

Due Diligence Report on Social Safeguards

May 2018

Cambodia: Rural Roads Improvement Project III

Prepared by the Ministry of Rural Development for the Asian Development Bank.

ABBREVIATIONS

ADB	:	Asian Development Bank
cm	:	centimeter
CPF	:	community participation framework
DBST	:	double bituminous surface treatment
DED	:	detailed engineering design
MRD	:	Ministry of Rural Development
PDRD	:	Provincial Department of Rural Development
km	:	kilometer
M	:	meter
RRIP	:	Rural Roads Improvement Project

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I. Context and Purpose of the Report

A. Background

1. As one of the key features of the Government's poverty reduction strategy for the rural sector, the Asian Development Bank (ADB) will assist the Government of Cambodia to improve its rural road network by rehabilitating about 402.10 kilometer (km) of unpaved (laterite) rural roads to paved condition (double bituminous surface treatment [DBST]). There will be 24 roads located in five provinces that will pass through 25 districts of Cambodia expected to benefit about 137,491 families or about 601,00 populations (including 306,686 female population representing 51% of the total population).

2. This proposed project, covering up to 24 rural roads, will continue and expand previously approved two projects funded by the ADB, namely the Rural Roads Improvement Project (RRIP) II and RRIP II Additional Financing (Loan 3151) which also built on RRIP initiative Loan 2670. As one activity of implementation supervision consulting services under Loan 2670, it was planned to design the proposed project to enhance ownership and capacity development of the Ministry of Rural Development (MRD), to build upon lessons learned in all outputs, and for a seamless continuation of initiatives between the two projects.

3. The design of the project roads is based on lessons learned from the two projects of RRIP and RRIP II: (i) the pavement of the project roads consists of at least 20 centimeters (cm) thickness of granular sub-base course layer in order to reinforce subsoil stability; (ii) the aggregate base course layer should be at least 20 cm, which is the same standard as the national roads to adequately support long term road life; and (iii) the surface should be paved DBST, but in flood zones and market areas, a 20 cm thickness of reinforced concrete pavement is proposed together with drainage improvements.

B. Purpose and Objective of the report

4. The project is designed to avoid any form of resettlement impacts and it is classified as Category C for Involuntary Resettlement impacts according to ADB Safeguard Policy Statement (2009). Due diligence needed to be carried out to confirm the land acquisition and involuntary resettlement impact status of the 24 roads proposed by MRD for ADB financing.

5. MRD has prepared and submitted to ADB the Community Participation Framework (CPF) to guide the detailed design process to enable communities to participate in the design and implementation of the project. The CPF will also allow communities identifying and confirming cases of possible voluntary contribution or donation of very minor impacts should there still be such a need in case the detailed design will not allow adjustments on specific sections for safety reasons. These impacts, however are limited only to unproductive assets, such as shade trees/shrubs, moving back the mobile stalls, and/or without impact on livelihood, sheds/canopies etc. Moreover, the CPF stipulates that donations from vulnerable groups will not be accepted and minor affected assets such as fences, retainer and boundary walls will be rebuilt under the environmental management plan budget to its pre-existing condition.

6. This report has been prepared to assess the Project's impact in terms of land acquisition and resettlement impact. Its objective is to confirm that the project does not trigger ADB's Safeguard Policy Statement Safeguard Requirements 2 on involuntary resettlement or Safeguard Requirement 3 on Indigenous Peoples.

7. The report details the consultation process where the Grievance Redress Process was discussed with people living along the project roads. These consultations were to supplement those conducted during the Poverty and Social Assessment for the project. The report also provides details related to any potential design adjustment needed in sections of the rural roads, where potential minor impacts might be expected resulting from detailed design and based on the existing and proposed road widths.

II. Status of the Proposed Roads

8. All the 24 proposed rural roads are the existing laterite roads that traverse from one district to another in the five provinces namely Kampong Cham, Kratie, Prey Veng, Svay Rieng, and Tboung Khmum. The existing road width will be used for upgrading from laterite road to the paved DBST roads.

Table 1: List of Proposed Road in Each Province

Province	Road No.	Length (km)	Proposed Width (m)	District Name
Kampong Cham (KC)	KC1	13.50	8	Prey Chhor
	KC2	23.00	7	Batheay – Cheung Prey
	KC3	11.30	8	Prey Chhor – Chamkar Leu
	KC4	11.20	8	Batheay – Cheung Prey
	KC5	20.10	8	Stung Trang
	KC6	21.50	8	Stung Trang
Tboung Khmum (TBK)	TBK1	9.90	7	Tboung Khmum
	TBK2	16.00	7	Ponhea Krek
	TBK3	13.70	8	Kroch Chmar – Dambe
	TBK4	24.80	8	Dambe
	TBK5	15.10	8	Ponhea Kraek - Dambe
	TBK6	6.40	8	Suong
	TBK8	17.50	8	Memot
	Prey Veng (PV)	PV1	20.20	8
PV2		22.50	8	Kanh Chreach – Ponhea Kraek
PV3		9.30	8	Prey Veng Town – Pou Rieng
PV4		15.00	8	Kampong Trabaek – Preah Sdach
PV5		5.20	8	Kanh Chreach
Svay Rieng (SVR)	SVR2	11.00	8	Svay Chrum
	SVR3	9.10	8	Rumdoul
	SVR4	24.80	8	Rumdoul
	SVR5	11.90	7	Kampong Ro
	SVR6	7.80	8	Chantrea
	Kratie (KTR)	KTR1	61.30	8
TOTAL		402.10		

III. Approach for Assessing Resettlement Impacts

9. All the proposed road sections were visited from 19–26 April 2018 with participation of Social and Environment Office/MRD, consultants and Provincial Department of Rural Development (PDRD). Three consultation meetings were held, 1 with Cham communities in Tboung Khmum, 1 with Cham community in Kampong Cham and 1 with affected people along road no. TBK3, KC5 and KC4 respectively.

10. The sections where potential minor impact was expected due to its existing width, or the proposed width would have caused such impacts were measured together with the engineers and potential design adjustments to narrow down the width were discussed and agreed. Meeting has been held in the MRD office to fix those findings and the results were reflected in the minutes of the meeting countersigned by MRD, the Resettlement Consultant and the design consultants.

11. **Field Visits.** The field visits were made to all the 24 roads by a team composing the MRD social and environmental office representative, the Resettlement Consultant and the engineering team of the detailed design and implementation consultants.

12. The field visit had confirmed that most of road sections have no or very minor impact. In some areas, the road sections are narrower than the proposed width and fences (mostly temporary or loose fence) and trees (shade and fruit trees) are located very close to the road.

13. The following summarizes the findings of the field visit along with the proposed/agreed design solution to be monitored at detailed design stage. Photos are given as follows below to illustrate the findings of the visit.

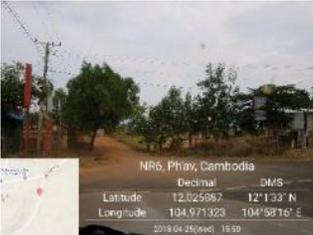
- (i) **PV4** – 2 jackfruit trees around 3-4 years (3–4 meter [m] high), not fruit bearing yet. No impact on livelihood;
- (ii) **SV 5** – eucalyptus planted by the PDRD and later taken care by a villager. No income from the tree nor the branches as not useable as firewood. Tree trunk can be used for secondary structures (animal sheds);
- (iii) **KC 2** –The concrete pavement on the ground in front of a shop will need to be cut out about 1m (measured 4m from road center line). In total about 18sqm of concrete pavement need to be cut out. The cut pavement will be replaced by the DBST road. No impact on the livelihood except short term disturbance during construction;
- (iv) **KC3** – 24 Sugar Palm trees owned by monk. Interviewed monk said the trees can produce some sugar but never taken/generated. Monk is willing to donate, but the decision of the team was to narrow the road width to conserve as contributes to aesthetic view of the pagoda and village;
- (v) **KC 4** – The road is on the existing dike raised about 4m high from rice field. Section should not be widened;
- (vi) **KC 5** – The rubber trees belong to Boeung Ket Rubber Tree Plantation Company. According to PDRD, the provincial Governor already had discussions with the owner and they are happy to donate as improved roads will benefit the company as well;
- (vii) **KC 6** – The shops (mobile phone shop, salon, food selling etc.) made of concrete and not able to move back. It is a small market area. Existing road width is narrow, no road shoulder. Only carriage way is feasible for sealing/DBST paving;
- (viii) **TBK1** – PK 7+400–PK 9+900. Narrowing the road width will be decided at the detailed design stage after discussion with the owner of the rubber tree at this section;
- (ix) **TBK2** – Full width will need to be paved to avoid impact on small market area;
- (x) **TBK4** – Widening the road section may cause impact on paddy field, trees, and fence. Section will be narrowed down at detailed design to avoid impact;
- (xi) **TBK 8** – The stall/table easy to move but the structure (zin wall and zin roof) need to be cut out for about 1–2 m. No livelihood impact as interviewee said can easily sell next to his house;

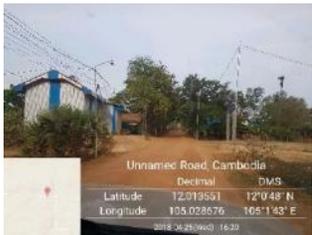
- (xii) **PV1** – Eucalyptus and shade trees. No commercial/economic value. Narrowing down the section to 7 m will save some trees along the road;
- (xiii) **PV4** – A bamboo structure in front of the house, easy to move as light structure. A lot of eucalyptus and shade trees in the village;
- (xiv) **SVR2** – Shade trees, no economic value; Road width will be reduced as can reduce impact on trees and bamboo boundary fence and loose fence;
- (xv) **SVR 3** – Pk3+000 – PK3+700 One brick grocery shop, the concrete columns located on the same line. Section to be narrowed down to avoid impact;
- (xvi) **SVR 5** – Bamboo fence or wire fence with pole, easy to move back. Most of the trees are eucalyptus planted by PDRD. No livelihood impact. Section will be narrowed;
- (xvii) **PK0+200–PK 1+580** – Old and quality trees, in the conservation zone. No impact on livelihood, but section will be narrowed.

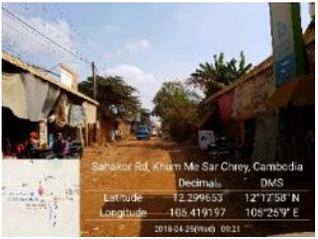
14. The consultation part – it is in Khmer, cannot read. Please can you give total number of participants, including female? Summary of discussion, mainly questions asked, concerns raised, clarifications etc.

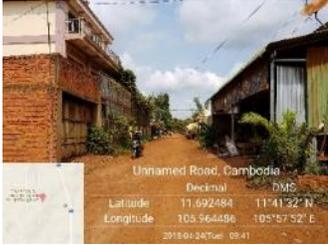
Table 2: Resettlement Impacts on Each Proposed Road Section

Province	Road No.	Resettlement Impacts	Width (m)		Remarks
			Proposed	Suggested	
Kampong Cham	KC1		8	8	<ul style="list-style-type: none"> - No resettlement impact - Existing road is wide enough for the proposed width
	KC2	 <p>W=7.3m: about 40 m in the beginning section</p> <p>PK13+500: about 18 m² of concrete pavement will be affected</p>	7	7	<ul style="list-style-type: none"> - Need high attention during construction as assets of the Affected persons are very close to the road. - Owner of the shop agrees for donation of the concrete pavement

Province	Road No.	Resettlement Impacts	Width (m)		Remarks
			Proposed	Suggested	
	KC3	 <p>PK4+400: affected sugar Palm trees (24 trees)</p>   <p>Interview Chief of Monk, Wat Chhouk Por, Trapaing Chhouk village</p>  <p>Existing road width is small (about 6.9m)</p>	8	7 + 8	<ul style="list-style-type: none"> - Monk interviewed donates all trees to the project - Road width proposed to 7m to avoid impact on trees for about 200m long.
	KC4	 <p>NR6, Phay, Cambodia Decimal: 12.24587, DMS: 12°13' N Latitude: 104.971323, Longitude: 104°58'16" E 2018-04-25 (Wed) 15:50</p>  <p>NR6, Phay, Cambodia Decimal: 12.24594, DMS: 12°13' N Latitude: 104.971377, Longitude: 104°58'16" E 2018-04-25 (Wed) 15:50</p>  <p>PK3+250–3+900: existing width only 5 m</p>  <p>PK4+900: existing width 6.5 M from both sides of the fence</p>	8	6 + 8	<ul style="list-style-type: none"> - 700 m of road section is on the 5 m dike which cause difficulty to widen to 8 m - The road sections vary from 5 m to 6 m, 6.5 m, 7.6 m and 8.5 m - To avoid resettlement impacts and land acquisition the road width proposed to 6 m

Province	Road No.	Resettlement Impacts	Width (m)		Remarks	
			Proposed	Suggested		
		 <p>PK5+850: existing width only 6 m</p>  <p>PK6+700: existing road width 7.6 m</p>  <p>PK9+200: existing road width 6.5 m</p>  <p>PK10+300: existing road width 6.5 m</p>				
	KC5	 <p>PK18.12-20.10: affect grass for cow and rubber trees</p> 	 	8	8	<ul style="list-style-type: none"> - Owner shall harvest the grass before the commencement of civil works - It is reported that the owner of rubber plantation will donate the affected trees

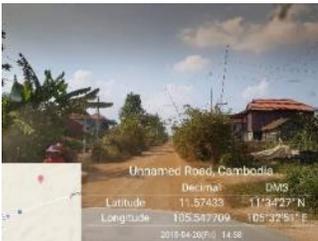
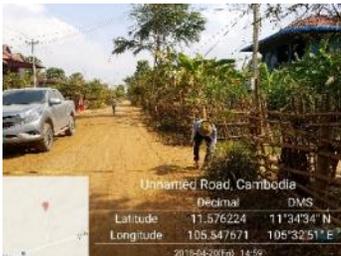
Province	Road No.	Resettlement Impacts	Width (m)		Remarks	
			Proposed	Suggested		
Kc6	KC6	 <p>PR222, Khum Me Sar Chrey, Cambodia Decimal DMS Latitude 12.299459 12°17'58" N Longitude 105.419236 105°25'9" E 2018-04-25 Wed 09:18</p>	 <p>Sahakor Rd, Khum Me Sar Chrey, Cambodia Decimal DMS Latitude 12.299653 12°17'58" N Longitude 105.419197 105°25'9" E 2018-04-25 Wed 09:21</p>	8	7 + 8	<ul style="list-style-type: none"> - Shops, fences and houses on both sides from PK0+000 to PK0+680. - This market business area should limit road width to 7m.
		 <p>Sahakor Rd, Khum Me Sar Chrey, Cambodia Decimal DMS Latitude 12.303564 12°18'12" N Longitude 105.419333 105°25'9" E 2018-04-25 Wed 09:31</p>	 <p>2018-04-25 Wed 09:47</p>			
Tboung Khmumd	TBK1	 <p>NR11, Cambodia Decimal DMS Latitude 11.875577 11°52'32" N Longitude 105.5428 105°32'52" E 2018-04-23 Mon 10:12</p>	 <p>Unnamed Road, Cambodia Decimal DMS Latitude 11.875659 11°52'32" N Longitude 105.570804 105°34'14" E 2018-04-23 Mon 10:28</p>	7	7	<ul style="list-style-type: none"> - About 2.50km need to limit the road width to 6m if no donation from the rubber plantation company
		 <p>2018-04-23 Mon 10:33</p>	 <p>2018-04-23 Mon 10:41</p>			

Province	Road No.	Resettlement Impacts	Width (m)		Remarks
			Proposed	Suggested	
TBK2		  <p>PK0+240-PK0+780: existing road width only 6m (small market)</p>	7	7	- Market area: should pave with concrete about 600m
		  <p>PK0+240-PK0+780: existing road width only 6m (small market)</p>			
TBK2		   			- No impact from PK0+780 to the end of road

Province	Road No.	Resettlement Impacts	Width (m)		Remarks
			Proposed	Suggested	
TBK3		 	8	8	- No resettlement impact
		 			
TBK4		 <p>About 100m of market area but the road width is 8.5m which will not cause any resettlement impact</p>	8	6	- Land acquisition may need if proposed road width not change during DED as existing road is narrow in the village areas
		 <p>Road width along this section vary from 6 m, 6.5 m, to 7 m</p>  <p>Road width along this section vary from 6m, 6.5m to 7m</p> 			

Province	Road No.	Resettlement Impacts	Width (m)		Remarks
			Proposed	Suggested	
TBK5			8	8	- No resettlement impact observed
TBK6			8	8	- No resettlement impact observed

Province	Road No.	Resettlement Impacts	Width (m)		Remarks
			Proposed	Suggested	
TBK8		      <p>Two tables under the roof, 1 owner.</p>	8	8	- One roof extension with walls will be affected but the owner interviewed agreed to donate/move back the roof

Province	Road No.	Resettlement Impacts	Width (m)		Remarks	
			Proposed	Suggested		
Prey Veng	PV1	 <p>NRS, Pou P, Cambodia Decimal DMS Latitude 11.571248 11°34'16" N Longitude 105.547562 105°32'52" E 2018-04-20 PM 14:59</p>	 <p>Unnamed Road, Cambodia Decimal DMS Latitude 11.57433 11°34'27" N Longitude 105.547709 105°32'51" E 2018-04-20 PM 14:58</p>	8	7 + 8	<ul style="list-style-type: none"> - Impact on boundary fence and trees - Affected persons living along the road are willing to donate trees and fences
		 <p>Unnamed Road, Cambodia Decimal DMS Latitude 11.576224 11°34'34" N Longitude 105.547571 105°32'51" E 2018-04-20 PM 14:59</p>	 <p>Unnamed Road, Cambodia Decimal DMS Latitude 11.605546 11°36'19" N Longitude 105.541129 105°32'29" E 2018-04-20 PM 15:01</p>			
		 <p>Unnamed Road, Cambodia Decimal DMS Latitude 11.645555 11°38'43" N Longitude 105.522111 105°31'19" E 2018-04-20 PM 14:24</p>	 <p>Unnamed Road, Cambodia Decimal DMS Latitude 11.673952 11°40'29" N Longitude 105.495012 105°29'45" E 2018-04-20 PM 14:36</p>			
		 <p>Unnamed Road, Cambodia Decimal DMS Latitude 11.675589 11°40'35" N Longitude 105.495657 105°29'44" E 2018-04-20 PM 14:44</p>	 <p>Unnamed Road, Lngoun, Cambodia Decimal DMS Latitude 11.693491 11°41'35" N Longitude 105.449731 105°26'59" E 2018-04-20 PM 14:09</p>			

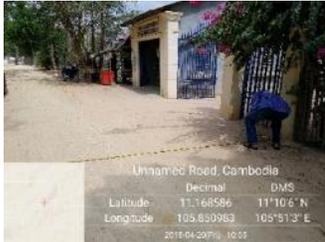
Road width change from 6.5m to 7m and to 9m.

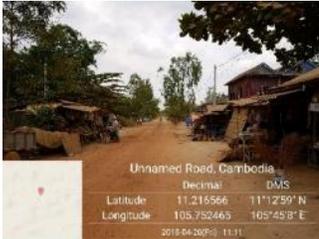
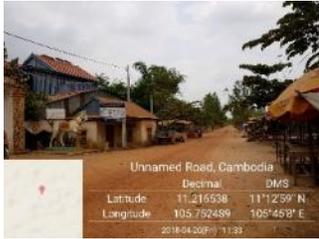
Road width change from 6.5m to 7m and to 9m.

Province	Road No.	Resettlement Impacts		Width (m)		Remarks
		Proposed	Suggested	Proposed	Suggested	
PV2				8	8	- No resettlement impact
						
PV3				8	8	- No resettlement impact
						

Province	Road No.	Resettlement Impacts	Width (m)		Remarks
			Proposed	Suggested	
PV4		 	8	8	<ul style="list-style-type: none"> - Affected persons are willing to donate the loss of front structure and eucalyptus trees - Boundary fences owners agreed to move back - Vulnerable Affected persons shall be investigated and shall use mitigation measure matrix in table 3
		 <p>About 0.5m of the front structure needs to be removed</p>  <p>Affected eucalyptus trees</p>			
		 <p>Decimal DMS Latitude 11.093618 11°5'37" N Longitude 105.436575 105°26'11" E 2018/04/19 (Thu) 10:30</p>  <p>Decimal DMS Latitude 11.09183 11°5'30" N Longitude 105.412579 105°24'45" E 2018/04/19 (Thu) 11:00</p>			
					

Province	Road No.	Resettlement Impacts	Width (m)		Remarks
			Proposed	Suggested	
Svay Rieng	PV5	 <p>Resettlement Impacts</p>	8	8	- No resettlement impact
	SVR2		8	7	<ul style="list-style-type: none"> - Road with change from 6m, 6.5m, 7m to 8m - Donation of boundary fences, trees in the narrow areas

Province	Road No.	Resettlement Impacts	Width (m)		Remarks
			Proposed	Suggested	
SVR3		 	8	8	<ul style="list-style-type: none"> - 700m long from PK3+000 to PK3+700 need to minimize the road width during DED to avoid resettlement impacts.
		  <p>PK3+000-PK3+700:- existing road width 7m to 7.5m: Concrete columns and one shop will be affected</p>			

Province	Road No.	Resettlement Impacts	Width (m)		Remarks	
			Proposed	Suggested		
SVR4		 <p>Unnamed Road, Cambodia Decimal DMS Latitude 11.205023 11°12'18" N Longitude 105.76123 105°46'48" E 2018-04-20(Fri) 11:50</p>	8	8	- Mobile vendors are volunteer to move back	
		 <p>Unnamed Road, Cambodia Decimal DMS Latitude 11.216566 11°12'59" N Longitude 105.752465 105°45'8" E 2018-04-20(Fri) 11:11</p>				 <p>Unnamed Road, Cambodia Decimal DMS Latitude 11.214508 11°12'39" N Longitude 105.752489 105°45'8" E 2018-04-20(Fri) 11:39</p>
		<p>PK8+700: moveable stalls and one house located very close to the road but will not affected by the road construction.</p>				
		 <p>Unnamed Road, Cambodia Decimal DMS Latitude 11.291515 11°17'29" N Longitude 105.82508 105°49'30" E 2018-04-20(Fri) 12:12</p>				

Province	Road No.	Resettlement Impacts	Width (m)		Remarks
			Proposed	Suggested	
SVR5		 	7	6 +	<ul style="list-style-type: none"> - Existing road width changes from 6m to 7m - Most of the impact are trees and boundary fences - Eucalyptus trees previously planted by PDRD
		 			
		 			
					

Province	Road No.	Resettlement Impacts	Width (m)		Remarks	
			Proposed	Suggested		
SVR6				8	8	- No resettlement impact
Kratie	KTR1			8	7 + 8	

Province	Road No.	Resettlement Impacts	Width (m)		Remarks
			Proposed	Suggested	
		 <p>PK0+200-PK1+580: Big trees (Koki) along the road and it is suggested that road construction limit to existing road width 6.5m-7m</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>Kampong Damrei, Cambodia Decimal DMS Latitude 12.011473 12°041' N Longitude 106.208797 106°1231' E</p> </div> <div style="text-align: center;">  <p>Unnamed Road, Cambodia Decimal DMS Latitude 11.997355 11°592' N Longitude 106.206333 106°1222' E</p> </div> </div>			

DED = detailed engineering design; km = kilometer' m = meter; PDRD = Provincial Department of Rural Development

IV. Consultation with Affected People and Grievance Redress

15. During the field visit, people living along the road who had their fence, trees potentially affected by the proposed roads as well as mobile sellers (table/mat vegetable, fish sellers and moveable stalls) were interviewed. In addition to the consultations held during the Poverty and Social Impact Assessment, three consultation meetings were held in Tboung Khmum (TBK3) and Kampong Cham (KC5 and KC4) with local communities. The purpose of this consultation was to: (a) disclose information about the proposed roads; (b) assess potential resettlement impacts; (c) inform about project policy principles and entitlements as described in the Community Participation Framework (CPF); (d) provide details with regard to procedures of grievance redress; and (d) get perceptions of and feedback from Affected persons on both positive and negative impacts.

16. Total participants of the consultations made 152 persons, of which 104 were men and 48 women. Participants of all consultations were very happy to hear about the project as they suffer from dust for long time and express their high interest to have the paved roads. Impacts on trees and boundary fences were perceived by all Affected persons as minor and reportedly all were willing to donate.





V. Grievance Redress Mechanism

17. All participants, during the consultation, are informed about grievance redress mechanism once the project commence¹. However, all conflicts are encouraged to resolve at the village, commune or district level.

VI. Social Safeguards

18. The RRIP-III rural roads will be designed to avoid any form of resettlement impacts. However, construction works may cause temporary impacts such as disruption or loss of income to vendors and impacts on secondary structure (fence), shade and fruit trees and roof extensions if the proposed road width will not change as per situation at the field of each road section. The policies and project principles in the community participation framework (CPF) shall apply during

¹ GRM from the resettlement framew of RRIP-II was used to explain Affected persons during the consultation. Four stages from village to district, province, and finally to court as last resort.

the detailed design stage and the following mitigation measures matrix will guide the process of participatory impact assessments at the design as provided in the CPF.

Table 3: Mitigation Measures Matrix

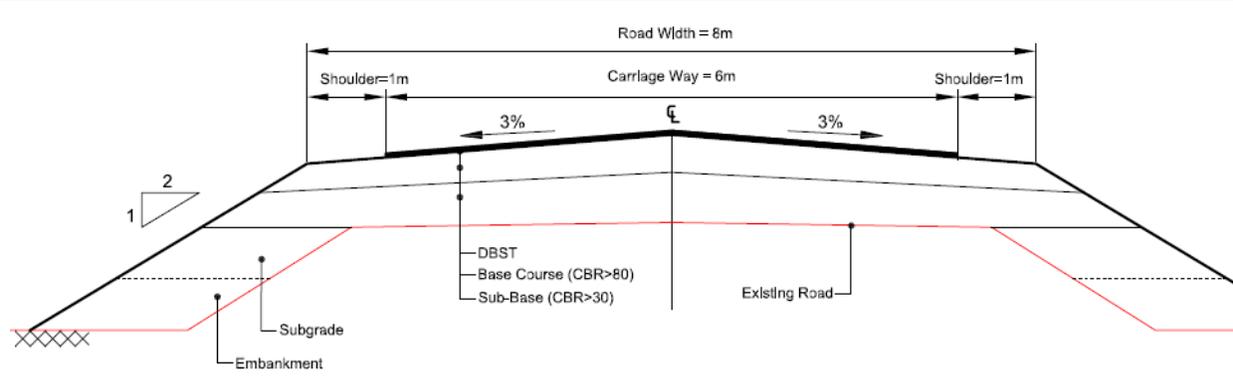
Impact Category	Mitigation Measures	Responsibility
Loss of Agricultural Land (Very small strips)	<ul style="list-style-type: none"> - Willing transfer of land by means of MOU - Advance notice to harvest standing crops - For vulnerable affected persons no voluntary donation is accepted - For land involving traditional rights, the road will not be financed by the project 	VDC, PIU and Cadastral Administration Office
Loss of Structure	<ul style="list-style-type: none"> - For loss of boundary walls and fences, affected during construction, contractor will rebuild the affected structure as part of environmental management plan to pre-existing conditions; - For tenants, assistance to find alternative rental arrangements by VDC; 	PIU, Contractor and VDC
Loss of livelihood	<ul style="list-style-type: none"> - In case of permanent shops impacted, impact will be avoided through agreed technical solutions. If not possible, road will be dropped from financing; - For mobile vendors, project will help moving them back for the duration of construction in order to avoid business interruption and livelihood loss 	PIU, PIC, Contractor and VDC
Loss of Assets such as Trees, Well, and Ponds	<ul style="list-style-type: none"> - Willing transfer of the asset by means of MOU. - For vulnerable affected persons, the project will not accept donation. Impact will be avoided through agreed technical solutions as detailed above 	PIU, PIC, Contractor and VDC
Loss of community owned assets such as temple, wells, ponds, etc.	Civil works contract conditions to include provisions to obligate the contractor to implement appropriate mitigation measures for the temporary impacts include disruption of normal traffic, increased noise levels, dust generation, and damage to adjacent parcel of land due to movement of heavy machinery to be included the Civil Works Contract	PIU
Other unanticipated impacts	Unforeseen impacts will be documented and mitigated based on the principles in this framework. If required, ADB will be informed and project categorization will be revisited based on ADB concurrence and follow-up actions taken to mitigate these impacts	MRD/PIU, PIC, VDC

MRD = Ministry of Rural Development; MOU = memorandum of understanding; PIC = project implementation consultant; PIU = project implementation unit; VDC = village development committee

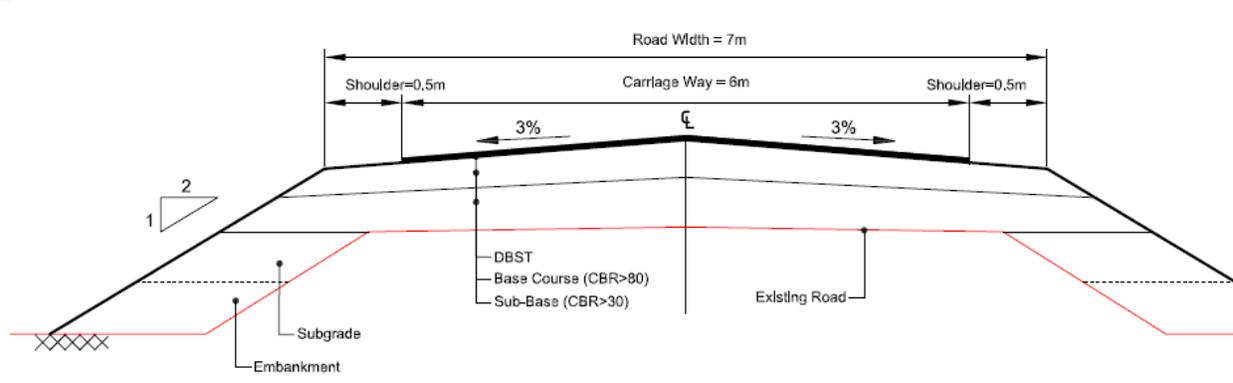
VII. Options for Detail Designs

19. Based on the field assessment the proposed road sections have different existing width that require flexibility in the design stage to avoid resettlement impacts. Since this project is not expected to have resettlement impacts, four options as shown in below typical cross sections are proposed to be applied in the relevant areas following the transect walks at the detailed design stage.

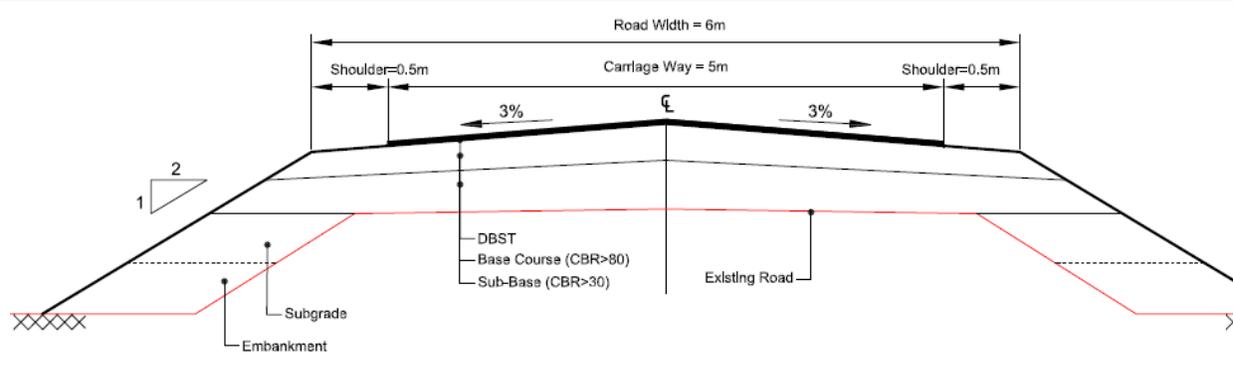
Option 1: Typical Cross Section – 1



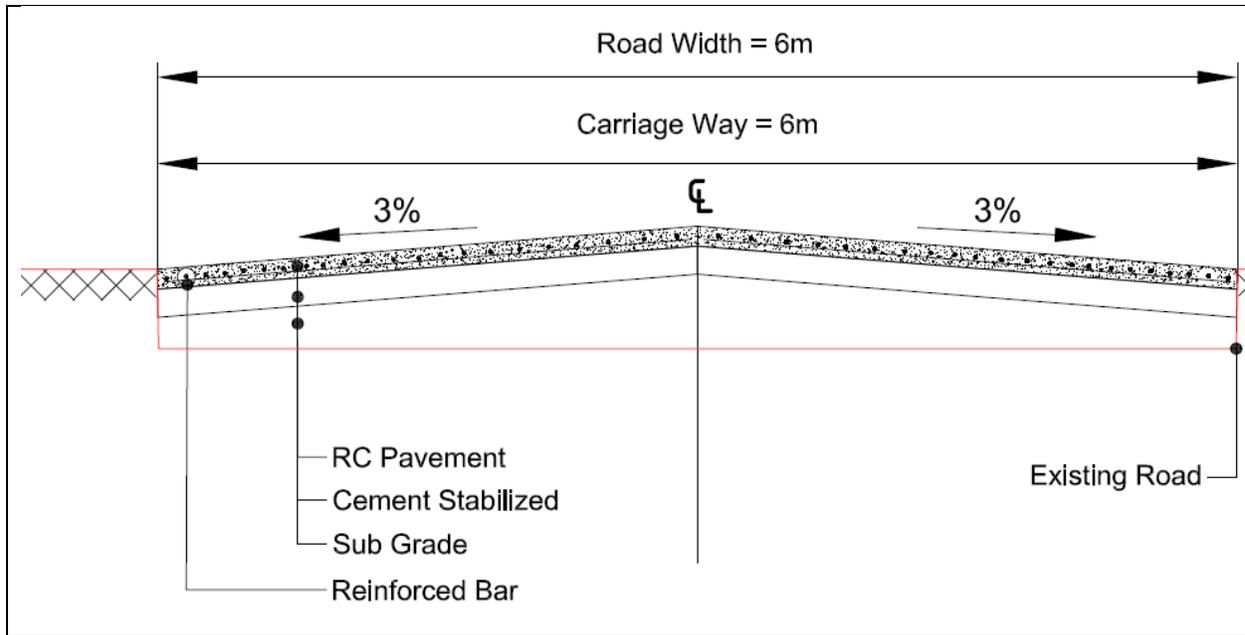
Option 2: Typical Cross Section – 2



Option 3: Typical Cross Section – 3



Option 4: Typical Cross Section – 4



VIII. Conclusion

20. The site visits and consultations revealed that:

- (i) No land acquisition is required for the proposed 24 roads of RRIP-III;
- (ii) On some of the road sections, especially in the village areas, both shade and fruit trees will be impacted. Therefore, the proposed road width and flexibility of road design shall be applied to avoid this impacts;
- (iii) There are some impacts on structures such as boundary fence, shop, concrete column, and brick fence of a pagoda. The same method in road design during detailed engineering design shall be applied;
- (iv) No assets of the community found to be affected during field visit;
- (v) No IPs will be affected by the project. However, two Cham community reside on the proposed TBK3 and KC5. They express high interest and eager to see the project implementation sooner. In addition, no negative impact is expected for the communities. And they are willing to participate or donate trees if required by the project following CPF application if relevant;
- (vi) Affected persons interviewed express their will to donate trees, move back fence without compensation.

ព្រះរាជាណាចក្រកម្ពុជា

ជាតិ សាសនា ព្រះមហាក្សត្រ

សហគមន៍

គំណត់ហេតុ

ស្តីពី

កិច្ចប្រជុំផ្សព្វផ្សាយការងារសាងសង់ផ្លូវ ឈូក ទៅសេដាសែនជ័យ(TBK3) មានប្រវែង១៣,៧០០ម៉ែត្រ

ថ្ងៃច័ន្ទ ១០កើត ខែពិសាខ ឆ្នាំច ពស២៥៦២ ត្រូវនឹងឆ្នាំពិរោធដប់ប្រាំបី ខែមេសា ថ្ងៃទីម្ភៃបី វេលាម៉ោង ពីររសៀល នៅភូមិសែនចំរើន ឃុំសេដា ស្រុកតំបែរ ខេត្តត្បូងឃ្មុំ បានបើកកិច្ចប្រជុំស្តីពី ក្រោមអធិបតីភាព គំណាងគម្រោងកែលម្អផ្លូវជនបទជំហាន២ នៃក្រសួងអភិវឌ្ឍន៍ជនបទ។

សមាសភាពចូលរួម៖

- លោក ហង់ ជួន ណារ៉ុន មន្ត្រីដោះស្រាយផលប៉ះពាល់ក្រសួងអភិវឌ្ឍន៍ជនបទ
- លោក ស សេន អនុប្រធានមន្ទីរអភិវឌ្ឍន៍ជនបទខេត្តត្បូងឃ្មុំ
- លោក អ៊ា សុភី ទីប្រឹក្សាគំនូសប្លង់បច្ចេកទេស(DDIS) គម្រោងកែលម្អផ្លូវជនបទជំហាន២
- លោក អ៊ុត សុភាន់ ទីប្រឹក្សាគំនូសប្លង់បច្ចេកទេស(DDIS) គម្រោងកែលម្អផ្លូវជនបទជំហាន២
- លោក ម៉ុ ស៊ីថា មេឃុំសេដា ស្រុកតំបែរ
- លោកមេភូមិសែនចំរើន និងបងប្អូនប្រជាពលរដ្ឋដូចមាន(ក្នុងបញ្ជីវត្តមានភ្ជាប់ជាមួយ)

ជាកិច្ចចាប់ផ្តើមកម្មវិធីប្រជុំលោក ស សេន អនុប្រធានមន្ទីរអភិវឌ្ឍន៍ជនបទខេត្តត្បូងឃ្មុំ មានមតិ សំណេះសំណាល និងបង្ហាញអំពីគោលបំណងនៃកិច្ចប្រជុំនាថ្ងៃនេះ ជូនសមាជិក សមាជិកា នៃអង្គប្រជុំ។

ជាកិច្ចបន្ទាប់លោក អ៊ា សុភី ទីប្រឹក្សាគំនូសប្លង់បច្ចេកទេស(DDIS) គម្រោងកែលម្អផ្លូវជនបទជំហាន២ បានបង្ហាញអំពីគំនូសប្លង់របស់ផ្លូវមានដូចជា ក្រាលកៅស៊ូចំនួនពីរជាន់ តួផ្លូវកៅស៊ូមាន៦ម៉ែត្រ ចិញ្ចើមផ្លូវ សងខាងចំនួន២ម៉ែត្រ និងមានជើងទេ២ម៉ែត្រ និងបានជម្រាបជូនបងប្អូនប្រជាពលរដ្ឋដែលបានចូលរួមបញ្ចេញ មតិយោបល់អំពីអ្វីដែលបងប្អូនប្រជាពលរដ្ឋចង់បានដូចជា ការប៉ះពាល់ដើមឈើ ទាំងឈើហូបផ្លែ ឈើផ្តល់ ម្លប់ ប្រជាពលរដ្ឋបានឯកភាពបិទកាត់ផ្លូវគម្រោងទេបើសិនមានផលប៉ះពាល់ ចំពោះតួបលក់ដុំ ប្រជាពលរដ្ឋសុខ ចិត្តរំកិលចេញវិទេ នៅពេលគម្រោងប៉ះ។

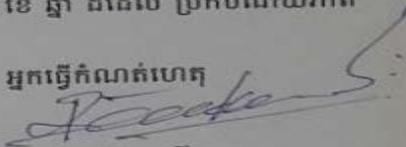
ជាលទ្ធផលបងប្អូនប្រជាពលរដ្ឋបានឯកភាពទាំងស្រុងថា បើសិនជាមានផលប៉ះពាល់ដល់ដំណាំដើមឈើ ទាំងឈើ ហូបផ្លែ ទាំងឈើផ្តល់ម្លប់ គាត់សុខចិត្តបិទកាត់ផ្លូវគម្រោងដោយមិនទាមទារសំណាងអ្វីឡើយ ចំពោះតួប លក់ដុំរូកគាត់សុខចិត្តរំកិលតួបចេញ មិនអោយមានការរាំងស្ទះដល់ការអនុវត្តគម្រោងឡើយ។

ជាចុងក្រោយលោក អ៊ា សុភី ទីប្រឹក្សាគំនូសប្លង់បច្ចេកទេស(DDIS) គម្រោងកែលម្អផ្លូវធនបទដំបូង២
បានឆ្លងអំណរគុណដល់បងប្អូនប្រជាពលរដ្ឋដែលបានចូលរួមក្នុងកិច្ចប្រជុំនាថ្ងៃនេះ និងអរគុណដល់បងប្អូន
ប្រជាពលរដ្ឋដែលព្រមបរិច្ចាគផលប៉ះពាល់ដល់គម្រោង នៅពេលគម្រោងដំណើរការ។

អង្គប្រជុំបានបញ្ចប់សព្វគ្រប់នៅវេលាម៉ោង ៣.៣០នាទីរសៀល នាថ្ងៃ ខែ ឆ្នាំ ដដែល ប្រកបដោយភាព
សប្បាយរីករាយ និងស្មារតីទទួលខុសត្រូវខ្ពស់។

បានឃើញ និងឯកភាព


ឃុំ-ស្ទឹងតា

អ្នកធ្វើកំណត់ហេតុ

ស៊ាម ចិន៖

Attendant List
MRD-RRIP-III

ល.រ No.	ឈ្មោះ Name	ភេទ Sex	តំណែង/ស្ថានភាព Position	លេខទូរស័ព្ទ Tel	ហត្ថលេខា/ស្នាមមេដៃ Signature
1	គុំ ប៊ុន ឈន់	ប	គុំ ប៊ុន ឈន់	112382223	
2	ឈន់ - ឈន់	ប	ឈន់		
3	ឈន់ - ឈន់	ប	គុំ ប៊ុន ឈន់	0976668029	
4	ឈន់ - ឈន់	ប	- - -	09772136628	
5	ឈន់ - ឈន់	ប		0973790817	
6	ឈន់ - ឈន់	ប		0713545382	
7	ឈន់ - ឈន់	ប		09667899788	
8	ឈន់ - ឈន់	ប		0874155869	
9	ឈន់ - ឈន់	ប		0716778675	
10	ឈន់ - ឈន់	ប			
11	ឈន់ - ឈន់	ប			
12	ឈន់ - ឈន់	ប			
13	ឈន់ - ឈន់	ប			
14	ឈន់ - ឈន់	ប	គុំ ប៊ុន ឈន់	060500975	
15	ឈន់ - ឈន់	ប		09745569810	
16	ឈន់ - ឈន់	ប	គុំ ប៊ុន ឈន់		
17	ឈន់ - ឈន់	ប	គុំ ប៊ុន ឈន់		
18	ឈន់ - ឈន់	ប	- - -		
19	ឈន់ - ឈន់	ប	- - -		
20	ឈន់ - ឈន់	ប	គុំ ប៊ុន ឈន់	0974414539	

Attendant List
MRO-RRIP-III

No.	Name	Sex	Position	Tel	Signature
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Sl. No.	Name	Gender	Age	Address	Status
1	33
2	34
3	35
4	36
5	37
6	38
7	39
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9	41
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 32

ព្រះរាជាណាចក្រកម្ពុជា
ជាតិ សាសនា ព្រះមហាក្សត្រ

ខេត្តកំពង់ចាម
ស្រុកស្ទឹងត្រែង
រដ្ឋបាលឃុំជិតគ្រោះ

បញ្ជីបត្តមាន

ល.រ	នាម.គោត្តនាម	ភេទ	អាយុ	មុខងារ	អង្គភាព	លេខទូរស័ព្ទ	ហត្ថលេខា	ផ្សេងៗ
១	ហ៊ុន ឃី	ប	47	ប្រធានគ្រូ	សាលា	012597624	Dom	
២	ហ៊ុន ឃី	ប	60	ប្រធានគ្រូ	សាលា	0996010-77	Dom	
៣	ហ៊ុន ឃី	ប	60	ប្រធានគ្រូ	សាលា	06951-999	Dom	
៤	ហ៊ុន ឃី	ប	58	អង្គការ	សាលា	012250413	Dom	
៥	ហ៊ុន ឃី	ប	47	ប្រធានគ្រូ	សាលា			
៦	ហ៊ុន ឃី	ប	55					
៧	ហ៊ុន ឃី	ប	30					
៨	ហ៊ុន ឃី	ប	62					
៩	ហ៊ុន ឃី	ប	60					
១០	ហ៊ុន ឃី	ប		ប្រធានគ្រូ	សាលា			
១១	ហ៊ុន ឃី	ប		ប្រធានគ្រូ	សាលា			
១២	ហ៊ុន ឃី	ប						
១៣	ហ៊ុន ឃី	ប						
១៤	ហ៊ុន ឃី	ប						
១៥	ហ៊ុន ឃី	ប						
១៦	ហ៊ុន ឃី	ប						
១៧	ហ៊ុន ឃី	ប						
១៨	ហ៊ុន ឃី	ប						
១៩	ហ៊ុន ឃី	ប	78					

Handwritten signature

២០	សិល ខ្យល់	០				
២១	សោត ខ្យល់	០	ប្រវាណស្ស័យ	វិចិត្រ		
២២	ស្រី ខ្យល់	០				
២៣	ស្រី ខ្យល់	០				
២៤	ស្រី ខ្យល់	០				
២៥	ស្រី ខ្យល់	០				
២៦	ស្រី ខ្យល់	០				
២៧	ស្រី ខ្យល់	០				
២៨	ស្រី ខ្យល់	០				
២៩	ស្រី ខ្យល់	០				
៣០	ស្រី ខ្យល់	០				
៣១	ស្រី ខ្យល់	០				
៣២	ស្រី ខ្យល់	០				
៣៣	ស្រី ខ្យល់	០				
៣៤	ស្រី ខ្យល់	០				
៣៥	ស្រី ខ្យល់	០				
៣៦	ស្រី ខ្យល់	០				
៣៧	ស្រី ខ្យល់	០				
៣៨	ស្រី ខ្យល់	០				
៣៩	ស្រី ខ្យល់	០				
៤០	ស្រី ខ្យល់	០				
៤១	ស្រី ខ្យល់	០				
៤២	ស្រី ខ្យល់	០				
៤៣	ស្រី ខ្យល់	០				
៤៤	ស្រី ខ្យល់	០				
៤៥	ស្រី ខ្យល់	០				
៤៦	ស្រី ខ្យល់	០				
៤៧	ស្រី ខ្យល់	០	ស្រី ខ្យល់	០៨៨ ១២០ ៧ ៧ ៦៦	ស្រី ខ្យល់	Som Somy
៤៨	ស្រី ខ្យល់	០	ស្រី ខ្យល់	០១៧ ៤ ១ ៤ ១ ២	ស្រី ខ្យល់	ស្រី ខ្យល់

៥៨	សិ. វិ. វ		ឧបនាយក	នាយក	012396996	គ
៥០	សិ. វិ. វ		SBO/MND	MRO	012756557	
៥១	សិ. វិ. វ		QC	PEC	085715231	
៥២	សិ. វិ. វ		Consultant	PEC	011617766	
៥៣	សិ. វិ. វ		គ្រូបង្រៀន	នាយក	01259	
៥៤						
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ថ្ងៃ.....

ដេញដោល ថ្ងៃទី.....ខែ.....ឆ្នាំ២០១៨

អ្នកធ្វើតារាង

បានឃើញ និងឯកភាព
មេឃុំ

Annex 2: Field Visit Participants

Attendant List
MRD-RRIP-III

SITE VISIT - 19 APRIL 2018 - SVAY RIENG

ល.រ No.	នាម និងគត្តនាម Name	ភេទ Sex	តំណាង/ស្ថានភាព Position	លេខទូរស័ព្ទ Tel	ហត្ថលេខា/ស្នាមមេដៃ Signature
1	Chan-Sy dara	M	Deputy Director	011950992	
2	Khek Saphat	M	Chief of office	077-993531	
3	VA-Domg	M	Deputy of office	058 582841	
4	HUANG Jung Joo	M	Quantity cost Engineer	077692676	
5	ITH Saphorn	M	— — —	085715231	
6	Hang Sapolun	M	Resettlement / SES	012456557	
7	Ea Sophy	M	Consultant	01 617766	
8	Ea Chhean	M	DRD, PV	012997767	
9	Sor Sen	M	PRRD-TBK	012938206	
10	Tonh Yau	M	PRRD-KCH	015905080	
11	HOU Lim Sreng	M	PRRD K.C	012938809	
12	LI HONG NHOANG	M		012899902	
13	CHHURN DY	M		012429041	
14	LI MOUNG. MHT.	M		0177374774	
15	NGOUN SENG	M		0883809938	
16	ROUNG RON	M		089555725	
17	ROUN SRY SARBUN	M		012795478	
18	HON HEU	M		0977749596	