

Environmental and Social Management Plan

April 2023

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

(Contract No: NRRPCP/22/NCB/WRR-3: Lot 6)

**Tuek Chenh - Ou Dounta Kraom DBST road subproject:
Stueng Kach to Ou Andoung commune, Sala Krau district,
Pailin province.**

CURRENCY EQUIVALENTS (4 April 2023)

Currency Unit–Cambodian Riel (KHR) 1\$=4,100 KHR; KHR=0.000244\$

ABBREVIATIONS

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
E & S	Environmental and Social
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
GKC	Government of Kingdom of Cambodia
GDR	General Department of Resettlement
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
NRRPCP	National Rural Restoration of Productive Capacity Project
PAP	Project Affected Persons
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
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
mm	–	millimetre
m ²	–	square meter
m ³	–	cubic meter

NOTE

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

SUMMARY OF SUBPROJECT

Name of subproject	Tuek Chenh - Ou Dounta Kraom DBST road				
Province	Pailin	Districts	Sala Krau	Communes	Stueng Kach and Ou Andoung
Contract No.	NRRPCP/22/NCB/WRR-3: Lot 6			Ref. No.	RR-06
Description	The subproject includes the rehabilitation of the exiting laterite road with a length of 20,850 m to a DBST road with a base-width that ranges from of 9.5 to 20.0 meters. There are 40 pipe culverts, 25 pipe culverts will be retained, 12 pipe culverts will be replaced and three pipe culverts will be new constructed. There are six box culverts, five box culverts will be retained and one box culvert will be replaced.				
Cost Estimate (US\$)	\$ 3,267,226				
Right of Way	40.0 meters (for provincial road)			Date	15 July 2022
Length	20,850 meters	Existing base width	15.0 meters	Proposed base width	9.5 meters increasing to 20.0 meters.
Area of additional land needed (m ²)	67,825 m ² (within RoW)		Other assets lost	n.a.	
Extra land area for Col (m ²)	41,700 m ² (within ROW)				
No. of Affected Persons	15		No. of elderly HH heads		-
			No. of FHHs		-
			No. of ID Poor HHs		-
Environment	Only minor and temporary during construction		Social	There will be 21 trees are likely to be removed and one movable stall to move back from the Right of Way.	
Involuntary resettlement	No impact on privately owned land		Indigenous Peoples	No IPs are residing in the subproject area.	
Allowances for AHs					
Crop production	n.a.			Total allowances:	n.a.
Trees	21 trees				
Fences	n.a				
E & S Category	CATEGORY B (Minor hindrances to the civil works and possible need for shifting of store)				
Public consultation meetings					
	Date	No. of participants		No. of women	No. of APs
1 st meeting	20 Jul 2022	119		41	0
2 nd meeting	12 Oct 2022	97		30	0
Preparation of ESMP					
	1 st Draft	Revised		Final	
Date of preparation	4 Apr 2023				
Date of comment					

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ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN**Stueng Kach and Ou Andoung DBST road subproject: Stueng Kach and Ou Andoung communes, Sala Krau district, Pailin 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) rural road subproject in Stueng Kach and Ou Andoung communes that is located in Sala Krau district in Pailin (PLN) 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 subproject.

2. PROJECT BACKGROUND**2.1 Project Description**

2. The Government of the Kingdom of Cambodia (GoKC) 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 kilometers of existing rural roads with climate proofing, 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 greening of the embankments using nature-based solutions and indigenous materials to accommodate safe walking and cycling and promote rural roads' safety.

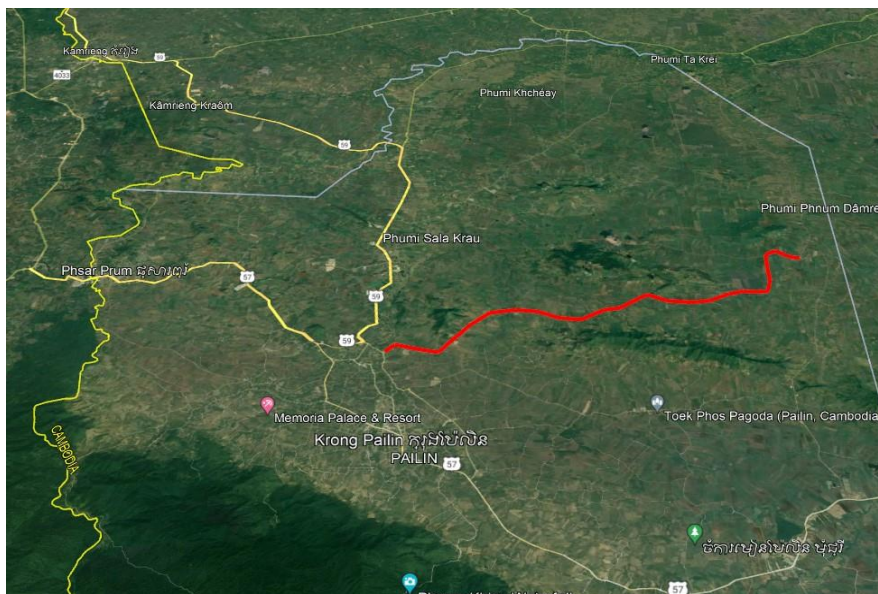
2.2 Selection Criteria for subproject

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 kilometers. The selected rural roads have been identified from those prioritized at sub-national level (commune and district) and is part of the government decentralized annual development planning process.

3. PROJECT BACKGROUND**3.1 Proposed subproject**

6. The proposed subproject comprises the construction of a DBST road linking four villages along the existing road line in Stueng Kach and Ou Andoung communes in Sala Krau district of PLN province. The existing road has a laterite surface and an average width of 15.0 meters. Currently, the road is in a dilapidated state, it is muddy and slippery, with minor flooding in some sections 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

[illegible]

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Figure 3: Photos of existing road

3.2 Technical specifications

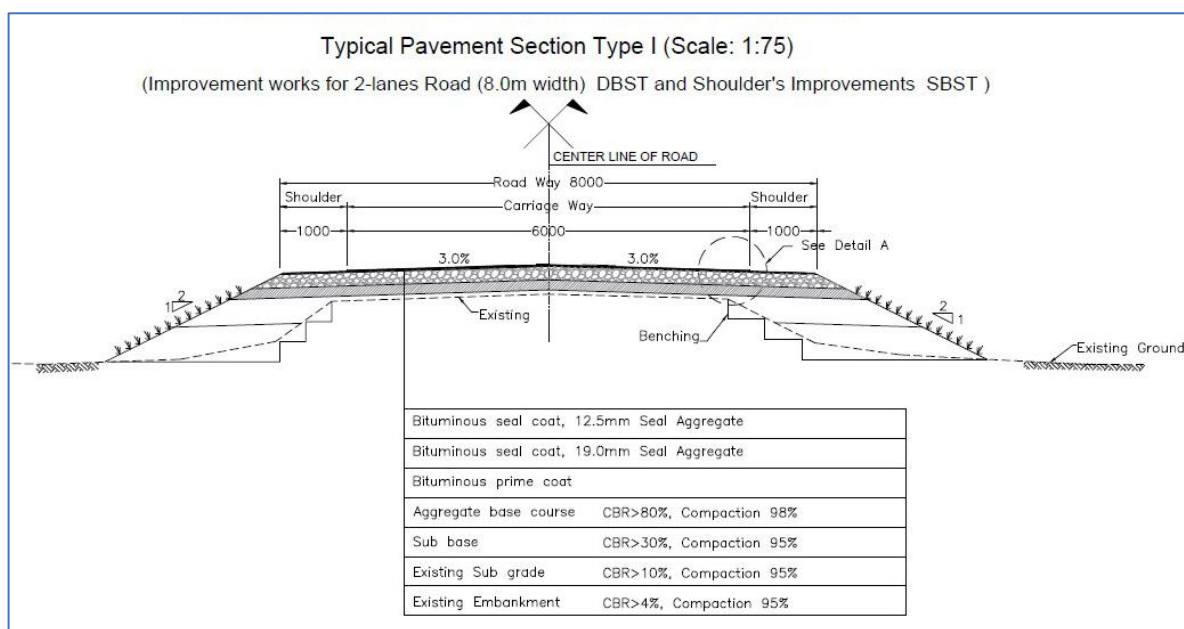
8. The proposed DBST road has been designed with a carriageway of 6.0 meters and a one-meter shoulder on each side with an embankment that varies depending on the elevation of the road that results in a base width over most sections of the road of 10.0 m but increases to a maximum of 20.0 meters. The cross-fall of the carriageway is planned to be three percent in consideration of the design speed and pavement type (DBST), 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 trucks 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 road that will be included in the Corridor of Impact and is used temporarily during the construction period.² This calculation shows that an additional area of land comprising 67,825 square meters 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 41,700 square meters.

Figure 4: Examples of cross sections of proposed road



Source: PMU – engineering team

11. The road will apply only one type of typical cross section for the entire road, which is the type I cross section since the available existing road is wide enough to accommodate the road design.

12. Since the official Right of Way (RoW) of the road is 40.0 meters all of the additional land that will be required lies within this width and thus there will be no impacts on any 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 such as small trees and shrubs.

² See Annex 2 for the tabulation of the existing and proposed based width of the road for all sections.

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 some *Acacia* and *Eucalyptus* trees along the roadside. There are also some fruit trees growing and there will be some minor impacts due to the removal of some of these trees where they are growing close to the roadside. However, all of the affected trees are common property and the impact on livelihoods due to the removal of these trees will be minimal.

14. **Surface water:** There are no significant water bodies such as permanent rivers or lakes observed along most of the length of the road.

15. **Land use/agriculture:** The land surrounding the road consists primarily of cassava plantation, rice fields and some residential plots of land. The proposed DBST road will be constructed within the existing alignment and although there is some 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 Provincial Road detour the town and extends to Ou 75 village. The road construction will have some minor impacts on human receptors during the civil work but no healthcare facilities are located along the road length.

4.2 Social Context

17. **Demography:** There are 701 households within the 4 villages in Stung Kach and Ou Andoung communes with population of 2,826 and there are 197 vulnerable households identified.³

18. **Educational status:** The educational standard is under concern. About 30% of the households report to be illiterate. For the village namely Ou 75, the proportion of the households in illiterate and literate are 85% and 15% respectively.

19. **Occupation and incomes:** The main occupation is farming (96%) overall followed by employees and the public sector.

20. **Land Use:** The total land area of the four villages is 4,047 hectares and all of them have no irrigated system. About 75% percent of the households have a latrine but only 81% percent have access to potable water while the remaining 19% use water from rainwater and deep well.

21. Households are using boiled / filtered water. The proportion of the households in the medium/better income categories is low (about 7% percent), and the proportion of ID Poor categories I and II are 30 and 22.5% respectively.

22. **Migration:** By mid-2021 over 200,000 of migrant workers has returned to Cambodia from migrant countries since the beginning of the CoVID-19 pandemic⁴. About 6.5 percent of the total population in all target villages are domestic migrants, while about 7% are external migration.

23. **Gender and Decision Making:** Although Cambodian society is not matriarchal 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 four target villages.

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 Rapid Environmental and Social Screening Assessment

24. A Rapid Environment Screening Assessment (RESA) has been completed for the subproject.⁵ 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.

25. 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 mainly located in an area of low population density that is not directly adjacent to housing and sensitive receptors such as health centers, pagodas, commune offices, mosques, markets and schools. The minor impacts can be adequately managed through the application of good construction practices and an effective Grievance Redress Mechanism (GRM).

26. 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 ensure the awarded contractor understands and be aware of the requirements before a bid is submitted.

27. 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 Project related environmental or social issues.

28. The proposed subproject is anticipated to have minimal adverse environmental impacts that can be mitigated during construction phase.

5.2 Climate Risk Screening

29. A Climate Screening Risk Assessment has been completed for each subproject. These screening checklists confirms that in Cambodia, seasonal variability in rainfall patterns is expected to increase, resulting in more intense rain during the wet seasons and drier dry seasons. These trends apply to all subproject sites. Given the timescale for significant climate change, it will not have any significant immediate impact on the subprojects, but it is recommended that the constructions should be commenced before the onset of the rainy season.

30. The subproject has been screened for potential climate risk.⁶ 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 the road in any low-lying sections as well as the installation of proper drainage, including the replacement of the pipe culverts and side drains to ensure that the impact of any such flooding events is minimized.

5.3 Description of Social Characteristics of Subproject Site

31. The hold road that included under this subproject is proposed to be upgraded to DBST and are mostly located within rural areas. However, the contractor will still be required to advise measures to minimize any unexpected impacts during the construction.

5.4 Land acquisition and resettlement screening

32. The construction of road will not require the acquisition of any private land since the civil work will be conducted within the official RoW of the road (40m). There will be no requirement for the preparation of a Resettlement Plan (RP)⁷. There were no identifiable impacts on crops or trees within the COI that will

⁵ See Annex 4 for the RESA screening checklist and Annex 5 for the Environmental and Social Impact Analysis.

⁶ See Annex 6 for Preliminary Climate Risk Screening Checklist.

⁷ See Annex 2 for the land acquisition and resettlement Checklist.

need to be removed. However, some small shrubs and other vegetation along the roadside within the COI will need to be cleared.

5.5 Identification of Affected Persons

33. Based on the census conducted during the preparation of the subproject DED there were no APs identified who will be impacted through the loss of crops, trees or the relocations/shifting back fences or other assets for the civil work.

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 impact

35. There are no public properties impacted by the road construction since it will be conducted within the existing road alignment (15m width) and entirely within the official ROW of the road (40m).

5.8 Indigenous Peoples

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

5.9 Environmental and Social Categorization

37. **This subproject has been classified as category B for environment and social impacts.** There will be minor and temporary environmental impact during the construction phase, there is no land acquisition and social impacts are restricted to the removal of small shrubs and other vegetations along the roadside. Therefore, the Project Environmental and Social Code of Practice (ESCoP) will be applied.⁸ This document describes the mitigation procedures for all perceived potential impacts of the road construction, and this will be appended to the contract that is awarded and must be adhered to by the contractor. The awarded contractor will be required to prepare a Contractor's Environmental and Social Management Plan (C-ESMP) and submit monthly reports to the PIU to report 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 summarized 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 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

⁸ See Annex 3 for the Environmental and Social Code of Practice.

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 councilors
- Member: One Representative of Local Based Civil Society Organization

41. There are no fees or charges levied on the AP for the lodgment 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 suit 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 Col that was agreed to during the public consultations and the demarcation, it has been found that the proposed DBST 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. The confirmed findings for this rural road subproject are as follows:

- a. Meaningful public consultation meetings have been completed with the local authorities in Stung Kach and Ou Andoung communes and with the residents of the four villages.
- 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 40.0 meters as confirmed by the District Governor of Sala Krau district.
- e. The DBST 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 Col, but this is also within the RoW of the road and no impact was foreseen during the subproject site screening.
- f. The contractor will not use any other land outside of the agreed Col.
- g. The construction will require the removal of some shrubs and vegetation growing along the roadside within the Col of the road.
- h. All residents of the four 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 visit and the public consultation, it was confirmed by the local authorities and consulted people that there are no IPs residing in these communes. **The subproject has been classified as category B according to the AIIB classification, due to the minor hindrances that will occur during the civil work, based on the approved ESMPF, RPF and IPPF.**

44. The GRM has been established as described above and it has been explained to the beneficiaries 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 has been poorly maintained and during wet season it renders travel difficult and this impedes the ability of the local residents to travel from their village to social facilities and public utilities such as markets, schools, health center, pagoda, and especially connecting to the Pailin provincial town. It also creates problems for the households who wish to transport agriculture products to the local markets as well as to the National and Provincial Road that connects them to markets in district centers 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 roads 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 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 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 are any other unexpected impacts on their land or assets or from the civil work.

8. CONCLUSION AND RECOMMENDATION

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 in the Construction Supervision Team and Safeguards Specialist for Rural Roads (SP2). The progress of the civil work will be reported in the Project Quarterly Progress Report and the 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 when the construction work starts.

48. Measures must be taken to avoid disruption of villagers' 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 contractor must support the GRM process and ensure timely and effective resolution of grievances.

49. The contractor will be responsible for reinstating the land used to access the subproject site during construction to the original condition and supervision consultants 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 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 works and will require the contractor to provide alternative access to water in case of temporary blockage of canals during construction as needed; and ensure access to their rice 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
Kgnouk	705	358	347	174	4.05	28.73	0.2
Srang Meanchey	530	282	248	127	4.27	52.75	0
Srah Pir	618	338	280	149	4.14	30.20	0
Ou Chet Pram	973	559	414	251	3.87	13.94	0
Total	2,826	1,537	1,289	701	4.03	28.10	0.2
Marital status (%)	Couples	Widows	Widowers				
Kgnouk	82	17	1				
Srang Meanchey	94.49	4.72	0.79				
Srah Pir	90.60	7.38	2.02				
Ou Chet Pram	90.44	7.97	1.59				
Education (%)	Illiterate	Literate	Primary	Secondary	High	University	
Kgnouk	20	80	65	23	9	3	
Srang Meanchey	6	94	55	30	10	5	
Srah Pir	10	90	60	29	7	4	
Ou Chet Pram	85	15	90	6	3	1	
Occupation (%)	Farming	Employees	Business	Public sector	Health	Fishing	
Kgnouk	95	2	0	3	0	0	
Srang Meanchey	96	2	0	2	0	0	
Srah Pir	97	2	0	1	0	0	
Ou Chet Pram	96	3	0	1	0	0	
Domestic Migration	% of popn.	% of men	% of women	External migration			% of popn.
Kgnouk	7	4	3				14
Srang Meanchey	4	2	2				6
Srah Pir	5	2	3				3
Ou Chet Pram	10	7	3				5
Land Use (ha)	Total area	Land classification (ha)					Community Forest
		Residential	Common	Irrigated	Rain-fed	Crops	
Kgnouk	792	75	2	0	716	716	0
Srang Meanchey	1,825	72	3	0	1,350	1,350	400
Srah Pir	988	43	1.5	0	988	988	0
Ou Chet Pram	442	131	7	0	442	442	7
Total	4,047	321	13.5	0	3,496	3,496	407
Agriculture activities	Population	No. of HHs	Farming production (%)	Farming without pesticide	Production (ton/ha)	Farm gate price (riel)	
Kgnouk	705	174	30	0	3	600	
Srang Meanchey	530	127	35	0	4	600	
Srah Pir	618	149	25	0	3	600	
Ou Chet Pram	973	251	32	0	3	600	
Total	2,826	701	30.50	0	13	600	

Annex 1: Socio-economic data (cont.,)

Water/Sanitation (%)	Potable water	Boiled/filtered water	Latrine	No latrine	
Kgnouk	90	10	70	30	
Srang Meanchey	70	30	60	40	
Srah Pir	80	20	90	10	
Ou Chet Pram	85	15	75	25	
Poverty levels (%)	Very poor	Poor	Medium	Better off	
Kgnouk	30	10	50	10	
Srang Meanchey	40	25	32	3	
Srah Pir	15	35	40	10	
Ou Chet Pram	35	20	40	5	

Annex 2: Existing and proposed road widths and trees within Col

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		Tree	
						Total		Outside ROW					
				Existing	Proposed	Width (m)	Area (m ²)	Width (m)	Area (m ²)	Width (m)	Area (m ²)	N	Type of Tree
Kgnouk	PK 0+000 - 0+100	40.0	100.0	8.0	10.5	2.5	250.0	-	-	2.0	200.0		
	PK 0+100 - 0+200		100.0	8.0	10.5	2.5	250.0	-	-	2.0	200.0		
	PK 0+200 - 0+300		100.0	8.0	11.0	3.0	300.0	-	-	2.0	200.0		
	PK 0+300 - 0+400		100.0	8.0	11.5	3.5	350.0	-	-	2.0	200.0		
	PK 0+400 - 0+500		100.0	8.0	12.5	4.5	450.0	-	-	2.0	200.0		
	PK 0+500 - 0+600		100.0	8.0	11.0	3.0	300.0	-	-	2.0	200.0		
	PK 0+600 - 0+700		100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0	2	Cashew
	PK 0+700 - 0+800		100.0	8.0	14.0	6.0	600.0	-	-	2.0	200.0		
	PK 0+800 - 0+900		100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0		
	PK 0+900 - 1+000		100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0		
	PK 1+000 - 1+100		100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0		
	PK 1+100 - 1+200		100.0	8.0	12.0	4.0	400.0	-	-	2.0	200.0		
	PK 1+200 - 1+300		100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0	2	Tamarin
	PK 1+300 - 1+400		100.0	8.0	12.0	4.0	400.0	-	-	2.0	200.0		
	PK 1+400 - 1+500		100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0		
	PK 1+500 - 1+600		100.0	8.0	11.0	3.0	300.0	-	-	2.0	200.0		
	PK 1+600 - 1+700		100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0		
	PK 1+700 - 1+800		100.0	8.0	11.0	3.0	300.0	-	-	2.0	200.0		
	PK 1+800 - 1+900		100.0	8.0	11.0	3.0	300.0	-	-	2.0	200.0		
	PK 1+900 - 2+000		100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0		
	PK 2+000 - 2+100		100.0	8.0	15.0	7.0	700.0	-	-	2.0	200.0		
	PK 2+100 - 2+200		100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0		
	PK 2+200 - 2+300		100.0	8.0	11.5	3.5	350.0	-	-	2.0	200.0		
	PK 2+300 - 2+400		100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0		
	PK 2+400 - 2+500		100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0		
	PK 2+500 - 2+600		100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0		
	PK 2+600 - 2+700		100.0	8.0	11.0	3.0	300.0	-	-	2.0	200.0		
	PK 2+700 - 2+800		100.0	8.0	11.5	3.5	350.0	-	-	2.0	200.0	1	Movable shed (23.4m)
	PK 2+800 - 2+900		100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0		
	PK 2+900 - 3+000		100.0	8.0	11.0	3.0	300.0	-	-	2.0	200.0		
	PK 3+000 - 3+100		100.0	8.0	16.0	8.0	800.0	-	-	2.0	200.0		
	PK 3+100 - 3+200		100.0	8.0	12.0	4.0	400.0	-	-	2.0	200.0		
	PK 3+200 - 3+300		100.0	8.0	13.0	5.0	500.0	-	-	2.0	200.0		
	PK 3+300 - 3+400		100.0	8.0	10.5	2.5	250.0	-	-	2.0	200.0		
	PK 3+400 - 3+500		100.0	8.0	9.5	1.5	150.0	-	-	2.0	200.0		
	PK 3+500 - 3+600		100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0		
	PK 3+600 - 3+700		100.0	8.0	11.0	3.0	300.0	-	-	2.0	200.0		
	PK 3+700 - 3+800		100.0	8.0	11.0	3.0	300.0	-	-	2.0	200.0		
	PK 3+800 - 3+900		100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0		
	PK 3+900 - 4+000		100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0		
	PK 4+000 - 4+100		100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0	2	Mango
	PK 4+100 - 4+200		100.0	8.0	9.5	1.5	150.0	-	-	2.0	200.0		
	PK 4+200 - 4+300		100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0		
	PK 4+300 - 4+400		100.0	8.0	12.0	4.0	400.0	-	-	2.0	200.0		
	PK 4+400 - 4+500		100.0	8.0	11.5	3.5	350.0	-	-	2.0	200.0		
	PK 4+500 - 4+600		100.0	8.0	10.5	2.5	250.0	-	-	2.0	200.0		
	PK 4+600 - 4+700		100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0		
	PK 4+700 - 4+800		100.0	8.0	12.0	4.0	400.0	-	-	2.0	200.0		
	PK 4+800 - 4+900		100.0	8.0	9.5	1.5	150.0	-	-	2.0	200.0		
	PK 4+900 - 5+000		100.0	8.0	10.5	2.5	250.0	-	-	2.0	200.0		
	PK 5+000 - 5+100		100.0	8.0	11.5	3.5	350.0	-	-	2.0	200.0		
	PK 5+100 - 5+200		100.0	8.0	11.0	3.0	300.0	-	-	2.0	200.0		
	PK 5+200 - 5+300		100.0	8.0	11.5	3.5	350.0	-	-	2.0	200.0		
	PK 5+300 - 5+400		100.0	8.0	10.7	2.7	270.0	-	-	2.0	200.0		
	PK 5+400 - 5+500		100.0	8.0	11.5	3.5	350.0	-	-	2.0	200.0		
	PK 5+500 - 5+600		100.0	8.0	10.5	2.5	250.0	-	-	2.0	200.0		
	PK 5+600 - 5+700		100.0	8.0	9.5	1.5	150.0	-	-	2.0	200.0		
	PK 5+700 - 5+800		100.0	8.0	11.0	3.0	300.0	-	-	2.0	200.0		
	PK 5+800 - 5+900		100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0		
	PK 5+900 - 6+000		100.0	8.0	12.5	4.5	450.0	-	-	2.0	200.0		
	PK 6+000 - 6+100		100.0	8.0	12.0	4.0	400.0	-	-	2.0	200.0		
	PK 6+100 - 6+200		100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0		
	PK 6+200 - 6+300		100.0	8.0	11.0	3.0	300.0	-	-	2.0	200.0		
	PK 6+300 - 6+400		100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0		
	PK 6+400 - 6+500		100.0	8.0	12.0	4.0	400.0	-	-	2.0	200.0		
	PK 6+500 - 6+600		100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0		

Annex 2: Existing and proposed road widths and trees within Col (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		Tree	
						Total		Outside ROW					
				Existing	Proposed	Width (m)	Area (m ²)	Width (m)	Area (m ²)	Width (m)	Area (m ²)	N	Type of Tree
Srang Meanchey	PK 6+600 - 6+700	40.0	100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0		
	PK 6+700 - 6+800		100.0	8.0	11.0	3.0	300.0	-	-	2.0	200.0		
	PK 6+800 - 6+900		100.0	8.0	11.0	3.0	300.0	-	-	2.0	200.0		
	PK 6+900 - 7+000		100.0	8.0	11.0	3.0	300.0	-	-	2.0	200.0		
	PK 7+000 - 7+100		100.0	8.0	13.0	5.0	500.0	-	-	2.0	200.0		
	PK 7+100 - 7+200		100.0	8.0	13.0	5.0	500.0	-	-	2.0	200.0		
	PK 7+200 - 7+300		100.0	8.0	13.0	5.0	500.0	-	-	2.0	200.0		
	PK 7+300 - 7+400		100.0	8.0	12.5	4.5	450.0	-	-	2.0	200.0		
	PK 7+400 - 7+500		100.0	8.0	12.8	4.8	480.0	-	-	2.0	200.0		
	PK 7+500 - 7+600		100.0	8.0	12.0	4.0	400.0	-	-	2.0	200.0		
	PK 7+600 - 7+700		100.0	8.0	12.0	4.0	400.0	-	-	2.0	200.0		
	PK 7+700 - 7+800		100.0	8.0	12.5	4.5	450.0	-	-	2.0	200.0		
	PK 7+800 - 7+900		100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0		
	PK 7+900 - 8+000		100.0	8.0	11.0	3.0	300.0	-	-	2.0	200.0		
	PK 8+000 - 8+100		100.0	8.0	12.5	4.5	450.0	-	-	2.0	200.0		
	PK 8+100 - 8+200		100.0	8.0	11.9	3.9	390.0	-	-	2.0	200.0	2	Cashew
	PK 8+200 - 8+300		100.0	8.0	12.9	4.9	490.0	-	-	2.0	200.0	2	Acacia
	PK 8+300 - 8+400		100.0	8.0	11.0	3.0	300.0	-	-	2.0	200.0	3	Acacia, Cashew
	PK 8+400 - 8+500		100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0		
	PK 8+500 - 8+600		100.0	8.0	12.2	4.2	420.0	-	-	2.0	200.0		
	PK 8+600 - 8+700		100.0	8.0	9.5	1.5	150.0	-	-	2.0	200.0		
	PK 8+700 - 8+800		100.0	8.0	9.5	1.5	150.0	-	-	2.0	200.0		
	PK 8+800 - 8+900		100.0	8.0	11.5	3.5	350.0	-	-	2.0	200.0		
	PK 8+900 - 9+000		100.0	8.0	11.4	3.4	340.0	-	-	2.0	200.0		
	PK 9+000 - 9+100		100.0	8.0	14.4	6.4	640.0	-	-	2.0	200.0		
	PK 9+100 - 9+200		100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0		
	PK 9+200 - 9+300		100.0	8.0	9.5	1.5	150.0	-	-	2.0	200.0		
	PK 9+300 - 9+400		100.0	8.0	13.0	5.0	500.0	-	-	2.0	200.0		
	PK 9+400 - 9+500		100.0	8.0	13.4	5.4	540.0	-	-	2.0	200.0		
	PK 9+500 - 9+600		100.0	8.0	10.8	2.8	280.0	-	-	2.0	200.0		
	PK 9+600 - 9+700		100.0	8.0	9.5	1.5	150.0	-	-	2.0	200.0		
	PK 9+700 - 9+800		100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0		
	PK 9+800 - 9+900		100.0	8.0	12.0	4.0	400.0	-	-	2.0	200.0		
	PK 9+900 - 10+000		100.0	8.0	10.5	2.5	250.0	-	-	2.0	200.0		
	PK 10+000 - 10+100		100.0	8.0	13.2	5.2	520.0	-	-	2.0	200.0		
	PK 10+100 - 10+200		100.0	8.0	12.0	4.0	400.0	-	-	2.0	200.0		
	PK 10+200 - 10+300		100.0	8.0	9.5	1.5	150.0	-	-	2.0	200.0		
	PK 10+300 - 10+400		100.0	8.0	10.5	2.5	250.0	-	-	2.0	200.0		
	PK 10+400 - 10+500		100.0	8.0	10.5	2.5	250.0	-	-	2.0	200.0		
	PK 10+500 - 10+600		100.0	8.0	11.0	3.0	300.0	-	-	2.0	200.0		
	PK 10+600 - 10+700		100.0	8.0	12.5	4.5	450.0	-	-	2.0	200.0		
	PK 10+700 - 10+800		100.0	8.0	13.7	5.7	570.0	-	-	2.0	200.0		
	PK 10+800 - 10+900		100.0	8.0	10.5	2.5	250.0	-	-	2.0	200.0		
	PK 10+900 - 11+000		100.0	8.0	11.4	3.4	340.0	-	-	2.0	200.0		
	PK 11+000 - 11+100		100.0	8.0	10.6	2.6	260.0	-	-	2.0	200.0		
	PK 11+100 - 11+200		100.0	8.0	12.2	4.2	420.0	-	-	2.0	200.0		
	PK 11+200 - 11+300		100.0	8.0	11.0	3.0	300.0	-	-	2.0	200.0		
	PK 11+300 - 11+400		100.0	8.0	11.5	3.5	350.0	-	-	2.0	200.0		
	PK 11+400 - 11+500		100.0	8.0	10.5	2.5	250.0	-	-	2.0	200.0		
	PK 11+500 - 11+600		100.0	8.0	12.0	4.0	400.0	-	-	2.0	200.0		
PK 11+600 - 11+700	100.0	8.0	12.0	4.0	400.0	-	-	2.0	200.0				
PK 11+700 - 11+800	100.0	8.0	12.5	4.5	450.0	-	-	2.0	200.0				
PK 11+800 - 11+900	100.0	8.0	15.0	7.0	700.0	-	-	2.0	200.0				
PK 11+900 - 12+000	100.0	8.0	13.0	5.0	500.0	-	-	2.0	200.0				
PK 12+000 - 12+100	100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0				
PK 12+100 - 12+200	100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0				
PK 12+200 - 12+300	100.0	8.0	14.8	6.8	680.0	-	-	2.0	200.0				
PK 12+300 - 12+400	100.0	8.0	11.5	3.5	350.0	-	-	2.0	200.0				
PK 12+400 - 12+500	100.0	8.0	12.0	4.0	400.0	-	-	2.0	200.0				
PK 12+500 - 12+600	100.0	8.0	12.0	4.0	400.0	-	-	2.0	200.0				
PK 12+600 - 12+700	100.0	8.0	11.3	3.3	330.0	-	-	2.0	200.0				
PK 12+700 - 12+800	100.0	8.0	10.5	2.5	250.0	-	-	2.0	200.0				
PK 12+800 - 12+900	100.0	8.0	10.5	2.5	250.0	-	-	2.0	200.0				
PK 12+900 - 13+000	100.0	8.0	11.0	3.0	300.0	-	-	2.0	200.0				
PK 13+000 - 13+100	100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0				
PK 13+100 - 13+200	100.0	8.0	12.3	4.3	430.0	-	-	2.0	200.0				
PK 13+200 - 13+300	100.0	8.0	14.5	6.5	650.0	-	-	2.0	200.0				
PK 13+300 - 13+400	100.0	8.0	12.0	4.0	400.0	-	-	2.0	200.0				
PK 13+400 - 13+500	100.0	8.0	13.8	5.8	580.0	-	-	2.0	200.0				
PK 13+500 - 13+600	100.0	8.0	11.2	3.2	320.0	-	-	2.0	200.0				
PK 13+600 - 13+700	100.0	8.0	12.0	4.0	400.0	-	-	2.0	200.0				
PK 13+700 - 13+800	100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0				
PK 13+800 - 13+900	100.0	8.0	14.6	6.6	660.0	-	-	2.0	200.0				
PK 13+900 - 14+000	100.0	8.0	12.3	4.3	430.0	-	-	2.0	200.0				
PK 14+000 - 14+100	100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0				

Annex 2: Existing and proposed road widths and trees within Col (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		Tree	
						Total		Outside ROW					
				Existing	Proposed	Width (m)	Area (m ²)	Width (m)	Area (m ²)	Width (m)	Area (m ²)	N	Type of Tree
Srah Pir	PK 14+100 - 14+200	40.0	100.0	8.0	10.5	2.5	250.0	-	-	2.0	200.0		
	PK 14+200 - 14+300		100.0	8.0	13.5	5.5	550.0	-	-	2.0	200.0		
	PK 14+300 - 14+400		100.0	8.0	9.5	1.5	150.0	-	-	2.0	200.0		
	PK 14+400 - 14+500		100.0	8.0	12.0	4.0	400.0	-	-	2.0	200.0		
	PK 14+500 - 14+600		100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0		
	PK 14+600 - 14+700		100.0	8.0	10.5	2.5	250.0	-	-	2.0	200.0		
	PK 14+700 - 14+800		100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0		
	PK 14+800 - 14+900		100.0	8.0	12.7	4.7	470.0	-	-	2.0	200.0		
	PK 14+900 - 15+000		100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0		
	PK 15+000 - 15+100		100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0		
	PK 15+100 - 15+200		100.0	8.0	9.5	1.5	150.0	-	-	2.0	200.0		
	PK 15+200 - 15+300		100.0	8.0	11.7	3.7	370.0	-	-	2.0	200.0		
	PK 15+300 - 15+400		100.0	8.0	13.4	5.4	540.0	-	-	2.0	200.0		
	PK 15+400 - 15+500		100.0	8.0	9.6	1.6	160.0	-	-	2.0	200.0		
	PK 15+500 - 15+600		100.0	8.0	13.0	5.0	500.0	-	-	2.0	200.0		
	PK 15+600 - 15+700		100.0	8.0	13.0	5.0	500.0	-	-	2.0	200.0		
	PK 15+700 - 15+800		100.0	8.0	14.0	6.0	600.0	-	-	2.0	200.0		
	PK 15+800 - 15+900		100.0	8.0	10.5	2.5	250.0	-	-	2.0	200.0		
	PK 15+900 - 16+000		100.0	8.0	9.5	1.5	150.0	-	-	2.0	200.0		
	PK 16+000 - 16+100		100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0		
	PK 16+100 - 16+200		100.0	8.0	10.8	2.8	280.0	-	-	2.0	200.0		
	PK 16+200 - 16+300		100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0		
	PK 16+300 - 16+400		100.0	8.0	11.0	3.0	300.0	-	-	2.0	200.0		
	PK 16+400 - 16+500		100.0	8.0	9.5	1.5	150.0	-	-	2.0	200.0		
	PK 16+500 - 16+600		100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0		
	PK 16+600 - 16+700		100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0		
	PK 16+700 - 16+800		100.0	8.0	11.5	3.5	350.0	-	-	2.0	200.0		
	PK 16+800 - 16+900		100.0	8.0	11.0	3.0	300.0	-	-	2.0	200.0		
	PK 16+900 - 17+000		100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0		
	PK 17+000 - 17+100		100.0	8.0	12.0	4.0	400.0	-	-	2.0	200.0		
	PK 17+100 - 17+200		100.0	8.0	11.8	3.8	380.0	-	-	2.0	200.0		
	PK 17+200 - 17+300		100.0	8.0	11.0	3.0	300.0	-	-	2.0	200.0		
	PK 17+300 - 17+400		100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0		
	PK 17+400 - 17+500		100.0	8.0	10.5	2.5	250.0	-	-	2.0	200.0		
	PK 17+500 - 17+600		100.0	8.0	10.4	2.4	240.0	-	-	2.0	200.0		
	PK 17+600 - 17+700		100.0	8.0	13.6	5.6	560.0	-	-	2.0	200.0		
	PK 17+700 - 17+800		100.0	8.0	12.0	4.0	400.0	-	-	2.0	200.0		
	PK 17+800 - 17+900		100.0	8.0	11.9	3.9	390.0	-	-	2.0	200.0	4	Cashew, Mango
	PK 17+900 - 18+000		100.0	8.0	11.2	3.2	320.0	-	-	2.0	200.0	3	Eucalyptus
	PK 18+000 - 18+100		100.0	8.0	11.0	3.0	300.0	-	-	2.0	200.0		
PK 18+100 - 18+200	100.0	8.0	11.8	3.8	380.0	-	-	2.0	200.0				
PK 18+200 - 18+300	100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0				
PK 18+300 - 18+400	100.0	8.0	11.4	3.4	340.0	-	-	2.0	200.0				
PK 18+400 - 18+500	100.0	8.0	10.7	2.7	270.0	-	-	2.0	200.0				
PK 18+500 - 18+600	100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0				
PK 18+600 - 18+700	100.0	8.0	11.3	3.3	330.0	-	-	2.0	200.0				
PK 18+700 - 18+800	100.0	8.0	11.1	3.1	310.0	-	-	2.0	200.0				
PK 18+800 - 18+900	100.0	8.0	10.4	2.4	240.0	-	-	2.0	200.0				
PK 18+900 - 19+000	100.0	8.0	11.3	3.3	330.0	-	-	2.0	200.0				
PK 19+000 - 19+100	100.0	8.0	12.4	4.4	440.0	-	-	2.0	200.0				
PK 19+100 - 19+200	100.0	8.0	11.4	3.4	340.0	-	-	2.0	200.0				
PK 19+200 - 19+300	100.0	8.0	15.6	7.6	760.0	-	-	2.0	200.0				
PK 19+300 - 19+400	100.0	8.0	11.3	3.3	330.0	-	-	2.0	200.0				
PK 19+400 - 19+500	100.0	8.0	11.5	3.5	350.0	-	-	2.0	200.0				
PK 19+500 - 19+600	100.0	8.0	11.2	3.2	320.0	-	-	2.0	200.0				
PK 19+600 - 19+700	100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0				
PK 19+700 - 19+800	100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0				
PK 19+800 - 19+900	100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0				
PK 19+900 - 20+000	100.0	8.0	20.0	12.0	1,200.0	-	-	2.0	200.0				
PK 20+000 - 20+100	100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0				
PK 20+100 - 20+200	100.0	8.0	10.8	2.8	280.0	-	-	2.0	200.0				
PK 20+200 - 20+300	100.0	8.0	10.3	2.3	230.0	-	-	2.0	200.0				
PK 20+300 - 20+400	100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0				
PK 20+400 - 20+500	100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0				
PK 20+500 - 20+600	100.0	8.0	10.0	2.0	200.0	-	-	2.0	200.0				
PK 20+600 - 20+700	100.0	8.0	12.0	4.0	400.0	-	-	2.0	200.0				
PK 20+700 - 20+800	100.0	8.0	11.0	3.0	300.0	-	-	2.0	200.0				
PK 20+800 - 20+850			50.0	8.0	11.5	3.5	175.0	-	-	2.0	100.0		
	Total land requirement		Total length (m)								20,850.0	21.0	
			Additional land area required for road widening (m ²)								67,825.0		
			Additional land area required for road widening outside of ROW (m ²)								0.0		
			Other land area for temporary use during construction (m ²)								41,700.0		

Annex 3: Certification of Right of Way

ព្រះរាជាណាចក្រកម្ពុជា
ជាតិ សាសនា ព្រះមហាក្សត្រ

ខេត្តប៉ៃលិន
រដ្ឋបាលស្រុកសាលាក្រៅ
លេខ: ១៩១/២២២

ថ្ងៃ ២២/០៤/២០២២ ខែ ០៤ ឆ្នាំ ២០២២
សាលាក្រៅ ថ្ងៃទី ១៩ ខែ កក្កដា ឆ្នាំ ២០២២

សូមសោយជូន
លោកប្រធានមន្ទីរអភិវឌ្ឍន៍ជនបទខេត្តប៉ៃលិន


កម្មវត្ថុ: ស្តីពីការធានាអះអាងមិនប៉ះពាល់ដីធ្លី ការសាងសង់ផ្លូវក្រាលកៅស៊ូពីជាន់ (DBST) នៃគម្រោង
ពង្រឹងសមត្ថភាពផលិតភាពជនបទ (NRRPCP) របស់ក្រសួងអភិវឌ្ឍន៍ជនបទ ។

តបតាមកម្មវត្ថុខាងលើ ខ្ញុំសូមជម្រាបជូនលោកប្រធានមន្ទីរ និងជាប្រធានអង្គភាពអនុវត្តគម្រោង
ពង្រឹងសមត្ថភាពផលិតភាពជនបទខេត្តប៉ៃលិនថា: ស្រុកសាលាក្រៅ ឃុំស្ទឹងកាច់ និងឃុំអូរអណ្តូង ទទួលបាន
ការសាងសង់ផ្លូវក្រាលកៅស៊ូពីជាន់ (DBST) នៃគម្រោងពង្រឹងសមត្ថភាពផលិតភាពជនបទ(NRRPCP)ក្រសួង
អភិវឌ្ឍន៍ជនបទ ចំនួន ០១ខ្សែ មានប្រវែង សរុប២០៨៥០ម៉ែត្រ ទទឹងសរុប៨ម៉ែត្រ តភ្ជាប់ពីផ្លូវជាតិក្នុងក្រុង
(ចំណុចស្ថានភូមិក្រោក) ដល់ភូមិអូរចិតប្រាំ ឆ្លងកាត់ភូមិក្រោក ភូមិស្រង់មានជ័យ ឃុំស្ទឹងកាច់ ភូមិស្រះពីរ ភូមិអូរចិត
ប្រាំ ឃុំអូរអណ្តូង ស្រុកសាលាក្រៅ ខេត្តប៉ៃលិន។

ដូច្នេះយើងខ្ញុំ ជាអភិបាលនៃគណៈអភិបាលស្រុក និងក្រុមប្រឹក្សាស្រុក សូមធានាអះអាងថា គម្រោងដែល
ត្រូវអនុវត្ត ដូចបានរៀបរាប់ខាងលើ គឺពិតជាស្ថាបនានៅលើផ្ទៃសាធារណៈ(ផ្លូវចាស់) ដែលមានទំហំជាក់ស្តែង១៥
ម៉ែត្រ ដែលមិនមានការប្រើប្រាស់ដោយឯកជនណាមួយឡើយ។ ខ្ញុំសូមបញ្ជាក់ថាខ្សែផ្លូវខាងលើនេះ ទុកចំណីផ្លូវ២០
ម៉ែត្រពីអ័ក្សផ្លូវ សរុប៤០ម៉ែត្រ ដែលកំណត់ដោយ ការិយាល័យភូមិបាលស្រុក និងមន្ទីររៀបចំដែនដីនគរូបនីយកម្ម សំណង់
និងស្ថាប័នដីខេត្ត។

អាស្រ័យដូចបានជម្រាបជូនខាងលើ សូម លោកប្រធាន មេត្តាជ្រាបដឹងខ្ពង់ខ្ពស់ ។

សូម លោកប្រធាន ទទួលនូវការគោរពរាប់អានដ៏ខ្ពង់ខ្ពស់អំពីខ្ញុំ ។


អភិបាលស្រុក
សំ សារ៉េត

KINGDOM OF CAMBODIA
Nation Religion King

Pailin Province
Sala Krau District Administrations
No. 181/22 SCN

Sala Krau, Date: 17 Jul 2022

Letter of confirmation from Sala Krau District Governor

To Mr. Director of
Pailin 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) 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 Sala Krau district, Steung Kach and Ou Andoung communes has received a proposed DBST road line, with 8 meters in width and 20,850 meters in length of the NRRPCP/MRD, connecting from national bypass road (Kangouk bridge) to Ou Chet Pram village traverse a crosses 5 villages including Kgnouk and Srang Meanchey village in Steung Kach commune, Srah Pir and Ou Chet Pram in Ou Andoung commune Sala Krau district, and Pailin province.

Therefore, we, the District Governors and District Councilors confirming that the proposed DBST road lines as mentioned above is on the vacant/clear route of existing alignments with the narrow width of 15 meters from central lines, and none of land uses as well as other fixed assets. The right of way (ROW) is 20 meters from the central line, so total (ROW) is 40 meters, defined by the District Offices 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

SOM Saret

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

Environmental Safeguards	Yes	No	Remarks
a. Is the subproject area adjacent to or within any of the following environmentally sensitive areas? - Wetlands, Mangrove, Estuarine	-	√	There will be no such impacts.
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 low lying is constructed of reinforced concrete 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 and only one creek.
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?	-	√	It is not anticipated to use this equipment
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 be proper 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 labor from surrounding communities and not import unskilled labor 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 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 CoVID-19 pandemic and HIV/AIDS?	-	√	The contractor will be required to ensure that health protocols are applied and the workers have only formal interaction with local residents.
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 some trees and fences that may need to be removed or relocated.
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.			

Summary of RESA		
Classification	Description	Tick only one
Category A	The proposed subproject is classified as category A since it 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.	
Category B	The proposed subproject is classified as category B since it has potential adverse environmental impacts but are less adverse than those of category A projects. 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.	√
Category C	The proposed subproject is classified as category C since it has minimal or no adverse environmental impacts.	

Date: 19th November 2022
Responsible Officer
KCH Provincial Project
Manager
Signature ហ៊ុក រិទ្ធី
Mr. Hort Rithy

Annex 5: Environment and Social Impact Analysis (ESIA)

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 favourable 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 constructed reinforced concrete road 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:

Prepared by: SAO Botumroath

SEEN AND AGREED

BY: Mr. Hort Rithy

Position: Environment specialist

Position: PIU Manager

Signature:



Signature ហ៊ុន រិទ្ធ

Date: 19th Nov 2022

Date: 19th Nov 2022

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)?	√	-	-	The easement will be entirely within the COI for the road which is within 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 seventy six trees that are growing within the COI (and the ROW) will need to be removed.
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

Subproject Category	Subproject Eligibility	Next Steps
A: 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
B: 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
C: No involuntary resettlement impacts.	Eligible	No RP required

Prepared by: Tem Soksan

SEEN AND AGREED

BY: Mr. Hort Rithy

Position: Social specialist


Position: PIU Manager


Signature: តែម សុខសាន្តSignature ហ៊ុក រិទ្ធីDate: 19th November 2022Date: 19th November 2022

Annex 8: Public consultation meetings

1st public consultation meeting
<p>1. (Local authorities and PMU/PIU teams)</p> <p>Date: 20 Jul 2022</p> <p>No of participants: 119</p> <p>No of women: 41</p> <p>Meeting chairman: Mr. Hort Rithy, PIU Manager</p> <p>Facilitator: Mr. Sao Botumroath, Mr. Tem Soksam and PMU ESS</p>
Summary of discussions
<p>Understanding and accepting the subproject:</p> <ul style="list-style-type: none"> - The PMU Road Engineer provided a description of the proposed DBST road in Steung Kach and Ou Andoung communes with a total length of 20,850 meters and with a carriageway width of 6.0 meters and shoulders of 1 meter on each side making a total width of 8.0 meters. Each side has embankment that varies depending on the elevation of the road that results in a base width over most sections of the road of 10.0 m but increases to a maximum of 20.0 meters. - The local authorities agreed with the proposal to construct the DBST road since this will bring benefits to the local residents in travelling to the provincial town and between the villages for going to school and local markets and transporting agricultural and fishery products. - They fully supported the proposal to construct the DBST based on the proposed technical design. The access road from the area that will be used to take soil or laterite to construct rural road was identified and agreed by local authorities and project beneficiaries. - It was agreed that the cut-off date would be the 20 July 2022 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 build any fixed structures within the agreed Corridor of Impact after that date until such time as the civil work was completed.
<p>Impact on individual land:</p> <ul style="list-style-type: none"> - The local authority verified and confirmed that the proposed DBST road is located along the existing laterite road that has an existing base width of 8.0 to 10.0 meters and the new road will have a width ranging from 10.0 to 20.0 meters (including carriageway & shoulder and box culvert locations). The construction of the DBST road will not require any land acquisition along either sides of the road and the official RoW was confirmed as 40 meters. - It was agreed that the Corridor of Impact will include an additional width of one meter on each side of the base width of the road and this land would be used temporarily during the construction period for the movement of equipment and materials.
<p>Subproject management proposed by beneficiaries.</p> <ul style="list-style-type: none"> - 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 Meeting

<div>  <div> <p>ព្រះរាជាណាចក្រកម្ពុជា</p> <p>ជាតិ សាសនា ព្រះមហាក្សត្រ</p> </div> <div> <p>ក្រសួងធនធានធម្មជាតិ និងការពារព្រៃ</p> <p>អគ្គនាយកដ្ឋានព្រៃឈើ</p> </div> </div>									
<div> <p>បញ្ជីចំណាត់ថ្នាក់អ្នកចូលរួម</p> <p>អង្គបុគ្គលិកសម្រាប់ការប្រជុំសាធារណៈ ថ្ងៃទី ១៩ ខែ មិថុនា ២០២២</p> <p>Training/orientation/public meeting on Safeguard issues.</p> </div>									
<div> <p>ទីកន្លែង/Venue ភ្នំ ពេញ</p> <p>កាលបរិច្ឆេទ/Date ២០ ០៦ ២០២២ (ថ្ងៃទី)</p> </div>									
ល.រ (No)	ឈ្មោះ (Name)	ភេទ (Sex)	អាយុ (Age)	តំណក់ (Position)	ហត្ថលេខា (Signature)		លេខទូរស័ព្ទ Phone number	ស្ថាប័ន/ភារកិច្ច Institution/Department	
					ប្រឹក	ពួក			
១	លោក ហ៊ុន ឈន់	ប	៥៣	ប្រធាន			០៩៧ ២២០ ១២១	ក្រសួងធនធានធម្មជាតិ និងការពារព្រៃ	
២	លោក ហ៊ុន ឈន់	ប	៥៣	ប្រធាន			០៩៧ ២២០ ១២១	ក្រសួងធនធានធម្មជាតិ និងការពារព្រៃ	
៣	លោក ហ៊ុន ឈន់	ប	៥៣	ប្រធាន			០៩៧ ២២០ ១២១	ក្រសួងធនធានធម្មជាតិ និងការពារព្រៃ	
៤	លោក ហ៊ុន ឈន់	ប	៥៣	ប្រធាន			០៩៧ ២២០ ១២១	ក្រសួងធនធានធម្មជាតិ និងការពារព្រៃ	
៥	លោក ហ៊ុន ឈន់	ប	៥៣	ប្រធាន			០៩៧ ២២០ ១២១	ក្រសួងធនធានធម្មជាតិ និងការពារព្រៃ	
៦	លោក ហ៊ុន ឈន់	ប	៥៣	ប្រធាន			០៩៧ ២២០ ១២១	ក្រសួងធនធានធម្មជាតិ និងការពារព្រៃ	
៧	លោក ហ៊ុន ឈន់	ប	៥៣	ប្រធាន			០៩៧ ២២០ ១២១	ក្រសួងធនធានធម្មជាតិ និងការពារព្រៃ	
៨	លោក ហ៊ុន ឈន់	ប	៥៣	ប្រធាន			០៩៧ ២២០ ១២១	ក្រសួងធនធានធម្មជាតិ និងការពារព្រៃ	
៩	លោក ហ៊ុន ឈន់	ប	៥៣	ប្រធាន			០៩៧ ២២០ ១២១	ក្រសួងធនធានធម្មជាតិ និងការពារព្រៃ	
១០	លោក ហ៊ុន ឈន់	ប	៥៣	ប្រធាន			០៩៧ ២២០ ១២១	ក្រសួងធនធានធម្មជាតិ និងការពារព្រៃ	
១១	លោក ហ៊ុន ឈន់	ប	៥៣	ប្រធាន			០៩៧ ២២០ ១២១	ក្រសួងធនធានធម្មជាតិ និងការពារព្រៃ	
១២	លោក ហ៊ុន ឈន់	ប	៥៣	ប្រធាន			០៩៧ ២២០ ១២១	ក្រសួងធនធានធម្មជាតិ និងការពារព្រៃ	
១៣	លោក ហ៊ុន ឈន់	ប	៥៣	ប្រធាន			០៩៧ ២២០ ១២១	ក្រសួងធនធានធម្មជាតិ និងការពារព្រៃ	
១៤	លោក ហ៊ុន ឈន់	ប	៥៣	ប្រធាន			០៩៧ ២២០ ១២១	ក្រសួងធនធានធម្មជាតិ និងការពារព្រៃ	
១៥	លោក ហ៊ុន ឈន់	ប	៥៣	ប្រធាន			០៩៧ ២២០ ១២១	ក្រសួងធនធានធម្មជាតិ និងការពារព្រៃ	
១៦	លោក ហ៊ុន ឈន់	ប	៥៣	ប្រធាន			០៩៧ ២២០ ១២១	ក្រសួងធនធានធម្មជាតិ និងការពារព្រៃ	
១៧	លោក ហ៊ុន ឈន់	ប	៥៣	ប្រធាន			០៩៧ ២២០ ១២១	ក្រសួងធនធានធម្មជាតិ និងការពារព្រៃ	
១៨	លោក ហ៊ុន ឈន់	ប	៥៣	ប្រធាន			០៩៧ ២២០ ១២១	ក្រសួងធនធានធម្មជាតិ និងការពារព្រៃ	
១៩	លោក ហ៊ុន ឈន់	ប	៥៣	ប្រធាន			០៩៧ ២២០ ១២១	ក្រសួងធនធានធម្មជាតិ និងការពារព្រៃ	
២០	លោក ហ៊ុន ឈន់	ប	៥៣	ប្រធាន			០៩៧ ២២០ ១២១	ក្រសួងធនធានធម្មជាតិ និងការពារព្រៃ	
២១	លោក ហ៊ុន ឈន់	ប	៥៣	ប្រធាន			០៩៧ ២២០ ១២១	ក្រសួងធនធានធម្មជាតិ និងការពារព្រៃ	
២២	លោក ហ៊ុន ឈន់	ប	៥៣	ប្រធាន			០៩៧ ២២០ ១២១	ក្រសួងធនធានធម្មជាតិ និងការពារព្រៃ	
២៣	លោក ហ៊ុន ឈន់	ប	៥៣	ប្រធាន			០៩៧ ២២០ ១២១	ក្រសួងធនធា	



ព្រះរាជាណាចក្រកម្ពុជា
ជាតិ សាសនា ព្រះមហាក្សត្រ

ក្រសួងធនធានធម្មជាតិ
គម្រោងបង្កើនសមត្ថភាពដល់គម្រោងជនបទ



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Training/orientation/public meeting on Safeguards issues.

ទីកន្លែង/Venue: ភ្នំពេញ បណ្ណាល័យ ក្រសួងធនធានធម្មជាតិ (ផ្នែក ១)

កាលបរិច្ឆេទ/Date: ២០ ០១ ២០២២ (ព្រឹក)

ល.រ (No)	ឈ្មោះ (Name)	ភេទ (Sex)	អាយុ (Age)	តំណ (Position)	ហត្ថលេខា (Signature)		លេខទូរស័ព្ទ Phone number	ស្ថានភាព/កម្រិត Institution/Level
					ព្រឹក	ល្ងាច		
1	គង់ ឈុំ	ប	៤៤	បណ្ឌិត			0972 8777 52	អគ្គនាយក
2	គង់ ឈុំ	ប	៤៤	បណ្ឌិត			0972 8777 52	អគ្គនាយក
3	គង់ ឈុំ	ប	៤៤	បណ្ឌិត			0972 8777 52	អគ្គនាយក
4	គង់ ឈុំ	ប	៤៤	បណ្ឌិត			0972 8777 52	អគ្គនាយក
5	គង់ ឈុំ	ប	៤៤	បណ្ឌិត			0972 8777 52	អគ្គនាយក
6	គង់ ឈុំ	ប	៤៤	បណ្ឌិត			0972 8777 52	អគ្គនាយក
7	គង់ ឈុំ	ប	៤៤	បណ្ឌិត			0972 8777 52	អគ្គនាយក
8	គង់ ឈុំ	ប	៤៤	បណ្ឌិត			0972 8777 52	អគ្គនាយក
9	គង់ ឈុំ	ប	៤៤	បណ្ឌិត			0972 8777 52	អគ្គនាយក
10	គង់ ឈុំ	ប	៤៤	បណ្ឌិត			0972 8777 52	អគ្គនាយក
11	គង់ ឈុំ	ប	៤៤	បណ្ឌិត			0972 8777 52	អគ្គនាយក
12	គង់ ឈុំ	ប	៤៤	បណ្ឌិត			0972 8777 52	អគ្គនាយក
13	គង់ ឈុំ	ប	៤៤	បណ្ឌិត			0972 8777 52	អគ្គនាយក
14	គង់ ឈុំ	ប	៤៤	បណ្ឌិត			0972 8777 52	អគ្គនាយក
15	គង់ ឈុំ	ប	៤៤	បណ្ឌិត			0972 8777 52	អគ្គនាយក
16	គង់ ឈុំ	ប	៤៤	បណ្ឌិត			0972 8777 52	អគ្គនាយក
17	គង់ ឈុំ	ប	៤៤	បណ្ឌិត			0972 8777 52	អគ្គនាយក
18	គង់ ឈុំ	ប	៤៤	បណ្ឌិត			0972 8777 52	អគ្គនាយក
19	គង់ ឈុំ	ប	៤៤	បណ្ឌិត			0972 8777 52	អគ្គនាយក
20	គង់ ឈុំ	ប	៤៤	បណ្ឌិត			0972 8777 52	អគ្គនាយក
21	គង់ ឈុំ	ប	៤៤	បណ្ឌិត			0972 8777 52	អគ្គនាយក
22	គង់ ឈុំ	ប	៤៤	បណ្ឌិត			0972 8777 52	អគ្គនាយក
23	គង់ ឈុំ	ប	៤៤	បណ្ឌិត			0972 8777 52	អគ្គនាយក
24	គង់ ឈុំ	ប	៤៤	បណ្ឌិត			0972 8777 52	អគ្គនាយក
25	គង់ ឈុំ	ប	៤៤	បណ្ឌិត			0972 8777 52	អគ្គនាយក
26	គង់ ឈុំ	ប	៤៤	បណ្ឌិត			0972 8777 52	អគ្គនាយក
27	គង់ ឈុំ	ប	៤៤	បណ្ឌិត			0972 8777 52	អគ្គនាយក

1st Public consultation meeting – Photos



2 nd public consultation meeting
<p>1. The meeting were carried out in Steung Kach and Ou Andoung communes</p> <p>Date: 12 October 2022</p> <p>No of participants: 97</p> <p>No of women: 30</p> <p>Meeting chairman: Mr. Hort Rithy, PIU Manager</p> <p>Facilitator: Mrs. Cheng Marady, Mr. Sao Botumroath, NRRPCP Environmental Safeguards Specialist and Mr. Tem Soksan (Social Safeguard Consultant)</p>
Summary of discussions
<p>Understanding and accepting the subproject:</p> <ul style="list-style-type: none"> - Mr. Hort Rithy, the director of Pailin PDRD/PIU manager provided background information and technical aspect on the selected road by upgrading from laterite to DBST, which this road is located in Steung Kach and Ou Andoung communes. He also explained that this road upgrade is financed by AIIB as a loan to the Government of the Kingdom of Cambodia and MRD is the Executing Agency (EA), while the PDRD is the Project Implementation Unit (PIU). - The local authorities and subproject beneficiaries understood clearly the proposed technical design of the proposed of DBST road subproject with 20,850 meters with the design width that ranges from 10.0 meters to 20.0 meters. - All participants had shown their supports and provided their no objection to this road rehabilitation and agreed that the subproject will provide benefits to them for travelling to school, going from rice farming to home and bringing rice production from field to home or to the market and connecting to national road (bypass), which will bring more agricultural traders/buyers come to their villages/communes to buy their agricultural products (mostly cassava) at a higher price. - The Project Information Booklet (PIB) was circulated to all participants and there was an explanation of the GRM and the contact persons.
<p>Impact on individual land:</p> <ul style="list-style-type: none"> - The local authority and the Project beneficiaries all confirmed that the proposed location for the subproject is correct and it is located within the alignment of the road with 6.0 to 18.0 meters base-width and aside from one short section this is greater than the existing 8.0 meters base-width. - They confirmed that the road construction will not require any land acquisition on either side of the road and the villagers who are using the land along the existing road agreed that the DBST road will be constructed within the road Right of Way (RoW) so there will be no impact to any private property, but some small trees and shrubs may need to be removed. - One of the participants clarified with the team if the big truck (traders) will be allowed to use this road after it's being rehabilitated. The PDRP representative had indicated that in order to use this road up to 10 years, all of us has to help maintain the road. The loading capacity of the truck has to be limited otherwise the road will be damaged and cannot be used up to 10 years - Another participant asked for information about the side drains that will be constructed and whether they are the same or differ along different sections of the road line, but it was confirmed that they are the same along the entire length of the road since the existing available road is wide enough for the proposed design. - They expect to have a good road to be used for local transportation such as local transportation, children go to school and bringing local production to the market.
<p>Field validation:</p> <ul style="list-style-type: none"> - The local authorities, project beneficiaries and likely affected people were well informed about the process of the Inventory of Loss and the donation of the affected assets such as trees, fences, extended roofs/awning. There will be one-on-one consultation and the measurement of each and every likely affected asset and voluntary donations will be obtained in the form of written agreement. - The local authorities together with the Project beneficiaries inspected the site for the DBST road and reconfirmed that it is located within the existing road alignment and there will no adverse impact or any negative impacts on the environment, livelihood and restriction to access to their properties. They fully aware that there will be some minor temporary impacts or disruption to the use of their land 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 about the cut-off date that had been set during the 1st public consultation meeting on 20 July 2020 and that no new crops should be planted or other assets built within the Col prior to the commencement of the civil work.

All villagers have confirmed and giving their consent by raising their hand (see attached photos) to this during the consultation meetings.

- No indigenous and ethnic minority people residing in the villages and communes or even nearby these villages. This is confirmed by both of local authorities and the participants during the public meetings.
- 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 use the proposed road 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

ក្រសួងអគ្គិសនី និង ទឹកស្អាត
List of participants

* ឧបសគ្គបណ្តុះបណ្តាលការប្រុងប្រយ័ត្នសុវត្ថិភាព: ថ្ងៃទី ១២ ខែ កក្កដា ឆ្នាំ ២០២២

* Training/orientation/public meeting on Safeguards Issues.

ទីតាំង/Venue: ភូមិស្រែចម្ការ ឃុំស្រែចម្ការ ខេត្តកំពង់ចាម

ល.រ (No)	នាម តាមភេទ (Name)	ភេទ (Sex)	អាយុ (Age)	តំណក់ (Position)	ហត្ថលេខា (Signature)	លេខទូរសព្ទ Phone number	ស្ថានភាព/ទីតាំង Institution/Village/Comm
១	ស្រី ឈ្មោះ	ស	៤៦	មេធាវី	[Signature]	០៩៨៤៤៤៤៤	ស្រី ឈ្មោះ
២	ស្រី ឈ្មោះ	ស	៤៧	មេធាវី	[Signature]	០៩៨៤៤៤៤៤	ស្រី ឈ្មោះ
៣	ស្រី ឈ្មោះ	ស	៥៤	មេធាវី	[Signature]	០៩៨៤៤៤៤៤	ស្រី ឈ្មោះ
៤	ស្រី ឈ្មោះ	ស	៥៩	មេធាវី	[Signature]	០៩៨៤៤៤៤៤	ស្រី ឈ្មោះ
៥	ស្រី ឈ្មោះ	ស	៤៤	មេធាវី	[Signature]	០៩៨៤៤៤៤៤	ស្រី ឈ្មោះ
៦	ស្រី ឈ្មោះ	ស	៥០	មេធាវី	[Signature]	០៩៨៤៤៤៤៤	ស្រី ឈ្មោះ
៧	ស្រី ឈ្មោះ	ស	៤០	មេធាវី	[Signature]	០៩៨៤៤៤៤៤	ស្រី ឈ្មោះ
៨	ស្រី ឈ្មោះ	ស	៥៧	មេធាវី	[Signature]	០៩៨៤៤៤៤៤	ស្រី ឈ្មោះ
៩	ស្រី ឈ្មោះ	ស	៥៧	មេធាវី	[Signature]	០៩៨៤៤៤៤៤	ស្រី ឈ្មោះ
១០	ស្រី ឈ្មោះ	ស	៥០	មេធាវី	[Signature]	០៩៨៤៤៤៤៤	ស្រី ឈ្មោះ
១១	ស្រី ឈ្មោះ	ស	៥២	មេធាវី	[Signature]	០៩៨៤៤៤៤៤	ស្រី ឈ្មោះ
១២	ស្រី ឈ្មោះ	ស	៥២	មេធាវី	[Signature]	០៩៨៤៤៤៤៤	ស្រី ឈ្មោះ
១៣	ស្រី ឈ្មោះ	ស	៥២	មេធាវី	[Signature]	០៩៨៤៤៤៤៤	ស្រី ឈ្មោះ
១៤	ស្រី ឈ្មោះ	ស	៥២	មេធាវី	[Signature]	០៩៨៤៤៤៤៤	ស្រី ឈ្មោះ
១៥	ស្រី ឈ្មោះ	ស	៥២	មេធាវី	[Signature]	០៩៨៤៤៤៤៤	ស្រី ឈ្មោះ
១៦	ស្រី ឈ្មោះ	ស	៥២	មេធាវី	[Signature]	០៩៨៤៤៤៤៤	ស្រី ឈ្មោះ
១៧	ស្រី ឈ្មោះ	ស	៥២	មេធាវី	[Signature]	០៩៨៤៤៤៤៤	ស្រី ឈ្មោះ
១៨	ស្រី ឈ្មោះ	ស	៥២	មេធាវី	[Signature]	០៩៨៤៤៤៤៤	ស្រី ឈ្មោះ
១៩	ស្រី ឈ្មោះ	ស	៥២	មេធាវី	[Signature]	០៩៨៤៤៤៤៤	ស្រី ឈ្មោះ
២០	ស្រី ឈ្មោះ	ស	៥២	មេធាវី	[Signature]	០៩៨៤៤៤៤៤	ស្រី ឈ្មោះ
២១	ស្រី ឈ្មោះ	ស	៥២	មេធាវី	[Signature]	០៩៨៤៤៤៤៤	ស្រី ឈ្មោះ
២២	ស្រី ឈ្មោះ	ស	៥២	មេធាវី	[Signature]	០៩៨៤៤៤៤៤	ស្រី ឈ្មោះ
២៣	ស្រី ឈ្មោះ	ស	៥២	មេធាវី	[Signature]	០៩៨៤៤៤៤៤	ស្រី ឈ្មោះ
២៤	ស្រី ឈ្មោះ	ស	៥២	មេធាវី	[Signature]	០៩៨៤៤៤៤៤	ស្រី ឈ្មោះ
២៥	ស្រី ឈ្មោះ	ស	៥២	មេធាវី	[Signature]	០៩៨៤៤៤៤៤	ស្រី ឈ្មោះ
២៦	ស្រី ឈ្មោះ	ស	៥២	មេធាវី	[Signature]	០៩៨៤៤៤៤៤	ស្រី ឈ្មោះ
២៧	ស្រី ឈ្មោះ	ស	៥២	មេធាវី	[Signature]	០៩៨៤៤៤៤៤	ស្រី ឈ្មោះ
២៨	ស្រី ឈ្មោះ	ស	៥២	មេធាវី	[Signature]	០៩៨៤៤៤៤៤	ស្រី ឈ្មោះ
២៩	ស្រី ឈ្មោះ	ស	៥២	មេធាវី	[Signature]	០៩៨៤៤៤៤៤	ស្រី ឈ្មោះ
៣០	ស្រី ឈ្មោះ	ស	៥២	មេធាវី	[Signature]	០៩៨៤៤៤៤៤	ស្រី ឈ្មោះ

ទីតាំង/Venue: ភូមិស្រែចម្ការ ឃុំស្រែចម្ការ ខេត្តកំពង់ចាម

កាលបរិច្ឆេទ/Date: ១២/៥/២២ ឆ្នាំ ២០២២

ល.រ (No)	នាម តាមភេទ (Name)	ភេទ (Sex)	អាយុ (Age)	តំណក់ (Position)	ហត្ថលេខា (Signature)	លេខទូរសព្ទ Phone number	ស្ថានភាព/ទីតាំង Institution/Village/Comm
1	ស្រី ឈ្មោះ	ស	62	មេធាវី	[Signature]	0978999770	ស្រី ឈ្មោះ
2	ស្រី ឈ្មោះ	ស	48	មេធាវី	[Signature]	069661306	ស្រី ឈ្មោះ
3	ស្រី ឈ្មោះ	ស	51	មេធាវី	[Signature]		ស្រី ឈ្មោះ
4	ស្រី ឈ្មោះ	ស	63	មេធាវី	[Signature]		ស្រី ឈ្មោះ
5	ស្រី ឈ្មោះ	ស	53	មេធាវី	[Signature]		ស្រី ឈ្មោះ
6	ស្រី ឈ្មោះ	ស	32	មេធាវី	[Signature]		ស្រី ឈ្មោះ
7	ស្រី ឈ្មោះ	ស	35	មេធាវី	[Signature]		ស្រី ឈ្មោះ
8	ស្រី ឈ្មោះ	ស	62	មេធាវី	[Signature]	0972886569	ស្រី ឈ្មោះ
9	ស្រី ឈ្មោះ	ស	53	មេធាវី	[Signature]	0972886569	ស្រី ឈ្មោះ
10	ស្រី ឈ្មោះ	ស	59	មេធាវី	[Signature]	0714550089	ស្រី ឈ្មោះ
11	ស្រី ឈ្មោះ	ស	61	មេធាវី	[Signature]	090952706	ស្រី ឈ្មោះ
12	ស្រី ឈ្មោះ	ស	37	មេធាវី	[Signature]		ស្រី ឈ្មោះ
13	ស្រី ឈ្មោះ	ស	62	មេធាវី	[Signature]		ស្រី ឈ្មោះ
14	ស្រី ឈ្មោះ	ស	30	មេធាវី	[Signature]		ស្រី ឈ្មោះ
15	ស្រី ឈ្មោះ	ស	57	មេធាវី	[Signature]	096655660	ស្រី ឈ្មោះ

2nd Public consultation meeting – Photos




Annex 9: Sample Certificate of Land/Asset Transfer for APs

Kingdom of Cambodia Nation Religion King (i)			
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		Seen and Agreed, Chief of Commune	
_____ Name and thumb print		_____ Name and thumb print	

AP1

ÀP2

AP3




ព្រះរាជាណាចក្រកម្ពុជា

Kingdom of Cambodia

ជាតិ សាសនា ព្រះមហាក្សត្រ

Nation Religion King



ASIAN INFRASTRUCTURE

INVESTMENT BANK

គំរូបទពន្ធនាមប្រគល់សិទ្ធិប្រែប្រួលទ្រព្យរូបវន្តប្រភេទផ្លូវថ្នល់ក្នុងតំបន់សម្រាប់គម្រោងកែលម្អផ្លូវថ្នល់ក្រៅសង្កាត់

(The Donation/Relinquishing/Permitting/Contributing Form for Affected Fixed Assets for rural road rehabilitation)

យើងជួយប្រគល់សិទ្ធិប្រែប្រួលទ្រព្យរូបវន្តប្រភេទផ្លូវថ្នល់ក្រៅសង្កាត់ ដល់គម្រោងកែលម្អផ្លូវថ្នល់ក្រៅសង្កាត់

យើងជួយប្រគល់សិទ្ធិប្រែប្រួលទ្រព្យរូបវន្តប្រភេទផ្លូវថ្នល់ក្រៅសង្កាត់ ដល់គម្រោងកែលម្អផ្លូវថ្នល់ក្រៅសង្កាត់

យើងជួយប្រគល់សិទ្ធិប្រែប្រួលទ្រព្យរូបវន្តប្រភេទផ្លូវថ្នល់ក្រៅសង្កាត់ ដល់គម្រោងកែលម្អផ្លូវថ្នល់ក្រៅសង្កាត់

ឈ្មោះ/Name: លោក ហ៊ុន សែន

សញ្ជាតិ/Nationality: ខ្មែរ

មុខរបរ/Occupation: កសិករ

ប្រភព/Spouse: លោក ហ៊ុន សែន

សញ្ជាតិ/Nationality: ខ្មែរ

មុខរបរ/Occupation: កសិករ

are resident at the following location:

ភូមិ (Village)	ឃុំ-សង្កាត់ (Commune)	ស្រុក-ក្រុង (District)	ខេត្ត (Province)
ភូមិ ១	ឃុំ ១	ស្រុក ១	ខេត្ត ១

យើងជួយប្រគល់សិទ្ធិប្រែប្រួលទ្រព្យរូបវន្តប្រភេទផ្លូវថ្នល់ក្រៅសង្កាត់ ដល់គម្រោងកែលម្អផ្លូវថ្នល់ក្រៅសង្កាត់

យើងជួយប្រគល់សិទ្ធិប្រែប្រួលទ្រព្យរូបវន្តប្រភេទផ្លូវថ្នល់ក្រៅសង្កាត់ ដល់គម្រោងកែលម្អផ្លូវថ្នល់ក្រៅសង្កាត់

យើងជួយប្រគល់សិទ្ធិប្រែប្រួលទ្រព្យរូបវន្តប្រភេទផ្លូវថ្នល់ក្រៅសង្កាត់ ដល់គម្រោងកែលម្អផ្លូវថ្នល់ក្រៅសង្កាត់

is donated/relinquished/permited/contributed voluntarily for the construction of _____ for public uses and we do not request for any compensation over the losses of the land use and fixed assets under this NRRP/C Project/subproject.

ប្រភេទទ្រព្យរូបវន្តប្រគល់ (Type of fixed asset)	ផ្ទៃដី (ម៉ែត្រការ៉េ) (Land size, m ²)	ចំនួនដើមឈើ (No. of trees removed)	រចនាសម្ព័ន្ធម្យ៉ាងណា (Other assets)
ផ្ទះ (House)	23.4 m ²		

យើងជួយប្រគល់សិទ្ធិប្រែប្រួលទ្រព្យរូបវន្តប្រភេទផ្លូវថ្នល់ក្រៅសង្កាត់ ដល់គម្រោងកែលម្អផ្លូវថ្នល់ក្រៅសង្កាត់

យើងជួយប្រគល់សិទ្ធិប្រែប្រួលទ្រព្យរូបវន្តប្រភេទផ្លូវថ្នល់ក្រៅសង្កាត់ ដល់គម្រោងកែលម្អផ្លូវថ្នល់ក្រៅសង្កាត់

យើងជួយប្រគល់សិទ្ធិប្រែប្រួលទ្រព្យរូបវន្តប្រភេទផ្លូវថ្នល់ក្រៅសង្កាត់ ដល់គម្រោងកែលម្អផ្លូវថ្នល់ក្រៅសង្កាត់

Therefore, we hereby thumb print this confirmation as the proof of our final decision. យើងជួយប្រគល់សិទ្ធិប្រែប្រួលទ្រព្យរូបវន្តប្រភេទផ្លូវថ្នល់ក្រៅសង្កាត់ ដល់គម្រោងកែលម្អផ្លូវថ្នល់ក្រៅសង្កាត់

សាក្សី/Witnesses No.1: លោក ហ៊ុន សែន

ឈ្មោះ/Name: លោក ហ៊ុន សែន

មុខរបរ/Occupation: កសិករ

សញ្ជាតិ/Nationality: ខ្មែរ

ប្រភព/Spouse: លោក ហ៊ុន សែន

សញ្ជាតិ/Nationality: ខ្មែរ

មុខរបរ/Occupation: កសិករ

សាក្សី/Witnesses No.2: លោក ហ៊ុន សែន

ឈ្មោះ/Name: លោក ហ៊ុន សែន

មុខរបរ/Occupation: កសិករ

សញ្ជាតិ/Nationality: ខ្មែរ

ប្រភព/Spouse: លោក ហ៊ុន សែន

សញ្ជាតិ/Nationality: ខ្មែរ

មុខរបរ/Occupation: កសិករ

សាក្សី/Witnesses No.3: លោក ហ៊ុន សែន

ឈ្មោះ/Name: លោក ហ៊ុន សែន

មុខរបរ/Occupation: កសិករ

សញ្ជាតិ/Nationality: ខ្មែរ

ប្រភព/Spouse: លោក ហ៊ុន សែន

សញ្ជាតិ/Nationality: ខ្មែរ

មុខរបរ/Occupation: កសិករ

សាក្សី/Witnesses No.4: លោក ហ៊ុន សែន

ឈ្មោះ/Name: លោក ហ៊ុន សែន

មុខរបរ/Occupation: កសិករ

សញ្ជាតិ/Nationality: ខ្មែរ

ប្រភព/Spouse: លោក ហ៊ុន សែន

សញ្ជាតិ/Nationality: ខ្មែរ

មុខរបរ/Occupation: កសិករ

សាក្សី/Witnesses No.5: លោក ហ៊ុន សែន

ឈ្មោះ/Name: លោក ហ៊ុន សែន

មុខរបរ/Occupation: កសិករ

សញ្ជាតិ/Nationality: ខ្មែរ

ប្រភព/Spouse: លោក ហ៊ុន សែន

សញ្ជាតិ/Nationality: ខ្មែរ

មុខរបរ/Occupation: កសិករ

សាក្សី/Witnesses No.6: លោក ហ៊ុន សែន

ឈ្មោះ/Name: លោក ហ៊ុន សែន

មុខរបរ/Occupation: កសិករ

សញ្ជាតិ/Nationality: ខ្មែរ

ប្រភព/Spouse: លោក ហ៊ុន សែន

សញ្ជាតិ/Nationality: ខ្មែរ

មុខរបរ/Occupation: កសិករ

សាក្សី/Witnesses No.7: លោក ហ៊ុន សែន

ឈ្មោះ/Name: លោក ហ៊ុន សែន

មុខរបរ/Occupation: កសិករ

សញ្ជាតិ/Nationality: ខ្មែរ

ប្រភព/Spouse: លោក ហ៊ុន សែន

សញ្ជាតិ/Nationality: ខ្មែរ

មុខរបរ/Occupation: កសិករ

សាក្សី/Witnesses No.8: លោក ហ៊ុន សែន

ឈ្មោះ/Name: លោក ហ៊ុន សែន

មុខរបរ/Occupation: កសិករ

សញ្ជាតិ/Nationality: ខ្មែរ

ប្រភព/Spouse: លោក ហ៊ុន សែន

សញ្ជាតិ/Nationality: ខ្មែរ

មុខរបរ/Occupation: កសិករ

សាក្សី/Witnesses No.9: លោក ហ៊ុន សែន

ឈ្មោះ/Name: លោក ហ៊ុន សែន

មុខរបរ/Occupation: កសិករ

សញ្ជាតិ/Nationality: ខ្មែរ

ប្រភព/Spouse: លោក ហ៊ុន សែន

សញ្ជាតិ/Nationality: ខ្មែរ

មុខរបរ/Occupation: កសិករ

សាក្សី/Witnesses No.10: លោក ហ៊ុន សែន

ឈ្មោះ/Name: លោក ហ៊ុន សែន

មុខរបរ/Occupation: កសិករ

សញ្ជាតិ/Nationality: ខ្មែរ

ប្រភព/Spouse: លោក ហ

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[illegible]

Annex 10: Summary Inventory of Loss

No.	User/Owner	Sex	Age	Vulnerability				Members		Monthly Income (KHR)	Affected Assets Identified					
				FHHs (Y/N)	Disability (Y/N)	Headed by elderly	ID Poor (Y/N)	Total	Working	Total	Productive Land inside ROW (m2)	Private Land (m2)	Type of Trees	No. of trees	Other assets	Area (m2)/Set
1	Tien Porn	M	63	N	N	N	N	5	2	1,500,000	0	0	Cashew	1	-	0
2	Sao Sien	F	66	N	N	N	N	6	1	1,800,000	0	0	Cashew	1		
3	Kao Sin	F	67	N	N	N	N	5	2	1,000,000	0	0	Tamarin	1	-	0
4	El Een	M	29	N	N	N	N	4	2	1,200,000	0	0	Tamarin	1		
5	San Phalla	M	47	N	N	N	N	4	2	1,400,000	0	0	-	0	Movable Stall	23.4
6	Tem Sros	F	51	N	N	N	N	6	2	1,500,000	0	0	Mango	1	-	0
7	Mao Sokkhen	M	55	N	N	N	N	6	2	1,200,000	0	0	Mango	1		
8	Rith Chanthorn	M	43	N	N	N	N	5	2	1,000,000	0	0	Cashew	1	-	0
9	Ny Sambath	M	41	N	N	N	N	4	2	1,800,000	0	0	Cashew	1	-	0
10	Hang Hoeurn	M	68	N	N	N	N	9	2	1,200,000	0	0	Acacia	1	-	0
11	Prum Chan Sy	M	64	N	N	N	N	8	6	1,800,000	0	0	Acacia	1	-	0
12	Ouk Phen	M	45	N	N	N	N	4	2	1,000,000	0	0	Cashew	2	-	0
13	Loeb Khmao	M	51	N	N	N	N	6	2	1,500,000	0	0	Mango	2	-	0
14	Mao Sokkhen	M	55	N	N	N	N	6	2	1,200,000	0	0	Mango	1	-	0
15	Preab Ho	M	34	N	N	N	N	3	1	1,600,000	0	0	Eucalyptus	2	-	0

Annex 11: Project Information Booklet



គម្រោង ពង្រឹងសមត្ថភាពផលិតភាពជនបទ

(ក្រោមសម្ភាររូបវន្តស្តារឡើងវិញកូវីដ១៩)

National Restoration of Rural Productive Capacity (NRRPC) Project
(Under the CoVID-19 Crisis Recovery Facility)

**ផ្តល់ហិរញ្ញប្បទានដោយរាជរដ្ឋាភិបាលកម្ពុជាតាមរយៈ
ធនាគារវិនិយោគអាស៊ានសម្ព័ន្ធរាស្ត្រ** (កម្មវិធី L0446A)

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

ស្ថាប័នប្រតិបត្តិគម្រោង ក្រសួងអភិវឌ្ឍន៍ជនបទ

Executing Agency: Ministry of Rural Development (MRD)

ក. សាវតារគម្រោង

រាជរដ្ឋាភិបាលកម្ពុជាបានទទួលកម្ចីពីធនាគារវិនិយោគអាស៊ានសម្ព័ន្ធរាស្ត្រជាហិរញ្ញប្បទាននៃគម្រោងពង្រឹងសមត្ថភាពផលិតភាពជនបទ។ គម្រោងនេះត្រូវបានកំណត់ជាអាទិភាពចម្បងរបស់រាជរដ្ឋាភិបាលដើម្បីឆ្លើយតបទៅនឹងជំងឺកូវីដ-១៩ ហើយជាផ្នែកមួយនៃកម្មវិធីហេដ្ឋារចនាសម្ព័ន្ធជនបទ របស់ធនាគារ AIIB សម្រាប់ផ្តល់ហិរញ្ញប្បទានក្នុងការឆ្លើយតបទៅនឹងកូវីដ-១៩។ ក្រសួងអភិវឌ្ឍន៍ជនបទជាស្ថាប័នប្រតិបត្តិគម្រោង ជាអ្នកទទួលខុសត្រូវ ដូចជា សម្របសម្រួលគម្រោងរៀបចំផែនការ គ្រប់គ្រងហិរញ្ញវត្ថុ ធ្វើលទ្ធកម្ម ពិនិត្យតាមដាន និងវាយតម្លៃ។ រយៈពេលនៃការអនុវត្តគម្រោង ចាប់ពីខែកុម្ភៈឆ្នាំ២០២១ ដល់ខែមិថុនា ២០២៤។

A. Project Background: The Government of the Kingdom of Cambodia (GOC) 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 (GOC) 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. ផ្នែកហេដ្ឋារចនាសម្ព័ន្ធជនបទ

មានចំនួនទឹកប្រាក់ ៥៦.២លានដុល្លារ ក្នុងនោះកម្ចីពីធនាគារ AIIB ចំនួន ៤៩.៦លានដុល្លារ។ ផ្នែកហេដ្ឋារចនាសម្ព័ន្ធជនបទរួមមាន៖ ការកែលម្អផ្លូវតាមលំដាប់ដែលមានប្រវែង ២៣៥គ.ម សំណង់ស្ថានភាព ប្រព័ន្ធបង្ហូរទឹកដែលទ្រុឌទ្រោម និងកែលម្អដើម្បីឱ្យកាន់តែងាយស្រួលក្នុងការធ្វើដំណើរទៅផ្សារ សាលារៀន មណ្ឌលសុខភាព និងស្របតាមគោលនយោបាយនៃការអភិវឌ្ឍប្រកបដោយចីរភាពដោយបង្កើតតំបន់ជនបទនិងទីប្រជុំជន នៅតាមរាជធានី-ខេត្ត ព្រមទាំងបន្តទៅនឹងបម្រែបម្រួលអាកាសធាតុ។ មានការកែលម្អដោយប្រើបច្ចេកទេសថ្មីដូចជាការដាំរុក្ខជាតិបៃតង តាមគម្រោងផ្លូវ រួមផ្សំជាមួយនឹងការប្រើសម្ភារៈក្នុងមូលដ្ឋាន ដើម្បីផ្តល់សុវត្ថិភាពជូនដល់អ្នកច្រើងផ្លូវ 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 ផ្នែកទឹកស្រាប កំណែ និងអនាម័យជនបទ

មានចំនួនទឹកប្រាក់ ៧.៣លានដុល្លារ ក្នុងនោះកម្ចីពីធនាគារ AIIB ចំនួន ៦.៤លានដុល្លារ។ ផ្នែកទឹកស្រាប និងអនាម័យជនបទរួមមាន៖ ការស្តារស្រះសហគមន៍ចំនួន ៧៥ ដោយប្រើបច្ចេកទេសសមស្របសម្រាប់ធ្វើជាមូលដ្ឋានទឹកឡើងវិញ។ ស្រះសហគមន៍ដែលត្រូវសាងសង់ថ្មីចំនួន ៧៥ រួមទាំងផ្តល់ជូននូវឯកាទឹកស្អាត ការសំអាត និងអនាម័យ។ គួរផែនទីដើម្បីកំណត់ទីតាំងប្រើប្រាស់ទឹកស្អាតក្នុងភូមិ ដែលមានចម្ងាយពី

២៥០ម៉ែត្រ ទៅ ៣៥០ម៉ែត្រ ដើម្បីសម្រាលបន្តកដល់ស្ត្រី និងកុមារ។ ជាពិសេស ដើម្បីលើកកម្ពស់ទឹកស្អាត ការសំអាត និងអនាម័យ យើងក៏មានការផ្សព្វផ្សាយនូវវិធានការការពារជំងឺកូវីដ-១៩ តាមរយៈការលាងសម្អាតដៃឱ្យបានស្អាតល្អ ជូនដល់ជនងាយរងគ្រោះនៅតំបន់ជនបទ ព្រមទាំងកៀងគរ ប្រជាពលរដ្ឋក្នុងសហគមន៍ឱ្យយល់ដឹងពីដំណើរការនៃការថែទាំ 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

យន្តការដោះស្រាយបណ្តឹងត្រូវបានបង្កើតតាមខត្តនីមួយៗ ដើម្បីដោះស្រាយបណ្តឹងតវ៉ាស្របតាមគោលនយោបាយកិច្ចការពារសុវត្ថិភាពបរិស្ថាននិងសង្គមរបស់ធនាគារវិនិយោគអាស៊ានសម្ព័ន្ធរាស្ត្រ។ ប្រជាពលរដ្ឋក្នុងសហគមន៍ អាចចូលមើលយន្តការដោះស្រាយបណ្តឹង និងបង្ហាញជាកង្វល់នៃផលប៉ះពាល់នានាបានតួយ៉ាងក្រុមជនងាយរងគ្រោះ ដែលមានស្ត្រី និងយុវជនជាដើម។ ក្នុងនោះ ការទទួលពាក្យបណ្តឹងអាចធ្វើបានតាមរយៈការជួបផ្ទាល់ ការធ្វើលិខិតជាលាយលក្ខណ៍អក្សរនិងតាមរយៈទូរស័ព្ទ អ៊ីម៉ែល។ នីតិវិធីបណ្តឹងតវ៉ា នឹងស្រាយបំភ្លឺឱ្យបានកាន់តែច្បាស់នៅក្នុងក្របខណ្ឌផែនការ 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

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 ESMFP and includes the following four stages:

ដំណាក់កាលទី១៖

គ្រួសារដែលប៉ះពាល់ដាក់ពាក្យបណ្តឹងបង្កើនផ្ទាល់មាត់ ឬដាក់លិខិតជាលាយលក្ខណ៍អក្សរទៅកាន់មេភូមិនិងមេឃុំ។ អ្នកទទួលពាក្យបណ្តឹងនឹងកត់ត្រាបញ្ជាក់ពីសេចក្តី និងដើមហេតុនៃពាក្យបណ្តឹង។ ដោយឡែកបើស្ថិតក្នុង អំឡុងពេល១៥ថ្ងៃ ម្ចាស់បណ្តឹងមិនបានទទួលដំណឹងពី អ្នកទទួលពាក្យបណ្តឹងឬមិនពេញចិត្តនឹងដំណោះស្រាយ នោះ ម្ចាស់បណ្តឹងអាចនាំយកពាក្យបណ្តឹងរបស់ខ្លួនទៅការិយាល័យភ្នាក់ងារស្រុក។

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.

ដំណាក់កាលទី២៖ ការិយាល័យស្រុកនឹងដោះស្រាយពាក្យបណ្តឹងក្នុងរយៈពេល ១៥ ថ្ងៃ ជូនម្ចាស់បណ្តឹង។ បើសិនជាបណ្តឹងរបស់លោកអ្នកនៅតែមិនបានដោះស្រាយនៅដំណាក់កាលនេះទេ ការិយាល័យស្រុកនឹងបញ្ជូនពាក្យបណ្តឹងទៅអនុគណៈកម្មការបណ្តឹងតវ៉ា ខេត្ត 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).

ដំណាក់កាលទី៣៖

អនុគណៈកម្មការបណ្តឹងតវ៉ាខេត្ត នឹងជួបជាមួយម្ចាស់បណ្តឹងហើយដោះស្រាយបណ្តឹង។ បន្ទាប់មកអនុគណៈកម្មការខេត្តស្នើឲ្យពិនិត្យឡើងវិញ និងវាស់វែងលំអិត តាមរយៈក្រុមការងារភូមិបាលស្រុក។ ក្នុងរយៈពេល ៣០ថ្ងៃ នៃការដាក់ពាក្យបណ្តឹង

អនុគណៈកម្មការបណ្តឹងតវ៉ាខេត្ត ត្រូវសម្រេចជាលាយលក្ខណ៍អក្សរដាក់ជូនទៅសមាជិកអនុគណៈកម្មការខេត្ត ក៏ដូចក្រសួងអភិវឌ្ឍន៍ជនបទ និងគ្រួសារដែលប៉ះពាល់/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)

ដំណាក់កាលទី៤៖

ប្រសិនបើពាក្យបណ្តឹងនៅមិនទាន់ដោះស្រាយពីអនុគណៈកម្មការបណ្តឹងតវ៉ាខេត្ត ឬ ម្ចាស់បណ្តឹងមិនពេញចិត្តនឹង ដំណោះស្រាយ ពួកគាត់អាចបន្តដាក់ពាក្យបណ្តឹងទៅកាន់ តុលាការខេត្តដែលនេះជា ដំណាក់កាលចុងក្រោយ នៃពាក្យបណ្តឹង។ តុលាការនឹងរៀបចំសេចក្តីសម្រេចជាលាយលក្ខណ៍អក្សរ និងដាក់ជូនមកក្រសួងអភិវឌ្ឍន៍ជនបទ/ អង្គភាពគ្រប់គ្រងគម្រោងមន្ទីរអភិវឌ្ឍន៍ជនបទ និងគ្រួសារដែលប៉ះពាល់/ម្ចាស់បណ្តឹង។ បើកាត់ណាតែមិនពេញចិត្ត 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 AP(s). If any party is still unsatisfied with the Provincial Court judgment, he or she can bring the case to a higher-level court.

ប្រសិនបើលោកអ្នកមានមន្ទិល កង្វល់ ការបញ្ចេញមតិ ការព្រួយបារម្ភ ឬបណ្តឹងតវ៉ាទាក់ទងទៅនឹងហេតុផលប៉ះពាល់ជាអវិជ្ជមាន របស់គម្រោងទៅលើបរិស្ថាន ទ្រព្យសម្បត្តិ និងជនជាតិដើមភាគតិចច្រើនទាំងអស់ពីហិរញ្ញវត្ថុទាក់ទងនឹងយេនឌ័រ/ការបៀតបៀនផ្លូវភេទនៃការអនុវត្តគម្រោង សូមមេត្តាទាក់ទងតាមរយៈ៖

If you have any complaints relating to the negative impacts of this Project on your environment, property/assets, and indigenous peoples, as well as gender-based violence/sexual harassment, please contact via

- មន្ត្រីទទួលបណ្តឹងថ្នាក់មូលដ្ឋាន:
ឃុំ គោកបន្ទាយ លោក សោម សាវ៉េត
ទូរស័ព្ទ :+855 97 93 57 342
ស្រុក រលៀងៀរ លោក ចែមក៏ត្រ
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➢ អង្គភាពអនុវត្តគម្រោងកំពង់ឆ្នាំង PIU:
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Facebook:<https://www.facebook.com/National-Restoration-of-Rural-Productive-Capacity-Project-103071342356669/>
E-mail: chengmarady123@gmail.com

Annex 12: Environmental and Social Code of Practice

Potential impacts and issues	Nature of Impacts	*Significance	Duration	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
Design and Pre-construction							
The subproject is impacted by future climate change	Increased temperatures may lead to increased/weather resilience (WR), affecting Double Bituminous Surface Treatment (DBST) and Reinforced Concrete (RC) roads infrastructures. Increased rainfall may cause flooding and emerging road infrastructures and damaged them.	D3	Long-term	Alternative designs for Double Bituminous Surface Treatment (DBST) and Reinforced Concrete Roads will incorporate all relevant recommendations, specifications and guidelines to tailor the type of DBST and RC roads.	Included in the program cost	Contractor/ subcontractors' Social and Environmental Safeguards	Local authorities-village/commune/district PIU and PMU
Grievance Redress Mechanism (GRM)	Local authority through its existing commune/Sangkat complaint mechanism with transparent box. MRD/EA schedules to train PIU and confirms the GRM in each subprojects province.	D1	Short-term	Immediate action for any complaint regarding road infrastructure upgrading and community ponds	Includes in the program cost	Likely affected person/private donator from infrastructure improvement	Local authorities-village/commune/district, PIU and PMU
Incorporate environmental and social management into contract documents/bidding	Environmental measures in this EMP or Environmental Code of Practice need to be binding so that they will be fully implemented	D3	At tendering	Contract documents: Preparation of the environment section in the ToR for bidders and environmental contract clauses for contractors comprising the special conditions for the protection of soil, water & air resources.	Design cost	Design consultants/EAs	Local authorities-village/commune/district, PIU and PMU
Loss of roadside trees	Fruit trees and other commercial timbers usually planting/growing along the road sides	D2	Medium term	Tree clearing should be avoided as much as possible, and if unavoidable, the damaged trees need to be replaced by re-planting new roadside trees. Incorporate replacing damages in project costs. Consult communities in project design and public awareness.	Included in the program cost	Contractor/ subcontractors' Social and Environmental Safeguards	Local authorities-village/commune/district, PIU and PMU

Potential impacts and issues	Nature of Impacts	*Significance	Duration	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
Loss of natural trees /protected area for borrow pits	If the designated borrow pit is on protected area/natural trees	D2	Medium term	Develop alternative uses for borrow-pit areas where is not negative impact on livelihood and protected areas. Incorporation of replacing damages during project design.	Included in the program cost	Contractor/ subcontractors' Social and Environmental Safeguards	Local authorities-village/commune/district, PIU and PMU
Loss of agricultural land for borrow pits	If the designated borrow pit is on agricultural land (fertilizer)	D2	Medium term	Develop alternative uses for borrow-pit areas where is not negative impact on livelihood and protected areas. Incorporation of replacing damages during project design.	Included in the program cost	Contractor/ subcontractors' Social and Environmental Safeguards	Local authorities-village/commune/district, PIU and PMU
Landmines and UXO	Project works will take place in areas that are already well trafficked. Thus, it is not likely to have a significant landmines/UXO risk. Pailin and Koh Kong target subprojects provinces will conduct public consultations/field assessment about the landmines/UXO risk at the proposed subproject site. However, a borrow pit site is unknown yet that it could be harmful on landmines/UXO?	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 PLN and KKHG provinces, hence consultative meetings with local communities are necessary to know clearly where there are risks of landmines or UXO. Unsafe areas should be cleared before project implementation.	Included in the program cost	Contractor/ subcontractors' Social and Environmental Safeguards	Local authorities-village/commune/district, PIU and PMU
Funeral areas	- Earthen tomb/stupa in pagoda/common place were located near/vicinity of the sub project especially community ponds	D3	Long Term	- Avoiding or reducing the impacts by Preventing/built embankment of water catchment into community pond.	Included in the program cost	Contractor/ subcontractors' Social and Environmental Safeguards	Local authorities-village/commune/district, PIU and PMU
Resettlement/ Land Acquisition	- Private assets including land and economic trees	D3	Long Term	- Included in Resettlement Plan- if any.	Included in the program cost	Contractor/ subcontractors' Social and GDR	Local authorities-village/commune/district, PIU and PMU

Potential impacts and issues	Nature of Impacts	*Significance	Duration	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
Construction Phase							
Air pollution, land and water contamination, and traffic & access problems,	Double Bituminous Surface Treatment (DBST) production, and application	D2	Short-term	<ul style="list-style-type: none"> - Piles of aggregates at sites should be used/or removed promptly, or covered and placed in non-traffic areas - Stored DBST materials well away from all human activity and settlements, and cultural (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 clean 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/ subcontractors' Social and Environmental Safeguards	Local authorities-village/commune/district, PIU and PMU
Dust generation	Dust caused by the transportation of construction materials and goods (contractors and/or commuters/passengers/driver operators)	D2	Short-term	<p>The contractor/sub-contractor will be:</p> <ul style="list-style-type: none"> • Spray water at least twice a day on unpaved areas, haul roads and expose dust-prone stockpiles. Increase frequency of water spraying during windy conditions. 	Included in the program cost	Contractor/ subcontractors' Social and Environmental Safeguards	Local authorities-village/commune/district, PIU and PMU

Potential impacts and issues	Nature of Impacts	*Significance	Duration	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
				<ul style="list-style-type: none"> 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 the notice on the construction works and the speed limit sign in these areas. Trucks carrying dry construction materials such as earth; aggregate will be covered with tarpaulins or other suitable cover. 			
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	<ul style="list-style-type: none"> Construction after 6pm within 300m of residences shall be strictly prohibited. During daytime construction, the contractor will ensure that: Temporary anti-noise barriers will be installed to shield sensitive receptors (if any) within 50m of the construction site. 	Included in the program cost	Contractor/ subcontractors' Social and Environmental Safeguards	Local authorities-village/commune/district, PIU and PMU secretariat
Generation of solid and liquid waste	The solid wastes are caused mainly from/by camp sites, kitchen, human waste, and debris of construction materials.	D2	Short-term	<ul style="list-style-type: none"> Manage general solid and liquid waste from construction in line with Government regulations, and will cover, collection, handling, transport, recycling, and disposal of waste created from construction activities and worker force. Make clear arrangements for storage and transportation of all hazardous and non-hazardous waste to an 	Included in the program cost	Contractor/ subcontractors' Social and Environmental Safeguards	Local authorities-village/commune/district, PIU and PMU

Potential impacts and issues	Nature of Impacts	*Significance	Duration	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
				<p>authorized and approved disposal point (approved by Provincial Department of Environment).</p> <ul style="list-style-type: none"> • 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 unauthorized waste disposal with particular attention paid to prevention of waste entering water ways including drainage ditches • Provide a schedule of solid and liquid waste pickup and disposal must be established and followed that ensures construction sites are 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	<p>The contractor/subcontractor should formulate a Traffic Management Plan. This should include the following:</p> <ul style="list-style-type: none"> • oriented their drivers or equipment operators to comply with the required speed limit. • Driving at low speeds, especially in populated 	Included in the construction cost	Contractor/ subcontractors' Social and Environmental Safeguards	Local authorities-village/commune/district, PIU and PMU

Potential impacts and issues	Nature of Impacts	*Significance	Duration	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
				areas-market, school, hospital... <ul style="list-style-type: none"> • Keeping the roadway or bypass accessible to commuters to avoid traffic jams and follow lane. • 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. 			
Community Environmental Health and Safety (EHS)	Causing by construction plant and equipment operations during civil work implementations	D2	Short-term	<ul style="list-style-type: none"> • The contractor should prepare a Community Environmental Health and Safety Plan which should be developed in consultation with affected communities and local authorities/PIU/PMU. • Restrict access to the construction site, barricades, night lighting and signage on open trenches and excavation areas (if any). • Install traffic/warning signs like "safety first, under construction" at the construction area • Keep the roadway or bypass accessible to commuters to avoid traffic jam/congestion • Park at designated area. • Detour road should be provided and accessible to commuters (if any) 	Included in the program cost	Contractor/ subcontractors' Social and Environmental Safeguards	Local authorities-village/commune/district, PIU and PMU

Potential impacts and issues	Nature of Impacts	*Significance	Duration	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
				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; (v) no littering			
Occupational Environmental Health and Safety (OEHS)	Staff and workers Occupational Environmental Health and Safety during operations of civil works implementations	D2	Short-term	<ul style="list-style-type: none"> The occupational safety plan should have provisions on (i) providing personal protective equipment (PPE) like hard hats, safety gloves, ear muffs 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 should be 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 program cost	Contractor/subcontractors' Social and Environmental Safeguards	Local authorities-village/commune/district, PIU and PMU
Generation of employment	Skilled/Unskilled workers are needed/created during the lifespan of civil work	(+)	Short-term	<ul style="list-style-type: none"> The contractor/subcontractor should employ from local villages/communes 	Included in construction cost	Contractor/subcontractors'	Local authorities-village/commune/district

Potential impacts and issues	Nature of Impacts	*Significance	Duration	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
	implementations			including woman unskilled workers.		Social and Environmental Safeguards	strict, PIU and PMU
Implementation of Construction Workers and Camp	Contamination of water, soil, waste production and social issues	D 2	Short term	1. If a camp for construction workers is required, the contractor will set out a management plan which includes: <ul style="list-style-type: none"> a) A map showing camp lay out, welfare facilities, and first aid kit locations. b) 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. c) Pit latrines to be located at least 200m from surface waters, and in areas of suitable soil profiles and above the groundwater levels d) A clean-out or infill schedule for pit latrines must be established and implemented to ensure working latrines are available at all times. e) Firefighting equipment will be provided in all camps and will have adequate signage and prescribed testing intervals. f) Plan of how camp areas will be restored to original condition after construction completed 	Included in the program cost	Contractor/ subcontractors' Social and Environmental Safeguards	Local authorities- village/commune/district, PIU and PMU

Potential impacts and issues	Nature of Impacts	*Significance	Duration	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
				<p>2. If a construction camp is not required, the contractor will not require a Management Plan but will:</p> <p>g) Provide adequate waste disposal facilities including garbage cans for workers.</p> <p>h) Provide welfare facilities including water for washing, drinking and include facilities for male and female workers</p> <p>i) Provide toilets for male and female construction workers with a cleaning schedule</p> <p>j) The contractor will give priority to local labor force and retain evidence of how local labor recruitment efforts were undertaken.</p> <p>3. The contractor will ensure training is delivered to construction workers on the following and the contractor will provide a training schedule:</p> <p>k) HIV Aids education awareness</p> <p>l) Cambodian laws for foreign labor regarding: hunting, fishing and traffic rules</p> <p>m) Grievance Redress Mechanism – how to deal with affected people who make a complaint to a worker</p>			

Potential impacts and issues	Nature of Impacts	*Significance	Duration	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
				n) Occupational Health and Safety and Emergency Procedures. o) Prevention of CoVID-19 pandemic; Health and Safety			
Gender based violence	Unsafe workplace environment due to offensive, abusive or violent behaviour	D2	Short-term	<ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> People treat each other with respect and do not discriminate against specific groups such as women, LGBTs, 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 especially individuals under the age of 18. There is respectful engagement with the local community and/or APs without intimidation, threats and coercive behaviour. 	Included in the program cost	Contractor/subcontractors' Social and Environmental Safeguards	Local authorities-village/commune/district, PIU and PMU

Potential impacts and issues	Nature of Impacts	*Significance	Duration	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
				<ul style="list-style-type: none"> - 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. 			
CoVID-19 pandemic	Worldwide and nationwide	D4	Long-term	<ul style="list-style-type: none"> • 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 personal protected equipment (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. 	Included in the program cost	Contractor/ subcontractors' Social and Environmental Safeguards	Local authorities- village/commune/district, PIU and PMU

Potential impacts and issues	Nature of Impacts	*Significance	Duration	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
				<ul style="list-style-type: none"> A trained health & safety (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 			

Potential impacts and issues	Nature of Impacts	*Significance	Duration	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
				<p>ensuring that over-crowding of dormitories and canteen facilities are avoided to enable adequate social distancing and regularly disinfected.</p> <ul style="list-style-type: none"> 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 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 			

Potential impacts and issues	Nature of Impacts	*Significance	Duration	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
				anyone who shows symptoms.			
Operations 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	<ul style="list-style-type: none"> 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 construction cost	Contractor/subcontractors' Social and Environmental Safeguards	Local authorities-village/commune/district, PIU and PMU
Road safety	Regular commuters/ passengers and drivers traversing along the road lines	D2	Long-term	<ul style="list-style-type: none"> Providing sufficient road signage, warning ahead of road construction and upgrading. Provides flag persons to manage the traffic during construction 	Included in construction cost	Contractor/subcontractors' Social and Environmental Safeguards	Local authorities-village/commune/district, PIU and PMU
Traffic accident	Good roads/smooth roads the drivers,	D3	Long term	<ul style="list-style-type: none"> Provide traffic sign board at corner or curve road, 	Included	Local authorities-village/commune/di	Local authorities-village/commune/di

Potential impacts and issues	Nature of Impacts	*Significance	Duration	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
	commuters/passengers/operators will drive faster, especially the drink driving/ drunk drivers!			<p>especially at school, hospital, and pagoda/mosque/church market areas.</p> <ul style="list-style-type: none"> • Road safety device/furniture including traffic sign board (especially at corner or curve road and school, hospital and 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. 	in construction cost	strict, PIU and PMU	strict, PIU and PMU

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	Visual 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
Disruption to local market	Local market in Kampong Prasat village	Consultation with local authorities and market vendors; 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

MRD Contract Package:.....

Inspector's Name Position

Inspection Date:.....

:.....
:.....

Environmental Code of Conduct (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.						
Dust control by watering/water sprinkling in a road construction zone?						
Noise Levels						
Prior notification to the community/local authorities on the 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 Conduct (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 sub-national levels.						
Construction activities and schedules are coordinated in advance with local authorities, community representatives/beneficiaries, businesses, and 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 Conduct (Mitigating Measures)	Compliance Status			Remarks/ Reasons for Partial or Non-Compliance	Recommendations	Deadline
	Yes	No	Partially			
Do not discriminate against workers in respect of employment and occupation.						
Effective measures to ensure a safe and secure work 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 grievances 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 staff are provided with face masks, sanitized alcohol, gel, and temperature check by using an infrared thermometer.						
Public Safety						
Signage is installed at the periphery of the construction site to warn and direct traffic and pedestrians.						
Safe passageways for pedestrians crossing the construction site?						

Environmental Code of Conduct (Mitigating Measures)	Compliance Status			Remarks/ Reasons for Partial or Non-Compliance	Recommendations	Deadline
	Yes	No	Partially			
Appropriate safety barriers and warning signs are installed in areas that pose safety risks such as open excavations, drainages, etc.						
Construction site						
Availability of proper storage for fuel, oil and construction materials						
Proper maintenance of construction machinery and equipment (prevent leakage of fuel, oil, lubricants, etc.)						
Restoration of the area of construction sites and camps when the construction works are completed						
Employment (Unskilled labor)						
At least 25% of unskilled worker has to be employed as women.						
Equal pay for equal work.						
Do not use child labor						

(Inspector's Name) : Mr.

ហត្ថលេខា (Signature) :

(Agreed by) : PIU

ហត្ថលេខា (Signature) :