវ

កម្មវត្ថុ :ស្តីពីការជានាអះអាងមិនប៉ះពាល់ដីធ្លី ការសាងសង់ផ្លូវក្រាលកៅស៊ូពីរជាន់(DBST) និងបេតុងសរសែរដែកនៃគម្រោងពង្រឹងសមត្ថភាពផលិតភាពជនបទ(NRRPCP)ក្រសួងអភិវឌ្ឍន៍ជនបទ។

តបតាមកម្មវត្ថុខាងលើ ខ្ញុំសូមជម្រាបជូន **លោកប្រធានមន្ទីរ** និងជាប្រធានអង្គភាពអនុវត្តគម្រោងពង្រឹងសមត្ថភាពផលិតភាពជនបទខេត្តមេត្តាជ្រាបថា ៖ ស្រុកមេមត់ ឃុំត្រមូង និងឃុំជាំតាម៉ៅ ទទួលបានការសាងសង់ផ្លូវក្រាលកៅស៊ូពីរជាន់(DBST) ដែលមានទទឹងសរុប ៧ម៉ែត្រ បណ្តោយ៩,៩៥៣ម៉ែត្រ និងផ្លូវបេតុងសរសែរដែកមានទទឹងសរុប៧ម៉ែត្រ បណ្តោយ៣២៥ម៉ែត្រ នៃគម្រោងពង្រឹងសមត្ថភាពផលិតភាពជនបទ(NRRPCP) របស់ក្រសួងអភិវឌ្ឍន៍ជនបទ ប្រវែងសរុប១០,២៧៨ម៉ែត្រ ភ្ជាប់ពីផ្លូវជាតិលេខ៧ ឆ្លងកាត់ចំនួន៥ភូមិ មាន៖ ភូមិជាំទ្រៀក , ង៉ើធំ , ង៉ើថ្មី , ជ្រៃ , ឃុំត្រមូង ដល់ភូមិថ្មទទឹង ឃុំជាំត្រម៉ៅ ស្រុកមេមត់ ខេត្តតាកែវ។

ដូច្នេះយើងខ្ញុំជាអភិបាល នៃគណៈអភិបាលស្រុក និងក្រុមប្រឹក្សាស្រុក សូមធានាអះអាងថាគម្រោងដែលត្រូវអនុវត្តដូចបានរៀបរាប់ខាងលើ គឺពិតជាស្ថាបនានៅលើផ្លូវសាធារណៈ(ផ្លូវចាស់) ដែលមានទំហំជាក់ស្តែង១០ ម៉ែត្រ សម្រាប់ផ្លូវក្រាលកៅស៊ូពីរជាន់(DBST)នឹងទទឹង ៧ម៉ែត្រ សម្រាប់ផ្លូវបេតុងសរសែរដែក(បេតុងអាមេ)ដែលមិនមានការប្រើប្រាស់ដោយឯកជនណាមួយឡើយ។ ខ្ញុំសូមបញ្ជាក់ថាផ្លូវនេះទុកចំណីផ្លូវ ១៥ម៉ែត្រពីអ័ក្សផ្លូវសរុប ៣០ម៉ែត្រ ដែលកំណត់ដោយការិយាល័យភូមិបាលស្រុក និងមន្ទីរៀបចំដែនដីនគរូបនីយកម្ម សំណង់ និងសុរិយោដីខេត្ត។

អាស្រ័យដូចបានជម្រាបជូនខាងលើ សូម **លោកប្រធានមន្ទីរ** មេត្តាជ្រាបដ៏ខ្ពង់ខ្ពស់។

សូម **លោកប្រធានមន្ទីរ** ទទួលនូវការគោរពរាប់អានអំពីខ្ញុំ។

អភិបាលស្រុក

ស្រេង ណី

KINGDOM OF CAMBODIA

Nation Religion King

Tboung Khmum Province

Memot administration

No. 066/$_{22}^{mm}$ Memot dated: 27 April 2022

Letter of confirmation from Memot District Governor

To Mr. Director of

Tboung Khmum Provincial Department of Rural Development (PDRD)

Subject: Confirmation of non-land acquisitions, land use and other fixed asset along the proposed double bituminous surface treatment (DBST) and reinforced concrete (RC) road of the National Restoration of Rural Productive Capacity Project (NRRPCP) of the Ministry of Rural Development (MRD).

In respond to the subject above, I would like to inform Mr. Director of PDRD and as Provincial Implementing Agency (PIU) Manager that the Memot district, Tramung and Choam Ta Mau communes has received the proposed DBST road line, 7 meters in width and 9,953 meters in length and reinforced concrete 7 meters in width and 325 meters in length of the NRRPCP/MRD, total length is 10,278 meters, connecting from National Road No. 7 to traverse crosses five villages including Choam Triek village, Ngeu Thum village, Ngeu Thmei village, Chrey village in Tramung commune and Thma Totueng village in Choam Ta Mau commune, in Memot district of Tboung Khmum province.

Hence, we are the District Governor and District Councillors deemed confirming that the proposed DBST road line as mentioned above is on the vacant/clear route of existing alignments with the narrow width of 10 meters, and reinforced concrete of 7 meters and none of land uses as well as other fixed assets. The right of way (ROW) is 15 meters from the central line, so total (ROW) is 30 meters, defined by the District Office and Provincial Department of Land Management, Urban Planning, Construction and Cadaster.

As confirmed above, please Mr. Director is highly accepted.

Sincerely yours, Mr. Director of PDRD

District governor

Signed and sealed

SRENG LY

Annex 4: Rapid Environmental and Social Assessment (RESA) Checklist

Environmental and Social Safeguards	Yes	No	Remarks
a. Is the subproject area adjacent to or within any of the following environmentally sensitive areas? - Wetlands, Mangrove, Estuarine	-	√	The proposed road is located along an existing laterite road. It does not pass through any environmentally sensitive areas.
b. Will the subproject cause impairment of historical/cultural areas; disfiguration of landscape or potential loss/damage to physical cultural resources?	-	√	There will be no such impacts.
c. Will the subproject cause disturbance to precious ecology (e.g. sensitive or protected areas)?	-	√	There will be no such impacts.
d. Will the subproject cause alteration of surface water hydrology of waterways, resulting in increased sediment in streams affected by increased soil erosion at the construction site?	-	√	There are no permanent waterways crossing the road.
e. Will the subproject cause deterioration of surface water quality due to silt runoff and sanitary wastes from worker-based camps and chemicals used in construction?	-	√	There are no permanent waterways crossing the road.
f. Will the subproject cause increased air pollution due to the subproject construction and operation?	-	√	Temporary impacts during construction and only minor in nature.
g. Will the subproject cause noise and vibration due to project construction or operation?	-	√	The use of heavy equipment will result in some noise but will occur during daylight hours.
h. Will the subproject have poor sanitation and solid waste disposal in construction camps and work sites, and possible transmission of communicable diseases (such as STI's and HIV/AIDS) from workers to local populations?	-	√	The contractor will be required to ensure that the workers camp is kept clean and sanitary and there will be proper disposal of all domestic waste.
i. Will the subproject create temporary breeding habitats for diseases such as those transmitted by mosquitoes and rodents?	-	√	The contractor will be required to ensure that the workers camp is kept clean and sanitary and there will proposer disposal of domestic waste.
j. Will the subproject result in a large population influx during project construction and operation that causes increased burden on social infrastructure and services (such as water supply and sanitation systems)?	-	√	Not anticipated. The contractor will be required to recruit unskilled labour from surrounding communities and not import labour from other areas.
k. Will the subproject risks and vulnerabilities relate to occupational health and safety due to physical, chemical, biological, and radiological hazards during project construction and operation?	-	√	None of these impacts are anticipated.
l. Will the subproject risks relate to community health and safety due to the transport, storage, and use and/or disposal of materials such as explosives, fuel and other chemicals during construction and operation?	-	√	The subproject will not require the use of explosives and there will be proper arrangements for the storage and spreading of bitumen materials.
m. Will the subproject pose community safety risks due to both accidental and natural causes, especially where the structural elements or components of the project are accessible to members of the affected community or where their failure could result in injury to the community throughout project construction, operation and decommissioning?	-	√	The contractor will be required to ensure that appropriate signage and safety barriers are erected to prevent the risk of accidents.
n. Will the subproject generate solid waste and/or hazardous waste?	-	√	There will be no hazardous waste generated and sold waste will be disposed of properly. .
o. Will the subproject use any chemicals?	-	√	The subproject will require the use of bitumen that will be stored and handled appropriately.

Environmental and Social Safeguards	Yes	No	Remarks
p. Will the subproject generate wastewater during construction or operation?	-	√	No wastewater will be generated by the subproject.
q. Will the subproject risk of landmines/UXO?	-	√	No UXO materials have been reported in the area.
r. Will the subproject risk of CoVID19 pandemic and HIV/AIDS?	-	√	The contractor will be required to ensure adequate that good hygiene practices are maintained in the workers camp and at the work site.
s. Will the subproject be located in a flooded area?	-	√	Not applicable
t. Will the subproject have any adverse impact on the livelihoods of APs through the loss of land or other productive assets.	-	√	Road will be constructed within the existing alignment and will not require any additional land and will have only very minor impacts on five trees.
If the answer to any of the questions in this section is YES, an Environmental Impact Assessment which includes an Environmental Management Plan and an Environmental Monitoring Plan needs to be prepared and attached.			n.a.

Summary of RESA	
Subproject impacts	**Tick only one**
The proposed subproject is likely to have significant adverse environmental impacts that are irreversible, diverse, or unprecedented. These impacts may affect an area larger than the sites or facilities subject to physical works.	
The proposed subproject has some potential adverse environmental impacts but are less adverse. These impacts are site-specific, few if any of them are irreversible, and in most cases mitigation measures can be designed more readily than for category A projects.	
The proposed subproject has minimal or no adverse environmental impacts.	√

Prepared by: SAO Botumroath
Position: Environment Specialist
Signature:
Date: 28th Oct 2021

SEEN AND AGREED BY: Mr. An Syna
Position: Provincial Project Manger
Signature អាន ស៊ីណា
Date: 28th Oct 2021

Annex 5: Environment and Social Impact Analysis (EISA)

	Problem	Severity		Comments & locations on map
Long term environment and social impacts	Increased threats to endangered wild animals known to live in the area	Large impact		No endangered wild animals living in the area.
		Medium impact		
		No/small impact	√	
	Damage to the fisheries resources or fisheries stocks	Large impact		No impact on any freshwater bodies or lakes.
		Medium impact		
		No/small impact	√	
	Damage to the forest (especially in bio-diversity areas)	Large impact		Not located in forested areas.
		Medium impact		
		No/small impact	√	
	Long term damage to agricultural land	Large impact		No impact on agricultural land.
		Medium impact		
		No/small impact	√	
	Erosion caused by changes to alignment or size of streams	Large impact		No risk of increased erosion.
		Medium impact		
		No/small impact	√	
	Erosion caused by removing vegetation	Large impact		Only removal of some shrubs and small trees along the roadside that are growing within the RoW.
		Medium impact		
		No/small impact	√	
	Flooding caused by subproject implementation	Large impact		No risk of flooding.
		Medium impact		
		No/small impact	√	
	Long term impact causing by dust, noise or safety problems	Large impact		Only short term impact during the civil work.
		Medium impact		
		No/small impact	√	
	Damage to the livelihood, living environment or customs of indigenous people.	Large impact		No IPs reside in the area.
		Medium impact		
		No/small impact	√	
	Other long-term problem (describe)	Large impact		None
		Medium impact		
		No/small impact	√	
Short-term Environment and Social Impacts	Damage will be caused by vehicles transporting materials to the site	Medium impact		Access roads will be properly maintained during the period of the civil work.
		No/small impact	√	
	Dust problem during construction	Medium impact		Water will be sprayed during earth works to avoid increased dust.
		No/small impact	√	
	Noise problem during construction	Medium impact		Heavy machinery used only during daylight hours.
		No/small impact	√	
	Contamination of water resources during construction	Medium impact		Proper disposal of solid waste to avoid contamination of water resources.
		No/small impact	√	
	Damage to home gardens and fruit trees	Medium impact		Construction within the existing alignment.
		No/small impact	√	
	Short-term damage to agricultural land	Medium impact		No impact to agricultural land.
		No/small impact	√	
	Damage to domestic water supplies	Medium impact		No threat to domestic water supplies.
		No/small impact	√	
	Other short-term problem (describe)	Medium impact		None
		No/small impact	√	
The construction of the DBST and RC road will bring considerable benefits to the local community in terms of shorter travelling times and easier travel during the wet season. It will also have very favorable environmental benefits in terms of reducing the level of dust pollution. During the civil works there will be opportunities for local employment generation that will target the vulnerable households including returned migrant workers.				

Annex 6: Preliminary Climate Risk Screening Checklist

Screening Questions		Score	Remarks
Location and Design of Project	Is siting and/or routing of the subproject (or its components) likely to be affected by climate conditions including extreme weather related events such as floods, droughts, storms, landslides?	0	Any lower lying road sections will be elevated to reduce the impact of any flooding that does occur during the wet season.
	Would the subproject design (e.g. the clearance for bridges) need to consider any hydro-meteorological parameters (e.g., sea-level, peak river flow, reliable water level, peak wind speed etc.)?	0	Not applicable
Materials and Maintenance	Would weather, current and likely future climate conditions (e.g. prevailing humidity level, temperature contrast between hot summer days and cold winter days, exposure to wind and humidity hydro-meteorological parameters likely affect the selection of subproject inputs over the life of subproject outputs (e.g. construction material)?	0	Not applicable
	Would weather, current and likely future climate conditions, and related extreme events likely affect the maintenance (scheduling and cost) of subproject output(s)?	0	Provision will be made for on-going maintenance of the road through the MRD.
Performance of subproject outputs	Would weather/climate conditions and related extreme events likely affect the performance of the subproject.	0	Not anticipated.

Options for answers and corresponding score are provided below:

Response	Score
Not Likely	0
Likely	1
Very Likely	2

Responses when added that provide a score of zero (0) will be considered low risk subproject. If adding all responses will result to a score of 1–4 and that no score of 2 and 1 were given to any single response, the subproject will be assigned a medium risk category. A total score of 5 or more (which include providing a score of 1 in all responses) or a 2 in any single response will be categorized as high-risk subproject.

Result of Initial Screening: LOW

Other Comments: The upgrading of the existing road to DBST and RC is only 10,278 m and civil work implementation is also short-term and localized.

Prepared by: SAO Botumroath

Position: Environment specialist

Signature:

Date: 28 Oct 2021

SEEN AND AGREED BY: Mr. AN Syna

Position: PIU Manager

Signature អាន សុីណា

Date: 28 Oct 2021

Annex 7: Land acquisition and resettlement screening checklist

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land				
1. Will there be land acquisition?	-	√	-	The road upgrading will be performed within the official RoW and there will be no impacts on private land.
2. Is the site for land acquisition known?	-	-	-	No land acquisition is required.
3. Is the ownership status and current usage of land to be acquired known?	-	-	-	No land acquisition is required.
4. Will easement be utilized within an existing Right of Way (ROW)?	√	-	-	Easement will be only within the confirmed CoI for the road that is inside the official RoW.
5. Will there be loss of shelter and residential land due to land acquisition?	-	√	-	No impact on residential land or shelter.
6. Will there be loss of agricultural and other productive assets due to land acquisition?	-	√	-	No land acquisition is required.
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?	√	-	-	A total of five trees that are growing within the CoI (and the RoW) may need to be removed and will be replaced by contractor.
8. Will there be loss of businesses or enterprises due to land acquisition?	-	√	-	No land acquisition is required.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?	-	√	-	No land acquisition is required.
Involuntary restrictions on land use or on access to legally designated parks and protected areas				
10. Will people lose access to natural resources, communal facilities and services?	-	√	-	There will be no loss of access to natural resources
11. If land use is changed, will it have an adverse impact on social and economic activities?	-	√	-	There will be no changes in land use.
12. Will access to land and resources owned communally or by the state be restricted?	-	√	-	There will no loss of access to land and communally owned resources.
Information on Displaced Persons				
Any estimate of the likely number of persons that will be displaced by the Project? If yes, approximately how many?				[x] No [ ] Yes
Are any of them poor, female-heads of households, or vulnerable to poverty risks?				[x] No [ ] Yes
Are any displaced persons from indigenous or ethnic minority groups?				[x] No [ ] Yes

Land acquisition Impacts	Subproject Eligibility	Next Steps
200 or more persons will experience major impacts defined as (i) being physically displaced from housing, or (ii) losing 10% or more of their productive or income generating assets	Not Eligible	Identify alternative subproject
Less than 200 persons will experience major impacts defined as (i) being physically displaced from housing, or (ii) losing 10% or more of their productive or income generating assets	Eligible	Prepare RP in accordance with the RF
No involuntary resettlement impacts.	**Eligible**	**No RP required**

Prepared by: SAO Botumroath

Position: Safeguards specialist

Signature: 

Date: 28th Oct 2021

SEEN AND AGREED BY: Mr. AN Syna

Position: PIU Manager

Signature អាន ស៊ីណា

Date: 28th Oct 2021

Annex 8: Public consultation meetings

1st public consultation meeting
1. (Local authorities and PMU/PIU teams) at Tramung and Choam Ta Mau communes and with TKM PIU Date: 28/Oct/2021 No of participants: 16 No of women: 1 Meeting chairman: Mr. AN Syna, PIU Manager Facilitator: Mr. SAO Botumroath, PMU ESS
Summary of discussions
Understanding and accepting the subproject: - The PMU Road Engineer provided a description of the proposed DBST and RC road that links Tramung and Choam Ta Mau communes located in Memot district with a total length of 10,278 meters and with a carriageway width of 6 meters and shoulders of one meters on each side and a base-width that ranges from 8.3 meters to 15.5 meters. There is two box culverts that will be retained, six pipe culverts will be retained, one pipe culvert will be replaced. New construction of five access pipe culverts along the road line, U-side drain, both sides with length of 170 meters will be built along the proposed RC road, starting from National Road No. 7. Stone masonry will be built with 338 meters at the end of road line. - The local authorities supported the proposal to construct the DBST and RC road since this will being benefits to the local residents in travelling to the National Road No. 7 and between the villages for going to school and local markets and transporting agricultural products. - They fully supported the proposal to construct the DBST and RC road based on the proposed technical design. The access road from the area where will use to take soil or laterite to construct rural road is identified and agreed by local authorities and project beneficiaries. - It was agreed that the cut-off date would be on the 28 Oct 2021 and the local authorities committed to inform the local residents who are using the land along the roadside that they should not establish any new crops, plant trees or install any structures within the agreed Corridor of Impact after that date until such time as the civil work was completed.
Impact on individual land: - The local authority verified and confirmed that the proposed DBST and RC road is located along the existing laterite road that has an existing base width of 10 meters and the new road will have a base-width ranging from 8.3 meters to 15.5 meters (carriageway & shoulder). The construction of the DBST and RC road will not require any land acquisition along the sides of the road and the official RoW was confirmed as 30 meters. - It was agreed that the Corridor of Impact will include an additional width of one meter on each side of the based width of the road and this land would be used temporarily during the construction period for the movement of equipment and materials.
Subproject management proposed by beneficiaries The local authorities proposed to form with a management committee to support the road operations and maintenance based on the guidelines of the MRD.

1st public consultation meetings - Participant list

គម្រោង ពង្រឹងសមត្ថភាពផលិតភាពជនបទ

National Restoration of Rural Productive Capacity (NRRPC)Project

(under the COVID-19 Crisis Recovery Facility)

បញ្ជីឈ្មោះអ្នកចូលរួមក្នុងការវិភាគផ្នែកបរិស្ថាន

LIST OF PARTICPANTS IN THE ENVIRONMENTAL ANALYSIS

ថ្ងៃទី 28 ខែ 10 ឆ្នាំ២០២១

Date: 28/10/21 [illegible]

ល.រ No	ឈ្មោះ Name	ភូមិ/ស្ថាប័ន Village/Institution	ភេទ Sex	អាយុ Age	មុខងារ/មុខរបរ Occupation	លេខទូរស័ព្ទ Telephone No
1	[illegible]	[illegible]	ប		[illegible]	0886314141
2	[illegible]	[illegible]	ប		[illegible]	071 6667165
3	[illegible]	[illegible]	ប	41	[illegible]	012 332246
4	[illegible]	[illegible]	ប			088 8312507
5	[illegible]	[illegible]	ប		[illegible]	097 7439266
6	[illegible]	PMU/MRD	ប	30	Road Engineer	010 920474
7	[illegible]	PMU/MRD	ស្រី	48	Environment	011628282
8	[illegible]	PMU/MRD	ស្រី		Water Engineer	017 445 770

គម្រោង ពង្រឹងសមត្ថភាពផលិតភាពជនបទ

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LIST OF PARTICPANTS IN THE ENVIRONMENTAL ANALYSIS

ថ្ងៃទី 28 ខែ 10 ឆ្នាំ២០២១

Date: 28/10/21 [illegible]

ល.រ No	ឈ្មោះ Name	ភូមិ/ស្ថាប័ន Village/Institution	ភេទ Sex	អាយុ Age	មុខងារ/មុខរបរ Occupation	លេខទូរស័ព្ទ Telephone No
1	[illegible]	[illegible]	ប	64	[illegible]	0883699983?
2	[illegible]	"	ស	62	[illegible]	0884959281?
3	[illegible]	"	ប	37	[illegible]	017912025
4	[illegible]	PMU/MRD	ប	30	Road Engineer	010 92 04 74
5	[illegible]	PMU/MRD	ស្រី	48	Environment	011628282
6	[illegible]	PMU/MRD	ស្រី		Water Engineer	017 445 770

គម្រោង ពង្រឹងសមត្ថភាពផលិតភាពជនបទ

National Restoration of Rural Productive Capacity (NRRPC)Project

(under the COVID-19 Crisis Recovery Facility)

បញ្ជីឈ្មោះអ្នកចូលរួមក្នុងការវិភាគផ្នែកបរិស្ថាន

LIST OF PARTICPANTS IN THE ENVIRONMENTAL ANALYSIS

ថ្ងៃទី 27 ខែ [illegible] ឆ្នាំ២០២១, [illegible]

Date: 27/10/2021, Thoung Khmum/PIU

ល.រ No	ឈ្មោះ Name	ភូមិ/ស្ថាប័ន Village/Institution	ភេទ Sex	អាយុ Age	មុខងារ/មុខរបរ Occupation	លេខទូរស័ព្ទ Telephone No
1	[illegible]	[illegible] TBK	M	67	[illegible]	012938206
2	[illegible]	—	M	30	[illegible]	011737379
3	[illegible]	—	M	34	[illegible]	099 646969
4	[illegible]	MRD	M		Water management unit	012255575?
5	[illegible]	PMU/MRD	M	48	Safeguards	011628282
6	[illegible]	PMU/MRD	M		Water Engineer	017 445 770
7	[illegible]	PMU/MRD	M	30	Road Engineer	010 920474
8	[illegible]	[illegible]	M		[illegible]	012205050

1st public consultation meetings - Photos

2nd public consultation meeting
1. Tramung and Choam Ta Mau communes Date: 22 March 2022 No of participants: 54 No of women: 11 Meeting chairman: Mr. Vinh Ny, Mr. Pao Phou Commune Chiefs Facilitator: Ms. Cheng Marady and Mr. SAO Botumroath, NRRPCP Environmental Safeguards Specialist
Summary of discussions
Understanding and accepting the subproject: - The Commune Chiefs provided background information on the proposed road upgrading to DBST and RC road linking the communes of Tramung and Choam Ta Mau communes and explained that this will be funded through a loan from the AIIB to the Government of the Kingdom of Cambodia and will be managed by the MRD. - The local authorities and Project beneficiaries understood clearly the proposed technical design of the proposed of DBST and RC road subproject with 10,278 meters a width that ranges from 8.3 meters to 15.5 meters 1:2 side slope with two box culverts that will be retained, six pipe culverts will be retained, one pipe culvert will be replaced. New construction of five access pipe culverts along the road line, U-side drain, both sides with length of 170 meters will be built along the proposed RC road, starting from National Road No. 7. Stone masonry will be built with 338 meters at the end of road line - All participants agreed that the subproject will provide benefits to them for travelling from home to school, going from agricultural farming to home and bringing agro-industrial production from plantation/orchard to home or to the market. - The Project Information Booklet (PIB) was circulated to all participants and there was an explanation of the GRM and the contact persons.
Impact on individual land: - The local authority and the project beneficiaries verified and confirmed that the proposed location for the subproject site is appropriate because it is located on the alignment of the existing rural road with 10 to 15 meters' base-width and that this is greater than the existing 8.3 meters' base-width. - They confirmed that the road construction will not require any acquisition of private land on either side of the road. - The villagers who are using the lands along the existing road confirmed that the DBST and RC road will be constructed within the road Right of Way (RoW), and there will be no impact to any private property, but some shrubs may need to be removed. - They expect to have a good road to be used for local transportation such as local transportation, children go to school, pregnant woman goes to health center and brining local production to the market.
Field validation: - The local authorities together with the project beneficiaries visited the subproject site for the DBST and RC road at the meeting location in Tramung and Choam Ta Mau communes and they agreed that it is located within the existing road alignment and it will not have any negative impacts on the environment and homesteads. They also observed that there will be some minor temporary impacts within the RoW during the construction but there will be no land acquisition required. - The public consultations also discuss with the local authorities and reminded the villagers of the cut-off date that had been set during the 1st public consultation meeting on 28 Oct 2021 and that no new crops should be planted or other assets constructed within the CoI prior to the commencement of the civil work. All villagers consented to this during the consultation meeting. - They also confirmed that there are no IPs residing in either of these communes. - It was confirmed that the existing laterite road is in poor condition and is difficult to travel during the wet season and creates a lot of dust during the dry season which adversely affects their respiratory health. - They agreed that there may be some minor temporary impacts during the construction but they expected to have the improved road.
Regulations for the subproject - Based on the discussion during the meeting, the local authorities and project beneficiaries agreed that they expected the MRD to ensure that there was a continuing maintenance program for the road to ensure that it remains in good condition for long term use. - At the end of the consultation meeting (the same day), the local authorities and Project beneficiaries agreed with the identified subproject and they wished to have and use the proposed subproject as soon as possible**.** - Since there will have been a long interval between the 1st public consultation meeting and the award of the contract it was proposed that there will be a further public consultation meeting conducted with the beneficiaries prior to the start of the civil work to ensure that there is a clear understanding of the GRM.

2nd Public consultation meeting - Participant lists

ព្រះរាជាណាចក្រកម្ពុជា
ជាតិ សាសនា ព្រះមហាក្សត្រ

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ក្រសួងអភិវឌ្ឍន៍ជនបទ
គម្រោងពង្រឹងសមត្ថភាពផលិតភាពជនបទ

បញ្ជីឈ្មោះ អ្នកចូលរួម/List of participants

"វគ្គបណ្តុះបណ្តាល/តំរង់ទិស/ការប្រជុំជាសាធារណៈ ខេត្តត្បូងឃ្មុំ"

Training/orientation/public meeting on Safeguards issues.

ទីកន្លែង/Venue [illegible] កាលបរិច្ឆេទ/Date 22.03.22

លរ (No)	នាម គោត្តនាម (Name)	ភេទ (Sex)	អាយុ (Age)	តួនាទី (Position)	ហត្ថលេខា (Signature) ព្រឹក	ហត្ថលេខា (Signature) ល្ងាច	លេខទូរសព្ទ Phone number	ស្ថាប័ន/ភូមិឃុំ Institution/village/comm
1.	[illegible]	ប	52			[signature]		
2.	[illegible]	ប	62			[signature]		
3.	[illegible]	ប	55			[signature]		
4.	[illegible]	ស	37			[signature]		
5.	[illegible]	ស	67			[signature]		
6.	[illegible]	ប	33			[signature]		
7.	[illegible]	ស	33			[signature]		
8.	[illegible]	ស	[illegible]			[signature]		
9.	[illegible]	ប	40			[signature]		
10.	[illegible]	ស	28			[signature]		
11	[illegible]	ប	58			[signature]		
12.	[illegible]	ប	60			[signature]		
13.	[illegible]	ប	42			[signature]		
14.	[illegible]	ប	18			[signature]		
15.	[illegible]	ស	60			[signature]		
16.	[illegible]	ស	42			[signature]		

ព្រះរាជាណាចក្រកម្ពុជា
ជាតិ សាសនា ព្រះមហាក្សត្រ

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បញ្ជីឈ្មោះ អ្នកចូលរួម/List of participants

"វគ្គបណ្តុះបណ្តាល/តំរង់ទិស/ការប្រជុំជាសាធារណៈ ខេត្តត្បូងឃ្មុំ"

Training/orientation/public meeting on Safeguards issues.

ទីកន្លែង/Venue [illegible] កាលបរិច្ឆេទ/Date 22.03.22

លរ (No)	នាម គោត្តនាម (Name)	ភេទ (Sex)	អាយុ (Age)	តួនាទី (Position)	ហត្ថលេខា (Signature) ព្រឹក	ហត្ថលេខា (Signature) ល្ងាច	លេខទូរសព្ទ Phone number	ស្ថាប័ន/ភូមិឃុំ Institution/village/comm
17.	[illegible]	ប	52	[illegible]		[signature]	090255666	[illegible]
18.	[illegible]	ប	75	—‖—		[signature]	092679184	[illegible]
19.	[illegible]	ប	62	—‖—		[signature]	0975553661	[illegible]
20.	[illegible]	ប	65	[illegible]		[signature]		—‖—
21.	[illegible]	ប	73	—‖—		[signature]		—‖—
22.	[illegible]	ប	56	—‖—		[signature]		—‖—
23.	[illegible]	ប	23	—‖—		[signature]		[illegible]
24.	[illegible]	ស	63	[illegible]		[signature]	0883070784	[illegible]
25.	[illegible]	ប	30	PIU		[signature]	011233579	PDRD TBK
26.	[illegible]	ប	49	PIU		[signature]	[illegible]	PDRDTBK
27.	[illegible]	ប	34	PIU		[signature]	099646969	PDRDTBK
28.	[illegible]	ប	37	[illegible]		[signature]	071717839	[illegible]
29	[illegible]	ប	49	[illegible]		[signature]	011624282	NRRPCP

ព្រះរាជាណាចក្រកម្ពុជា
ជាតិ សាសនា ព្រះមហាក្សត្រ

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បញ្ជីឈ្មោះ អ្នកចូលរួម/List of participants

"វគ្គបណ្តុះបណ្តាល/តំរង់ទិស/ការប្រជុំជាសាធារណៈ ខេត្តត្បូងឃ្មុំ"

Training/orientation/public meeting on Safeguards issues.

ទីកន្លែង/Venue [illegible] កាលបរិច្ឆេទ/Date 22.03.22

លរ (No)	នាម គោត្តនាម (Name)	ភេទ (Sex)	អាយុ (Age)	តួនាទី (Position)	ហត្ថលេខា (Signature) ព្រឹក	ហត្ថលេខា (Signature) ល្ងាច	លេខទូរសព្ទ Phone number	ស្ថាប័ន/ភូមិឃុំ Institution/village/comm
1.	[illegible]	ប		[illegible]		[signature]	[illegible]	
2.	[illegible]	ប		[illegible]		[signature]	[illegible]	
3.	[illegible]	ប		[illegible]		[signature]		
4.	[illegible]	ប		[illegible]		[signature]		
5.	[illegible]	ប		[illegible]		[signature]		
6.	[illegible]	ប		[illegible]		[signature]		
7.	[illegible]	ប		[illegible]		[signature]		
8.	[illegible]	ប		[illegible]		[signature]		
9.	[illegible]	ប		[illegible]		[signature]		
10.	[illegible]	ប		[illegible]		[signature]		
11.	[illegible]	ប		[illegible]		[signature]		
12.	[illegible]	ប		[illegible]		[signature]		
12.	[illegible]	ស		[illegible]		[signature]		
13.	[illegible]	ប		[illegible]		[signature]		
14.	[illegible]	ប		[illegible]		[signature]		
15.	[illegible]	ប		[illegible]		[signature]		
16.	[illegible]	ប		[illegible]		[signature]		
17	[illegible]	ប		[illegible]		[signature]		
18	[illegible]	ប		[illegible]		[signature]		
19	[illegible]	ប	45	[illegible]		[signature]		
20	[illegible]	ស		—‖—		[signature]		
21	[illegible]	ប		—‖—		[signature]		
22	[illegible]	ប		—‖—		[signature]		
23	[illegible]	ស		—‖—		[signature]		
24	[illegible]	ប		—‖—		[signature]		
25	[illegible]	ប	49	[illegible]		[signature]		

2nd Public consultation meeting - Photos

Annex 9: Certificates of Land/Asset Transfer for APs

Kingdom of Cambodia
Nation Religion King

CLTF for Affected Property for NRRPCP

We, the donators:

Name _____ Gender _____ Age _____ Occupation _____

Spouse _____ Gender _____ Age _____ Occupation _____

Village _____ Commune _____District _____ Province _____

We confirm that, we voluntarily donate _____ located in Village name _____

Commune/Sangkat _____ District/municipality _____ Province _____

For the NRRPCP subproject

_____

We confirm that the _____ is donated voluntarily for the construction of _____ for public use and we do not request for any compensation over the losses of the land use and fix assets/property under this Project.

Type of Property	Land sizes (m²)	Number of Trees	Other structures

Therefore, we hereby signed this certification as the proof of our decision.

Witnesses No.1:_____ Head of household _____
Name and thumb print Name and thumb print

Witnesses No.2:_____ Spouse _____
Name and thumb print Name and thumb print

Witnesses No.3:_____
Name and thumb print

Date: _____ day_____ month _____ year Date: _____day_____month_____year

Seen and Agreed, Chief of village

_____
Name and thumb print

Seen and Agreed, Chief of Commune

_____
Name and thumb print

ព្រះរាជាណាចក្រកម្ពុជា
Kingdom of Cambodia
ជាតិ សាសនា ព្រះមហាក្សត្រ
Nation Religion King

AIIB ASIAN INFRASTRUCTURE INVESTMENT BANK

កិច្ចសន្យាបរិច្ចាគ/ប្រគល់សិទ្ធិឲ្យ/អនុញ្ញាតិឲ្យ/ផ្តល់ឲ្យ ទ្រព្យសម្បត្តិរឹងដែលប៉ះពាល់ជូនដល់គម្រោងពង្រឹងសមត្ថភាពផលិតភាពជនបទ

(The Donation/Relinquishing/Permitting/Contributing Form for Affected Fixed Assets for NRRPCP)

យើងខ្ញុំជាអ្នកបរិច្ចាគ/ប្រគល់សិទ្ធិឲ្យ/អនុញ្ញាតិឲ្យ/ផ្តល់ឲ្យ We, the donors/relinquishing persons/permitted/contributors:

ឈ្មោះ/Name ________ ភេទ/Sex ____ អាយុ/Age 58 សញ្ជាតិ/Nationality ____ មុខរបរ /Occupation ________

ប្រពន្ធ/ប្តីឈ្មោះ/spouse ________ ភេទ/Sex ____ អាយុ/Age 54 សញ្ជាតិ/Nationality ____ មុខរបរ /Occupation ________

ទីលំនៅភូមិ/Village ________ ឃុំ-សង្កាត់/Commune ________ ស្រុក-ក្រុង/District ________ ខេត្ត/Province ________

សូមបញ្ជាក់ថា យើងខ្ញុំស្ម័គ្រចិត្តបរិច្ចាគ/ប្រគល់សិទ្ធិឲ្យ/អនុញ្ញាតិឲ្យ/ផ្តល់ឲ្យ HRD ដែលមានទីតាំងនៅភូមិ ________
We confirm that, we voluntarily donated/relinquished/permitted/contributed ________ Located in Village name ________

ឃុំ-សង្កាត់/Commune/Sangkat ________ ស្រុក-ក្រុង/District/municipality ________ ខេត្ត/Province ________

ដើម្បីផ្តល់ជូនសម្រាប់គម្រោងពង្រឹងសមត្ថភាពផលិតភាពជនបទ/For the NRRPCP ________
យើងខ្ញុំសូមសន្យាថានឹងមិនទាមទារសំណងណាមួយនៃការបាត់បង់ដូចជា (ដីធ្លី ដើមឈើ និងការបាត់បង់ទ្រព្យសម្បត្តិផ្សេងៗទៀត)។ យើងខ្ញុំសូមបរិច្ចាគ ប្រគល់សិទ្ធិឲ្យ/អនុញ្ញាតិឲ្យ/ផ្តល់ឲ្យនូវទ្រព្យសម្បត្តិ ទាំងនេះដោយស្ម័គ្រចិត្ត សម្រាប់ការប្រើប្រាស់ជាប្រយោជន៍សាធារណៈនិងសហគមន៍។
We confirmed that the 3 MAK P. is donated/relinquished/permitted/contributed voluntarily for the construction of Road DBST for public uses and we do not request for any compensation over the losses of the land use and fixed assets under this NRRPCP Project/subproject.

ប្រភេទនៃការបរិច្ចាគ/ការទទួលបាន Type of fixed assets	ដីធ្លី ទំហំ (ម² -ម៉ែត្រខ្សែ) Land sizes m²/lm	ចំនួនដើមឈើ Number of Trees	បេនាសម្ព័ន្ធផ្សេងៗ Other Infrastructure
[illegible]	–	3 [illegible]	[illegible]

យើងខ្ញុំសូមបញ្ជាក់ថា ប្រសិនបើថ្ងៃក្រោយមានការកែប្រែដោយប្រការណាមួយយើងខ្ញុំ សូមទទួលខុសត្រូវទាំងស្រុងចំពោះមុខច្បាប់ជាធរមាន ដើម្បីទុកជាភស្តុតាង និងសក្ខីភាព យើងខ្ញុំសូមផ្តិតមេដៃដើម្បីបញ្ជាក់ ។
Therefore, we hereby thumb prints this certification as the proof of our final decision.

សាក្សីទី១/ Witnesses No.1: ________
(ឈ្មោះ និងស្នាមមេដៃ) Name and thumb print

Witnesses ទី២/No.2: ________
(ឈ្មោះ និងស្នាមមេដៃ) Name and thumb print

Witnesses ទី៣/No.3: ________
(ឈ្មោះ និងស្នាមមេដៃ) Name and thumb print

ម្ចាស់កម្មសិទ្ធិ/Owner ________
(ឈ្មោះ និងស្នាមមេដៃ) Name and thumb prints

មេគ្រួសារ/Head of Household

ប្តី/ប្រពន្ធ/spouse ________
(ឈ្មោះ និងស្នាមមេដៃ) Name and thumb prints

Date/ថ្ងៃទី 28 ខែ ________ ឆ្នាំ២០២១
បានឃើញ និង ឯកភាព/Seen and Agreed
មេភូមិ Chief of Village

Date/ថ្ងៃទី 28 ខែ 10 ឆ្នាំ២០21
បានឃើញ និង ឯកភាព/Seen and Agreed
មេឃុំChief of Commune/Sangkat

ជុំ_ឃួន

Annex 10: Inventory of Loss (IoL)

No.	AH Rep.	Sex	Age	FHHHs (Y/N)	ID Poor (Y/N)	Disability (Y/N)	Members		Monthly expenditure (KHR)		Total productive Lands (m^2)		Affected Assets Identified						Affected land (%)	Payment to AHs (KHR)						Occupation	
													Land within ROW (m^2)		Land outsite of ROW (m^2)	No. of trees	Type of tree	Length of fence (lm)		Allowances to be paid to AHs							
							Total	Working	Total	Per person	Land along road	Other land	Residence	Agriculture						Compensation for land outside of ROW	To vulnerable households	Crop production	Trees	Fence	Total	Primary	Other
Vulnerable households																											
	None																										
Other AHs																											
1	Mr. Phorng Thy	M	58	N	N	N	4	3	900,000	225,000	1,250	23,000	0	0	0	3	Mak Prang	0	0							**Farming**	**Employee**
	Total		**0**	**0**	**0**	**0**					**1,250**	**23,000**	**0**	**0**	**0**	**3**						-	-		-		

Notes:

1 Valuation of lost crop prodution calculated on assumption of paddy yield of 3 tons/hectare and selling price of KHR 884 per kg.

2 Valuation of trees lost is stated in the agreement to land donation forms.

3 Valuation of fencing lost is based upon KHR 10,000 per meter of fence line.

Annex 11: Project Information Booklet

ASIAN INFRASTRUCTURE INVESTMENT BANK

គម្រោង ពង្រឹងសមត្ថភាពផលិតភាពជនបទ

(ក្រោមសម្ភារូបន្លែស្តារបិត្តិកូវីដ១៩)

National Restoration of Rural Productive Capacity (NRRPC) Project

(Under the CoVID-19 Crisis Recovery Facility)

ផ្តល់ហិរញ្ញប្បទានដោយរាជរដ្ឋាភិបាលកម្ពុជាតាមរយៈ ធនាគារអភិវឌ្ឍហេដ្ឋារចនាសម្ព័ន្ធអាស៊ី(កម្ចីលេខL0446A)

Financed by the Government of the Kingdom of Cambodia through AIIB, Loan L0446A

ស្ថាប័នប្រតិបត្តិគម្រោង ក្រសួងអភិវឌ្ឍន៍ជនបទ

Executing Agency: Ministry of Rural Development (MRD)

ក.សាវតារគម្រោង

រាជរដ្ឋាភិបាលកម្ពុជាបានទទួលកម្ចីពីធនាគារអភិវឌ្ឍហេដ្ឋារចនាសម្ព័ន្ធអាស៊ីជាហិរញ្ញប្បទាននៃគម្រោងពង្រឹងសមត្ថភាពផលិតភាពជនបទ។ គម្រោងនេះត្រូវបានកំណត់ជាអាទិភាពចម្បងរបស់រាជរដ្ឋាភិបាលដើម្បីឆ្លើយតបទៅនឹងជំងឺកូវីដ-១៩ ហើយជាផ្នែកមួយនៃកម្មវិធីហេដ្ឋារចនាសម្ព័ន្ធជនបទ របស់ធនាគារ AIIB សម្រាប់ផ្តល់ហិរញ្ញប្បទានក្នុងការឆ្លើយតបទៅនឹងកូវីដ-១៩។ ក្រសួងអភិវឌ្ឍន៍ជនបទជាស្ថាប័នប្រតិបត្តិគម្រោង ជាអ្នកទទួលខុសត្រូវ ដូចជា សម្របសម្រួលគម្រោង រៀបចំផែនការ គ្រប់គ្រងហិរញ្ញវត្ថុ ធ្វើលទ្ធកម្ម ពិនិត្យតាមដាន និងវាយតម្លៃ។ រយៈពេលនៃការអនុវត្តគម្រោង ចាប់ពីខែកុម្ភៈឆ្នាំ2021 ដល់ខែមិថុនា 2024។

A. Project Background: The Government of the Kingdom of Cambodia (RGC) has received a loan from Asian Infrastructure Investment Bank (AIIB) in the form of a loan to assist in financing the National Restoration of Rural Productive Capacity Project (NRRPCP). This project has been identified as an immediate priority of The Government of the Kingdom of Cambodia (RGC) CoVID-19 response and is a part of the proposed comprehensive rural infrastructure program to be funded under the AIIB CoVID-19 Crisis Response Facility to strengthen the RGC financial resources that have been impacted by the pandemic. The Executing Agency (EA) for NRRPCP is the Ministry of Rural Development (MRD) and is responsible for overall project coordination, planning, financial management, procurement and monitoring and evaluation (M&E). The Project implementation period is from February 2021 to June 2024.

ក.១. ផ្នែកហេដ្ឋារចនាសម្ព័ន្ធផ្លូវជនបទ

មានចំនួនទឹកប្រាក់ ៥៦.២លានដុល្លារ ក្នុងនោះកម្ចីពីធនាគារ AIIB ចំនួន ៤៩.៦លានដុល្លារ។ ផ្នែកហេដ្ឋារចនាសម្ព័ន្ធផ្លូវជនបទរួមមាន៖ ការកែលំអរផ្លូវតាមលំនាំចាស់ដែលមានប្រវែង ២៣៥គ.ម សំណង់ស្ពានចាស់ ប្រព័ន្ធបង្ហូរទឹកដែលទ្រុឌទ្រោម និងកែលំអរដើម្បីឲ្យកាន់តែងាយស្រួលក្នុងការធ្វើដំណើរទៅផ្សារ សាលារៀន មណ្ឌលសុខភាព និងស្របតាមគោលនយោបាយនៃការអភិវឌ្ឍប្រកបដោយចីរភាពដោយបង្ហឹតតំបន់ជនបទនឹងទីប្រជុំជន នៅតាមរាជធានី-ខេត្ត ព្រមទាំងបន្សាំទៅនឹងបម្រែបម្រួលអាកាសធាតុ។ មានការកែលំអរដោយប្រើបច្ចេកទេសប្បីដូចជាការដាំរុក្ខជាតិបៃតង តាមដម្រាលផ្លូវ រួមផ្សំជាមួយនឹងការប្រើសម្ភារៈក្នុងមូលដ្ឋានដើម្បីផ្តល់សុវត្ថិភាពជូនដល់អ្នកថ្មើជើង និងអ្នកជិះកង់ ព្រមទាំងលើកកម្ពស់សុវត្ថិភាពផ្លូវជនបទ។

Sub-Component A1- Rural Road Infrastructure (USD 56.20 million, of which AIIB financing: USD 49.60 million): This will include: (i) upgrading and climate proofing of about 235 kilometers of existing rural roads; (ii) adaptation of unstable bridges and collapsed drainage systems to improve access to markets, schools and health centers and sustain urban-rural linkages within the provinces as well as with the national capital and increase climate resilience; and (iii) greening of the embankments using bioengineered solutions and indigenous materials to accommodate safe walking and cycling and promote rural roads' safety

ក.២ ផ្នែកទឹកស្អាត សំអាត និងអនាម័យជនបទ

មានចំនួនទឹកប្រាក់ ៧.៣លានដុល្លារ ក្នុងនោះកម្ចីពីធនាគារ AIIB ចំនួន ៦.៤លានដុល្លារ។ ផ្នែកទឹកស្អាត និងអនាម័យជនបទរួមមាន៖ ការស្តារស្រះសហគមន៍ចំនួន ៧៥ ដោយប្រើបច្ចេកទេសសមស្របសម្រាប់ធ្វើជម្រាលស្រះទឹកឡើងវិញ។ ស្រះសហគមន៍ដែលត្រូវសាងសង់ថ្មីចំនួន ៧៥រួមទាំងផ្តល់ជូននូវរិក្ខាទឹកស្អាត ការសំអាត និងអនាម័យ។ គូរផែនទីដើម្បីកំណត់ទីតាំងប្រើប្រាស់ទឹកស្អាតក្នុងភូមិ ដែលមានចម្ងាយពី ២៥០ម៉ែត្រ ទៅ ៣៥០មែត្រ ដើម្បីសម្រាលបន្ទុកដល់ស្ត្រី និងកុមារ។ ជាពិសេស ដើម្បីលើកកម្ពស់ទឹកស្អាត ការសំអាត និងអនាម័យ យើងក៏មានការផ្សព្វផ្សាយនូវវិធានការការពារជំងឺកូវីត-១៩ តាមរយៈការលាងសម្អាតដៃឲ្យបានស្អាតល្អ ជូនដល់ជនងាយរងគ្រោះនៅតំបន់ជនបទ ព្រមទាំងកៀងគរប្រជាពលរដ្ឋក្នុងសហគមន៍ឲ្យយល់ដឹងពីដំណើរការនៃការថែទាំ និងការប្រើប្រាស់ ទឹកស្អាត ការសំអាត និងអនាម័យដែលជាផ្នែកមួយនៃការទប់ស្កាត់នៃការរីករាលដាលនៃជំងឺកូវីដ-១៩ ជាបន្ទាន់។

Sub-Component A2 - Water Sanitation and Hygiene (USD 7.30 million of which AIIB financing: USD 6.40 million): This will include: (i) Restoring and climate proofing of about 75 community ponds with a strengthening of the embankments using bioengineered solutions; (ii) construction of 75 new community ponds and associated WASH facilities; (iii) mapping of safe water access points in the village within a 250 to 350 meters range from each house to reduce water duties allocated to women and children; (iv) promoting sanitation and hygiene, especially hand-washing practices to deliver basic CoVID-19 prevention measures to the vulnerable groups of the rural population; and (v) community mobilization for the design, operations and maintenance and raising community awareness on safe water use, sanitation and hygiene improvements as part of CoVID-19 primary emergency response

ខ.យន្តការដោះស្រាយបណ្តឹង

យន្តការដោះស្រាយបណ្តឹងត្រូវបានបង្កើតតាមខេត្តនីមួយៗ ដើម្បីដោះស្រាយបណ្តឹងតវ៉ាស្របតាមគោលនយោបាយកិច្ចការពារសុវត្ថិភាពបរិស្ថាននិងសង្គមរបស់ធនាគារអភិវឌ្ឍហេដ្ឋារចនាសម្ព័ន្ធអាស៊ី។ ប្រជាពលរដ្ឋក្នុងសហគមន៍ អាចចូលមើលយន្តការដោះស្រាយបណ្តឹង និងបង្ហាញជាកង្វល់នៃផលប៉ះពាល់នានាបានតួយ៉ាងក្រុមជនងាយរងគ្រោះ ដែលមានស្ត្រី និងយុវជនជាដើម។ ក្នុងនោះ ការទទួលពាក្យបណ្តឹងអាចធ្វើបានតាមរយៈការដួបផ្ទាល់ ការធ្វើលិខិតជាលាយលក្ខណ៍អក្សរនិងតាមរយៈទូរស័ព្ទឬអ៊ីម៉ែល។ នីតិវិធីបណ្តឹងតវ៉ា នឹងស្រាយបំភ្លឺឲ្យបានកាន់តែច្បាស់នៅក្នុងក្របខណ្ឌផែនការ គ្រប់គ្រងបរិស្ថាននិងសង្គមដែលមាន ៤ ដំណាក់កាលដូចជា៖

B. Grievance Redress Mechanism: A GRM has been established in each province in compliance with the AIIB ESS and as required in the Project ESMPF to avoid and address community concerns and assist the project to maximize environmental and social benefits. The GRM is accessible to diverse members of the

community, including vulnerable groups such as women and youth. Multiple points of entry, including in person meetings, written complaints, telephone conversations and e-mail are available. The GRM is fully explained and elaborated in the Project ESMPF and includes the following four stages:

ជំណាក់កាលទី១៖

គ្រួសាររងផលប៉ះពាល់អាចដាក់ពាក្យបណ្តឹងឬប្តឹងផ្ទាល់មាត់ ឬដាក់លិខិតជាលាយលក្ខណ៍អក្សរទៅកាន់មេភូមិនិងមេឃុំ។ អ្នកទទួលពាក្យបណ្តឹងនឹងកត់ត្រាបញ្ជាក់ពីសេចក្តី និងដើមហេតុនៃពាក្យបណ្តឹង។ ដោយឡែកបើស្ថិតក្នុង អំឡុងពេល១៥ថ្ងៃ ម្ចាស់បណ្តឹងមិនបានទទួលដំណឹងពីអ្នកទទួលពាក្យបណ្តឹងឬមិនពេញចិត្តនឹងដំណោះស្រាយនោះម្ចាស់បណ្តឹងអាចនាំយកពាក្យបណ្តឹងរបស់ខ្លួនទៅការិយាល័យថ្នាក់ស្រុក។

Stage 1: An AP can present their complaints and grievances verbally or in writing to the village chief, commune chief. The receiving agent will be obliged to provide immediate written confirmation of receiving the complaint. If after 15 days the aggrieved AP does not hear from the village and commune chief, if s/he is not satisfied with the decision taken in the first stage, the complaint may be brought to the District Office.

ជំណាក់កាលទី២៖

ការិយាល័យស្រុកនឹងដោះស្រាយពាក្យបណ្តឹងក្នុងរយៈពេល ១៥ ថ្ងៃ ជូនម្ចាស់បណ្តឹង។ បើសិនជាបណ្តឹងរបស់លោកអ្នកនៅតែមិនបានដោះស្រាយនៅដំណាក់កាលនេះទេ ការិយាល័យស្រុកនឹងបញ្ជូនពាក្យបណ្តឹងទៅអនុគណៈកម្មការបណ្តឹងតាំខេត្ត ជាអ្នកដោះស្រាយបន្ត។

Stage 2: The District Office has 15 days within which to resolve the complaint to the satisfaction of all concerned. If the complaint cannot be solved at this stage, the District Office will bring the case to the Provincial Grievance Redress Committee (PGRC).

ជំណាក់កាលទី៣៖

អនុគណៈកម្មការបណ្តឹងតាំខេត្ត នឹងជួបជាមួយម្ចាស់បណ្តឹងហើយដោះស្រាយបណ្តឹង។ បន្ទាប់មកអនុគណៈកម្មការខេត្តស្នើឲ្យពិនិត្យឡើងវិញ និងវាស់វែងលំអិត តាមរយៈក្រុមការងារភូមិបាលស្រុក។ ក្នុងរយៈពេល ៣០ថ្ងៃ នៃការដាក់ពាក្យបណ្តឹង អនុគណៈកម្មការបណ្តឹងតាំខេត្ត ត្រូវសម្រេចជាលាយលក្ខណ៍អក្សរួចដាក់ជូនទៅសមាជិកអនុគណៈកម្មការខេត្ត ក៏ដូចក្រសួងអភិវឌ្ឍន៍ជនបទនិងគ្រួសាររងផលប៉ះពាល់/ម្ចាស់បណ្តឹង។

Stage 3: The PGRC will meet with the aggrieved party to try to resolve the situation. The Committee may ask for a review of the detailed measurement survey by the DLMUPCC. Within 30 days of the submission of the grievance, the PGRC must make a written decision and submit copies to the PGRC members, the MRD/PMU and the AP(s)

ជំណាក់កាលទី៤៖

ប្រសិនបើពាក្យប្តឹងនៅមិនទាន់ដោះស្រាយពីអនុគណៈកម្មការបណ្តឹងតាំខេត្ត ឬ ម្ចាស់បណ្តឹងមិនពេញចិត្តនឹង ដំណោះស្រាយ ពួកគាត់អាចបន្តដាក់ពាក្យបណ្តឹងទៅកាន់ តុលាការខេត្តដែលនេះជា ដំណាក់កាលចុងក្រោយ នៃពាក្យបណ្តឹង។ តុលាការនឹងរៀបចំសេចក្តីសម្រេចជាលាយលក្ខណ៍អក្សរ និងដាក់ជូនមកក្រសួងអភិវឌ្ឍន៍ជនបទ/ អង្គភាពគ្រប់គ្រងគម្រោងមន្ទីរអភិវឌ្ឍន៍ជនបទ និងគ្រួសាររងផលប៉ះពាល់/ម្ចាស់បណ្តឹង។ បើភាគីណានៅតែមិនពេញចិត្ត ជាមួយនិងការកាត់ក្តីរបស់តុលាការខេត្តពួកគាត់អាចឡើងទៅថ្នាក់លើបន្តទៀត។

Stage 4: If the aggrieved AP does not hear from the PGRC or is not satisfied, s/he can bring the case to Provincial Court. This is the final stage for adjudicating complaints. The Court will make a written decision and submit copies to the MRD/PMU, PDRD and the APs). If any party is still unsatisfied with the Provincial Court judgment, he or she can bring the case to a higher-level court.

ប្រសិនបើលោកអ្នកមានមន្ទិលកង្វល់ ការបញ្ចេញមតិ ការព្រួយបារម្ភ ឬបណ្តឹងតាំទាក់ទងទៅនឹងហេតុផលប៉ះពាល់ជាអវិជ្ជមានរបស់គម្រោងទៅលើបរិស្ថាន ទ្រព្យសម្បត្តិ និងជនជាតិដើមភាគតិចសូមមេត្តាទាក់ទងតាមរយៈ៖

If you have any complaint relating to the negative impacts of this Project on your environment, property/assets, and indigenous peoples please contact via:

- មន្ត្រីទទួលបណ្តឹងថ្នាក់មូលដ្ឋាន:

ឃុំ ត្រមូង លោក វិញ នី

ទូរស័ព្ទ :+855 88 3699 933

ឃុំ ជាំ តាម៉ៅ លោក សោម ប៊ុនថាត

ទូរស័ព្ទ :+855 88 8332 246

- អង្គភាពអនុវត្តគម្រោងត្បូងឃុំ PIU:

លោក អាន ស៊ីណា

ទូរស័ព្ទ : +855 12 205 050

E-mail

- អង្គភាពគ្រប់គ្រងគម្រោង PMU:

លោកស្រី ចេង ម៉ារ៉ាឌី

ទូរស័ព្ទ: +855 66 93 53 63

E-mail: chengmarady123@gmail.com

Annex 12: Environmental and Social Code of Practice/EMP

Potential impacts and issues	Nature of Impacts	Significance[10]	Duration[11]	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
Design and Pre-construction							
The subproject is impacted by future climate change	Higher and more intensive rainfall will result in increased risk of flooding and damage of road infrastructure. Increased temperatures may lead to damage of DBST and RC road surfaces.	D3	Long-term	• Road surfaces will be designed with higher elevations in flood plains to reduce the risk of road submergence. • Alternative designs for DBST and RC roads will incorporate all relevant recommendations, specifications and guidelines to ensure satisfactory quality.	Included in the subproject design cost	Design consultant	Local authorities-village/commune/ district, PIU and PMU
Grievance Redress Mechanism (GRM) not established.	Local authority through its existing commune/Sangkat complaint mechanism with complaints box in commune office. MRD/EA scheduled to train PIU and confirm that GRM us functioning for each subproject.	D1	Short-term	• Immediate action by commune council for any complaint regarding road or pond infrastructure construction.	Included in the subproject design cost	Affected persons and/or voluntary donator for infrastructure subproject	Local authorities-village/commune/ district, PIU and PMU
Incorporation of generic ESMP into bidding and contract documents	Environmental and social measures identified in the ESMP need to be legally binding so that they will be effectively implemented	D3	From bidding and for duration of contract.	• Contract documents: Inclusion of the ESMP in the bidding documents and requirement for preparation of Contractors Environment and Social Management Plan (CESMP) comprising the special conditions of contract for the protection of soil, water & air resources and compliance with social safeguard requirements.	Included in the subproject contract cost	Design consultants/EAs & contractors	Local authorities-village/commune/district, PIU and PMU
Identification of roadside trees that need to be removed	Fruit trees and other commercial timbers usually planting/growing along the roadsides either privately or commune owned.	D2	Medium term	• Tree clearing should be avoided as much as possible, and if unavoidable, the trees that are removed will be replaced by re-planting new roadside trees. Replacement tree planting costs will be included in the design cost.	Included in the subproject design cost	Design consultant & PMU Safeguard Specialists	Local authorities-village/commune/district, PIU and PMU

[10] The classifications by degree of significance are defined as follows: (i) D1: no impact from the subproject; (ii) D2: small impact with low probability of occurrence and low magnitude of any impact occurring; (iii) D3: moderate impact and probability of occurrence; (iv) D4: major impact with high probability of occurrence. (+) Beneficial.
[11] Short term: < 1 year; Medium term: 1 to 3 years; Long term: > 3 years.

Potential impacts and issues	Nature of Impacts	Significance[10]	Duration[11]	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
				• Consulting communities and commune authorities during subproject design to raise public awareness.			
Need for removal of natural trees in reserved area for borrow pit	Trees growing at or close to the designated borrow pit	D2	Medium term	• Locate alternative site for borrow pit area to avoid any negative impact on livelihood and trees • Inclusion of tree replacement planting in the subproject design.	Included in the subproject design cost	Contractor PMU Safeguard Specialists	Local authorities-village/commune/ district, PIU and PMU
Potential loss of agricultural land for borrow pits	Reduced area for crop production resulting in negative impact for APs.	D2	Medium term	• Identify alternative site for borrow pit areas where there will be no negative impact on livelihood and protected areas. • Inclusion of replacement for damage caused during construction.	Included in the subproject cost	Contractor PMU Safeguard Specialists	Local authorities-village/commune/ district, PIU and PMU
Presence of landmines and UXO	The subproject civil works will take place in areas that are already well trafficked there is unlikely to be any significant landmines/UXO risk. The borrow pit site is unknown yet and it could be impacted by landmines/UXO if present in that area	D3	Medium term	• Subprojects will rehabilitate on the existing roads without widening. Nevertheless, risks remain since there may be deep seated mines that could be exploded by heavy construction equipment, for instance in PLN and KKG. Hence consultative meetings with local communities will be conducted to establish clearly whether there are risks of landmines or UXO. • Unsafe areas will be cleared before subproject implementation.	Included in the subproject cost	Contractor PMU Safeguard Specialists	Local authorities-village/commune/ district, PIU and PMU

Potential impacts and issues	Nature of Impacts	Significance[10]	Duration[11]	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
Need for resettlement/ land acquisition	Additional land area may be required for road widening.	D3	Long Term	• At least two meaningful public consultation meetings will be conducted at each site with full participation of all APs including women, and also IPs for sites where they are residing. • Voluntary donations of land and trees within the RoW will be requested from APs. • Measures will be taken to ensure that no vulnerable households are impacted by the subprojects. • Other measures will be documented in the Detailed Resettlement Plan when it is prepared.	Included in the subproject cost	Contractor PMU Safeguard Specialists and GDR/IRC	Local authorities-village/commune/ district, PIU and PMU
Construction Phase							
Air pollution, land and water contamination, and traffic & access problems	Impacts on local communities through reduction in air quality, impact on water supplies and risks associated with increased traffic density.	D2	Short-term	• Piles of aggregates at sites should be used/or removed promptly, or covered and placed in non-traffic areas • DBST materials should be stored well away from settlements, and cultural sites (e.g., schools, hospitals), and ecological receptors. • Bitumen production and handling areas should be isolated. • Contractors must be well trained and experienced with the production, handling, and application of bitumen. • All spills should be cleaned immediately and handled as per hazardous waste management plan, and according to Government regulations. • Bitumen should only be spread on designated road-beds, not on other land, near or in any surface waters, or near any human activities. • Bitumen should not be used as a fuel.	Included in the program cost	Contractor PMU Safeguard Specialists	Local authorities-village/commune/ district, PIU and PMU

Potential impacts and issues	Nature of Impacts	Significance[10]	Duration[11]	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
Dust generation	Dust caused by the transportation of construction materials and goods (contractors and/or commuters/passengers/ drivers and operators)	D2	Short-term	• Spray water at least twice a day on unpaved areas, haul roads and exposed dust-prone stockpiles. Increase frequency of water spraying during windy conditions. • During removal of existing pavement and during backfilling, conduct water spraying to suppress dust. • Control vehicle speed to less than 30 km/h in unpaved areas. Post a notice on the construction works and display a speed limit sign in these areas. • Trucks carrying dry construction materials such as earth; aggregate will be covered with tarpaulins or other suitable cover.	Included in the subproject cost	Contractor PMU Safeguard Specialists	Local authorities-village/commune/ district, PIU and PMU
Noise and vibration	Noise caused by the concentration of machinery working in one area, plus haulage vehicles, can cause a range of impacts from nuisance to health problems. Noise near schools, health centres, and pagoda can disrupt services.	D2	Short-term	• Construction after 6pm within 300m of residences shall be strictly prohibited. • During daytime construction, the contractor will ensure that temporary anti-noise barriers are installed to shield sensitive receptors (if any) within 50m of the construction site.	Included in the subproject cost	Contractor PMU Safeguard Specialists	Local authorities-village/commune/ district, PIU and PMU secretariat
Generation of solid and liquid waste	Solid wastes may be caused mainly from/by camp sites, kitchen, human waste, and debris of construction materials.	D2	Short-term	• Manage general solid and liquid waste from construction in line with Government regulations, and cover collection, handling, transport, recycling, and disposal of waste created from construction activities and work force. • Make clear arrangements for storage and transportation of all hazardous and non-hazardous waste to an authorized and approved disposal point (approved by Provincial Department of Environment). • Store all solid waste in containers with lids, more than 25m from all surface water, water supplies, and cultural and ecological sensitive receptors. • Prohibit burning of waste at all times; • Provide all vehicles/drivers with plastic bags for waste collection and prevent any			

Potential impacts and issues	Nature of Impacts	Significance[10]	Duration[11]	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
				unauthorized waste disposal with particular attention paid to prevention of waste entering water ways including drainage ditches • A schedule of solid and liquid waste pickup and disposal must be established and followed that ensures the construction site is as clean as possible. • All spills must be cleaned up completely with all contaminated soil removed.			
Traffic management	Traffic congestion occurs during civil work implementation such as materials stockpiling, reinforcement and concrete casting activities.	D2	Short-term	• The contractor is required to formulate a Traffic Management Plan that includes the following: - Orientation for their drivers or equipment operators to comply with the required speed limit. - Driving at low speeds, especially in populated areas-market, school, hospital. - Keeping the roadway or bypass accessible to commuters to avoid traffic jams and follow lance. - Parking at designated areas. - The contractor/sub-contractor should employ flag persons to manage the traffic and closely coordinate with local authorities for traffic management. • Providing traffic sign at construction sites.	Included in the subproject cost	Contractor PMU Safeguard Specialists	Local authorities-village/commune/ district, PIU and PMU
Community Environmental Health and Safety (EHS)	Causing by construction plant and equipment operations during civil work implementations	D2	Short-term	• The contractor should prepare a Community Environmental Health and Safety Plan (CEHSP) in consultation with affected communities and local authorities/ that includes: - Restricting access to the construction site, barricades, night lighting and signage on open trenches and any excavation areas. - Installing traffic/warning signs like “safety first, under construction” at the construction area.	Included in the subproject cost	Contractor PMU Safeguards Specialist	Local authorities-village/commune/ district, PIU and PMU

Potential impacts and issues	Nature of Impacts	Significance[10]	Duration[11]	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
				- Keeping the roadway or bypass accessible to commuters to avoid traffic jam/congestion - Parking only in designated areas. - Detour road should be provided that is accessible to commuters. • Workers need to be aware of the following general rules: (i) no alcohol/drugs on-site; (ii) prevent excessive noise; (iii) no illegal activities such as, but not limited to gambling, and hunting farm animals in the area; (iv) trespassing on private/commercial properties adjoining the site is forbidden; and (v) no littering			
Occupational Environmental Health and Safety (OEHS)	Staff and workers impacted by occupational e nvironmental health and safety during the construction of civil works	D2	Short-term	• The occupational safety plan should have provisions on (i) providing PPE like hard hats, safety gloves, ear mufflers to all workers; (ii) providing occupational health and safety training to all workers (i.e. first aid measures, prevention of malaria, diarrhea, HIV/AIDS); - A trained first aid personnel and health facility should be provided on site and in camp site. - Potable water and sanitary facilities provided to workers and staff. • The contractor/ subcontractor should incorporate on the health and safety plan the education of workers and staff about sexually transmitted disease (if any).	Included in the subproject cost	Contractor PMU Safeguard Specialist	Local authorities-village/commune/ district, PIU and PMU
Local employment generation	Contractor may import workers from outside during the construction	(+)	Short-term	• The contractor/subcontractor should be encouraged to employ from unskilled labor from local villages/communes including woman.	Included in subproject cost	Contractor PMU Safeguard Specialist	Local authorities-village/commune/ district, PIU and PMU
Implementation of Construction Workers and Camp	Contamination of water, soil, waste production and social issues	D2	Short term	• If a construction workers camp is required, the contractor will set out a management plan which includes: - A map showing the camp lay out, welfare facilities & first aid station.	Included in the subproject cost	Contractor/ subcontractors' Social and Environmental Safeguards	Local authorities-village/commune/ district, PIU and PMU

Potential impacts and issues	Nature of Impacts	Significance[10]	Duration[11]	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
				- Accommodation facilities including separate toilets for male and female workers, adequate drainage to prevent flooding, security including a no weapons policy and waste disposal areas. - Pit latrines to be located at least 200m from surface waters, and in areas of suitable soil profiles and above the groundwater levels - A clean-out or infill schedule for pit latrines must be established and implemented to ensure working latrines are available at all times. - Providing firefighting equipment will be provided in all camps and will have adequate signage and prescribed testing intervals. - Plan of how camp areas will be restored to original condition after construction completed • If a construction camp is not required, the contractor will not require a Management Plan but will: - Provide adequate waste disposal facilities including garbage cans for workers. - Provide welfare facilities including water for washing, drinking and include facilities for male and female workers. - Provide toilets for male and female construction workers with a cleaning schedule. - The contractor will give priority to local labour force and retain evidence of how local labour recruitment efforts were undertaken. • The contractor will ensure training is delivered to construction workers on the following and the contractor will provide a training schedule:			

Potential impacts and issues	Nature of Impacts	Significance[10]	Duration[11]	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
				- HIV Aids education awareness - Cambodian laws for imported labour regarding hunting, fishing and traffic rules - GRM - how to deal with affected people who make a complaint to a worker - Occupational Health and Safety and Emergency Procedures. • Prevention of CoVID-19 pandemic; Health and Safety			
Gender based violence	Unsafe workplace environment due to offensive, abusive or violent behaviour	D2	Short-term	• The contractor will be required to maintain a safe and secure site environment with zero tolerance of gender based violence (GBV), sexual exploitation and abuse (SEA) and sexual harassment (SH) by ensuring: - People treat each other with respect and do not discriminate against specific groups such as women, gays, people with disabilities, migrant workers or children. - There is zero tolerance of sexual harassment, which includes unwelcome sexual advances, requests for sexual favours and other unwanted verbal or physical conduct of a sexual nature including individual under the age of 18. - There is respectful engagement with the local community and/or APs without intimidation, threats and coercive behaviour. - The possession of drugs and alcohol is prohibited while workers are on duty and ensuring that all workers return to labour camps no later than 22.00 hrs. • All workers both male and female are aware of their rights and of the GRM that can be used for reporting any violations.	Included in the subproject cost	Contractor/ subcontractors' Social and Environmental Safeguards	Local authorities-village/commune/ district, PIU and PMU

Potential impacts and issues	Nature of Impacts	Significance[10]	Duration[11]	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
CoVID-19 pandemic	Worldwide and nationwide	D4	Long-term	• The contractor will provide safe, suitable and comfortable accommodation, kitchen, dining and sanitary facilities (toilet and bath); with an ample supply of clean water and the bathrooms have liquid soap provided for hand washing. • First aid supplies and PPE will be provided for workers including face masks. • Camp surroundings will be kept clean to prevent the spread of other vermin and insect vectors of disease. • A trained H & S officer will be designated by the contractor to ensure the proper implementation of the environment, health and safety programs and induction and training of the workforce during the construction phase. • For security and to maintain order in the camp and to avoid social conflicts with the local residents, camp rules will be strictly enforced including a nighttime curfew. • The contractors H&S plans will be updated to reflect the risk mitigation measures in respect of CoVID-19 and these need to be reviewed by Environment Safeguard Specialist to provide recommendations to the PMU/Contractor (H & S Officer) and to monitor the implementation of these H&S plans. • Special precautions will be included to provide for enhanced cleanliness on site for the workers and ensuring that over-crowding of dormitories and canteen facilities are avoided to enable adequate social distancing and regularly disinfected. • The hiring of local unskilled labor from within the villages will be maximized to avoid the importation of laborers from other areas, and for skilled workers who			

Potential impacts and issues	Nature of Impacts	Significance[10]	Duration[11]	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
				are not from the area they should avoid close interaction with residents in the villages. • All persons who are working on the construction site will be advised to immediately report any symptoms of CoVID-19 to the site manager/H&S Officer immediately and make arrangements to self-isolate to avoid the risk of spreading infection. • The H&S Officer at the construction site will be equipped with a digital thermometer to enable them to regularly check the temperatures of anyone who shows symptoms.			
Operation and maintenance							
Road maintenance (after newly concrete casting of RC roads)	The vehicles (all types/kinds) will traverse on the reinforced concrete (RC) road after newly/immediately concrete casting.	D3	Short-term	• Pouring water onto RC road/and use the materials absorbing water to cover and maintain humidity for at least one week. • Use concrete rings/concrete posts to prevent/barricade the vehicles/truck traversing through RC roads (at least for 21 days after concrete casting). For heavy trucks will allow to use after 28 days' concrete casting. Common cars will allow to use RC road after 21 days of concrete casting. For motorbikes (without trailers) are allowed to use the RC road after concrete casting few days (i.e. 2 or 3 days)	Included in subproject cost	Contractor PMU Safeguard Specialist	Local authorities-village/commune/ district, PIU and PMU
Road safety	Regular commuters/ passengers and drivers traversing along the road lines	D2	Short-term	• Providing sufficient road signage, warning ahead of road construction and upgrading • Provides flag persons to manage the traffic during construction	Included in subproject cost	Contractor PMU Safeguard Specialist	Local authorities-village/commune/ district, PIU and PMU
Traffic accident	Good roads/smooth roads the drivers, commuters/ passengers/operators will drive faster, especially the drink driving/ drunk drivers!	D3	Long term	• Provide traffic sign board at corner or curve road, especially at school, hospital, and pagoda/mosque/church market areas. • Road safety device/furniture including traffic sign board (especially at corner or curve road and school, hospital and	Included in subproject cost	Local authorities-village/commune/ district, PIU and PMU	Local authorities-village/commune/ district, PIU and PMU

Potential impacts and issues	Nature of Impacts	Significance[10]	Duration[11]	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
				market centers) and speed bump (for reducing speed, especially at school, hospital, and pagoda/mosque/church market areas). • Public awareness and campaign on traffic sign and national traffic regulation to educate communities to get understanding on the traffic thus the traffic accident will be reduced or avoided.			

Annex 13: Environmental and Social Monitoring Plan

The Environmental and Social Monitoring Plan will be used by the primary stakeholders - local authorities/PIU/PMU for monitoring the application of the ESCoP.

What will be monitoring	Place for monitoring	How to monitor	When monitoring will be done	Who will be responsible for monitoring?
Dust	200-meter radius from construction site/road line	Auditory observation; feedback from villagers living along the proposed road line	Daily observation	Local authorities-village/commune/di strict, PIU and PMU
Noise and vibrations	200-meter radius from construction site/road line	Auditory observation; monthly reporting	Daily observation	Local authorities-village/commune/di strict, PIU and PMU
Solid waste	Road construction site; MRF used by contractor	Consultation with local authorities; monthly reporting on waste segregation and management	Daily observation	Local authorities-village/commune/di strict, PIU and PMU
Sanitation	Road construction site	Visual observation; monthly reporting	Prior to start of construction; daily observations	Local authorities-village/commune/di strict, PIU and PMU
Safety and occupational health	Road construction site	Visual observation; consultation with district and MRD/EA monthly reporting	Daily	Local authorities-village/commune/di strict, PIU and PMU
Traffic management	Road construction site and roads within the vicinity	Visual observation; consultation with districts and MRD/EA; monthly reporting	Daily	Local authorities-village/commune/di strict, PIU and PMU
Road maintenance (newly concrete casting)	Road construction site	Visual observation; reports from local authorities; beneficiaries	Daily, after concrete casting for the period of 21 day and 28 days for heavy trucks	Local authorities-village/commune/di strict, PIU and PMU
CoVID-19-pandemic	Road construction site/civil works implementation	Temperature check and testing (if any), using infrared thermometer	Daily Worked day at site	Local authorities-village/commune/di strict, PIU and PMU

Environmental and Social Monitoring Checklist

Contract Package:…… **Reporter's Name :……..**
Inspection Date:……... **Position :……...**

Environmental Code of Practice (Mitigating Measures)	Compliance Status			Remarks/ Reasons for Partial or Non- Compliance	Recommendations	Deadline
	Yes	No	Partially			
Dust Control						
Storage areas of construction materials such as sand, gravel, cement, etc., have provisions that prevent them from being blown away towards sensitive receptors?						
Trucks transporting construction materials (i.e. sand, soil, cement, gravel, etc.) are tightly covered?						
Construction vehicles have speed limits (typically 20 km/hour or less) along areas where sensitive receptors are located.						
Noise Levels						
Prior notification to the community/local authorities on construction schedule?						
Noisy construction activities are avoided in the vicinity of sensitive receivers?						
Construction traffic routes are defined in cooperation with local communities and traffic police?						
Solid Waste						
Garbage bins and temporary storage facilities for construction wastes, domestic solid wastes and segregated wastes are provided within the project site/subproject site?						

Environmental Code of Practice (Mitigating Measures)	Compliance Status			Remarks/ Reasons for Partial or Non- Compliance	Recommendations	Deadline
	Yes	No	Partially			
Regular collection and disposal of wastes (by contractor/subcontractor or authorized third party) to sites approved by local authorities? and/or subnational levels?						
Wastes are not dumped into watercourses, agricultural land and surrounding areas?						
Traffic Management and Local Access						
Signs advising that construction is in progress are provided, particularly where the alignment crosses existing roads and where construction related-facilities are located?						
Flag persons are employed to regulate traffic especially in potentially hazardous areas.						
Traffic advisory signs (to minimize traffic build-up/populated areas) are posted in coordination with local authorities? and/or subnational levels?						
Construction activities and schedules are coordinated in advance with local authorities, community representatives/beneficiaries, businesses, schools?						
Existing access routes are maintained (whenever feasible)?						
Provision of alternative access and/or parking when impacts to principal access routes and parking areas cannot be avoided?						
Adequate informational and directional signage to improve alternative access function						
Occupational Health and Safety						
Orientation for construction workers regarding health and safety measures, emergency response and prevention of HIV/AIDS and other diseases?						

Environmental Code of Practice (Mitigating Measures)	Compliance Status			Remarks/ Reasons for Partial or Non- Compliance	Recommendations	Deadline
	Yes	No	Partially			
Do not discriminate workers in respect of employment and occupation?						
Effective measures to ensure safe and secure workplace environment and to prevent any incidence of gender based violence against workers.						
Ensure that workers are not restricted from developing a legally permissible means of expressing their grievance and protecting their rights regarding working conditions and terms of employment.						
First aid facilities that are readily accessible to workers? and staff?						
Adequate and clean housing and sanitation facilities for all workers/staff at the workers'/construction camps?						
Reliable supply of water for drinking, cooking and washing purposes at the staff/workers' camps						
Separate hygienic sanitation facilities/toilets and bathing areas with sufficient water supply for male and female workers/staff?						
Proper collection and disposal of solid wastes within the workers'/construction camps						
Workers are provided and use appropriate and complete safety equipment such as safety boots, protective clothes, breathing mask, ear protection, helmets, gloves, etc.						
Covid-19, Workers and staffs are provided: Face mask, Sanitized alcohol, jelly and temperature check by using infrared thermometer.						
Public Safety						
Signage are installed at the periphery of the construction site to warn and direct traffic and pedestrians?						

Environmental Code of Practice (Mitigating Measures)	Compliance Status			Remarks/ Reasons for Partial or Non- Compliance	Recommendations	Deadline
	Yes	No	Partially			
Safe passageways for pedestrians crossing the construction site?						
Appropriate safety barriers and warning signs are installed in areas that pose safety risks such as open excavations, drainages, etc.						
Ready construction site						
Restoration of the area of construction sites and camps when the construction works are completed						
Employment (Unskilled labour)						
At least 25% of unskilled worker has to be employed as women.						
Equal pay for equal works.						
No child labour used.						