

Environmental and Social Management Plan

March 2023

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

(Contract No: NRRPCP/22/NCB/WRR-3: Lot 4)

**Thma Totueng-Sampov Lun DBST road subproject: Choam
Ta Mau and Memong communes, Memot district, Tboung
Khmum province.**

CURRENCY EQUIVALENTS (23th March 2023)

Currency Unit–Cambodian Riel (KHR) 1\$=4,057 KHR; KHR=0.000246\$

ABBREVIATIONS

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

WEIGHTS AND MEASURES

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

NOTE

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

SUMMARY OF SUBPROJECT

Name of subproject	Thma Totueng - Sampov Lun DBST road				
Province	Tboung Khmum	District	Memot	Communes	Choam Ta Mau & Memong
Contract No.	NRRPCP/22/NCB/WRR-3: Lot 4			Ref. No.	RR-04
Description	The subproject comprises the rehabilitation of an existing laterite road with a length of 11,684 meters to a DBST road with a base-width that ranges from 10 to 14 meters. One bridge will be retained. There are seven box culverts, one box culvert with two cells, and six culverts with one cell, all seven will be retained. There are sixteen pipe culverts that will all be retained.				
Cost Estimate (US\$)	\$ 1,719,057.29				
Right of Way (m)	30.0 m (for provincial and district roads)			Date	27-Apr-22
Length (m)	11,684 m	Existing base width	8.0 m	Proposed base width	10 to 16 m
Area of additional land needed (m²)	62,320 m² (within the RoW)			Other assets lost	None
Extra land area for Col (m²)	23,368 m² (within the RoW)				
No. of Affected Persons	None	No. of elderly HH heads			-
		No. of FHHs			-
		No. of ID Poor HHs			-
Environment	Only minor and temporary during construction		Social	Seventeen trees may need to be removed	
Involuntary resettlement	No impact on privately owned land		Indigenous Peoples	No IPs are residing in the subproject area.	
Allowances for AHs					
Crop production	No impacts on any crops			Total allowances:	None
Trees	17				
Fences	Minimal (relinquishing of concrete path, awning/extended roofs, wooden/bamboo fences)				
E & S Category	CATEGORY B (Minor disturbances due to the civil works and possible need for removal of 17 trees)				
Public consultation meetings					
	Date	No. of participants		No. of women	No. of APs
1 st meeting	21-Oct-2022	61		7	0
2 nd meeting	10-Mar-2023	84		35	0
Preparation of ESMP					
	1 st Draft	Revised		Final	
Date of preparation	23-Mar-2023				
Date of comment					

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ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN

Thma Totueng-Sampov Lun DBST road subproject: Choam Ta Mau-Memong communes, Memot district, Tboung Khmum province.

1. INTRODUCTION

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

2. PROJECT BACKGROUND**2.1 Project Description**

2. The Government of Kingdom of Cambodia (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 kilometres of existing rural roads with climate proofing, adaptation of unstable bridges and collapsed drainage systems to improve access to markets, schools and health centres and sustain urban-rural linkages within the provinces as well as with the national capital and increase climate resilience; and greening of the embankments using nature-based solutions and indigenous materials to accommodate safe walking and cycling and promote rural roads' safety.

2.2 Selection criteria for subproject

5. In consultation with the provincial Project Implementation Units (PIUs), the Project Management Unit (PMU) has identified a total of 20 potential subprojects with a total length of 286 kilometres. The selected rural roads have been identified from those prioritized at sub-national level (commune and district) and is a part of the government decentralized annual development planning process.

3. SUBPROJECT DESCRIPTION**3.1 Proposed subproject**

6. The proposed subproject comprises the construction of a DBST road linking nine villages along the existing road line that is located in Choam Ta Mau and Memong communes in Memot district of TKM province. The existing road has a laterite surface and an average width of 10.0 metres. There is one bridge that will be retained; seven box culverts including one box culvert with two cells and six culverts with one cell, that will all be retained. There are also 16 pipe culverts will be retained. Currently, the road is in a dilapidated state, it is eroded, muddy and slippery, during rainy season making travel difficult, and during the dry season is dusty resulting in adverse respiratory health impacts for the local residents. The road upgrading will be conducted within the official Right of Way (RoW) that is officially

declared as 30.0 metres for provincial roads.¹ Since the road will be constructed within the existing alignment there will be no requirement for any additional land and there will be only very minor temporary impacts on the properties and livelihoods of local residents during the civil work.

Figure 1: Satellite image of subproject location

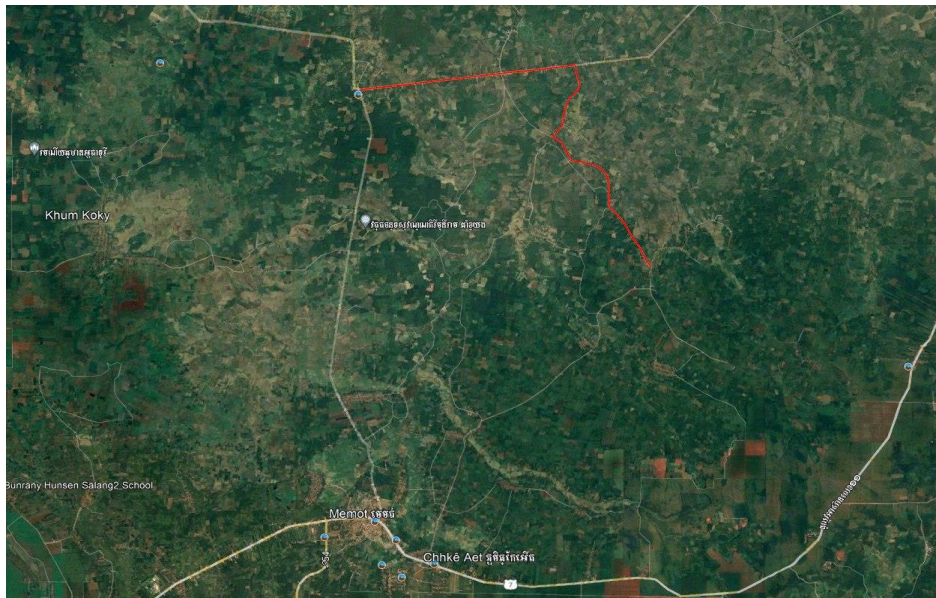
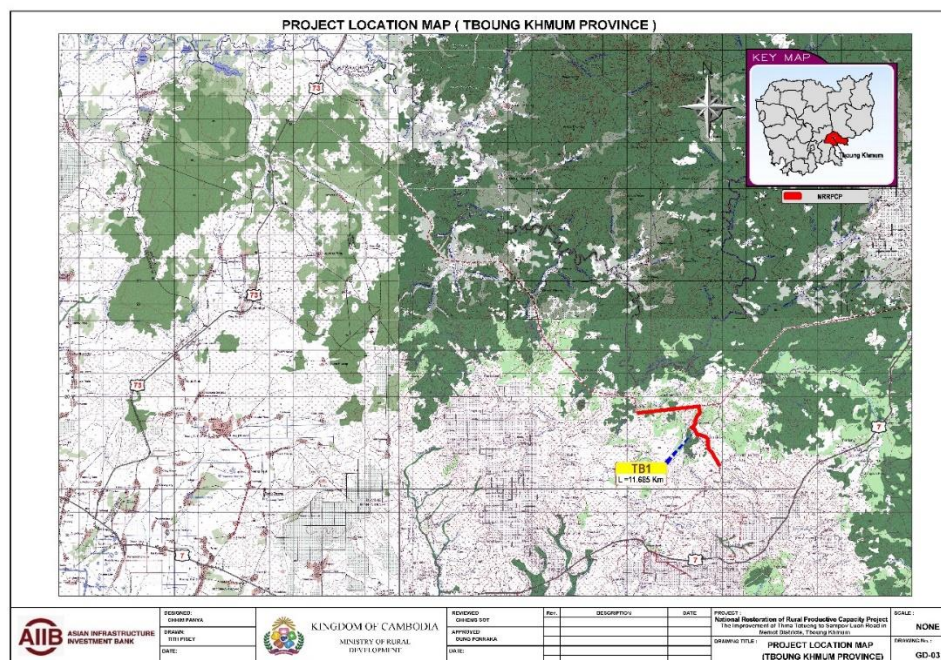


Figure 2: Map of subproject location



3.2 Technical specifications

7. The DBST road has been designed with a carriageway of 6.0 meters and one meter shoulder on each side with an embankment that varies depending on the elevation of the road and results in a base width over most sections of the road that mostly ranges from 9.0 to 11.0 meters but increases to a maximum is 13 meters in one section (PK9+600-PK9+700). The cross-fall of the carriageway is planned to be three percent in consideration of the design speed and pavement type DBST road, surface drainage and vehicle speed.

¹ See Annex 3 for the official Certification of Right of way issued by the Governor of Memot district.

8. 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) 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

9. Based upon the proposed design of the road there has been a calculation of the total additional land requirements for the road widening and also for the additional one meter strip of land on each side of the proposed road base-width that will be a part of the Corridor of Impact (CoI) that will be used temporarily during the construction period.² This calculation shows that an additional area of land comprising 23,368 square metres will be required for the DBST road construction and the strips of land on each side of road that will be used temporarily during the construction comprise an additional 62,320 square meters.

10. However, since the official Right of Way (RoW) of the road is 30.0 meters all of the additional land that will be required lies within this width and there will be no impacts on privately owned land. There may be some minor impacts on assets that have been planted or erected within the RoW by villagers residing along the roadside including 17 trees, but during the public consultation meetings there were no objections raised to these minor impacts.

1. ² See Annex 2 for the existing and proposed based width and trees.

Figure 3: Photos of existing road



PK0+000



PK1+000



PK6+850



PK8+500

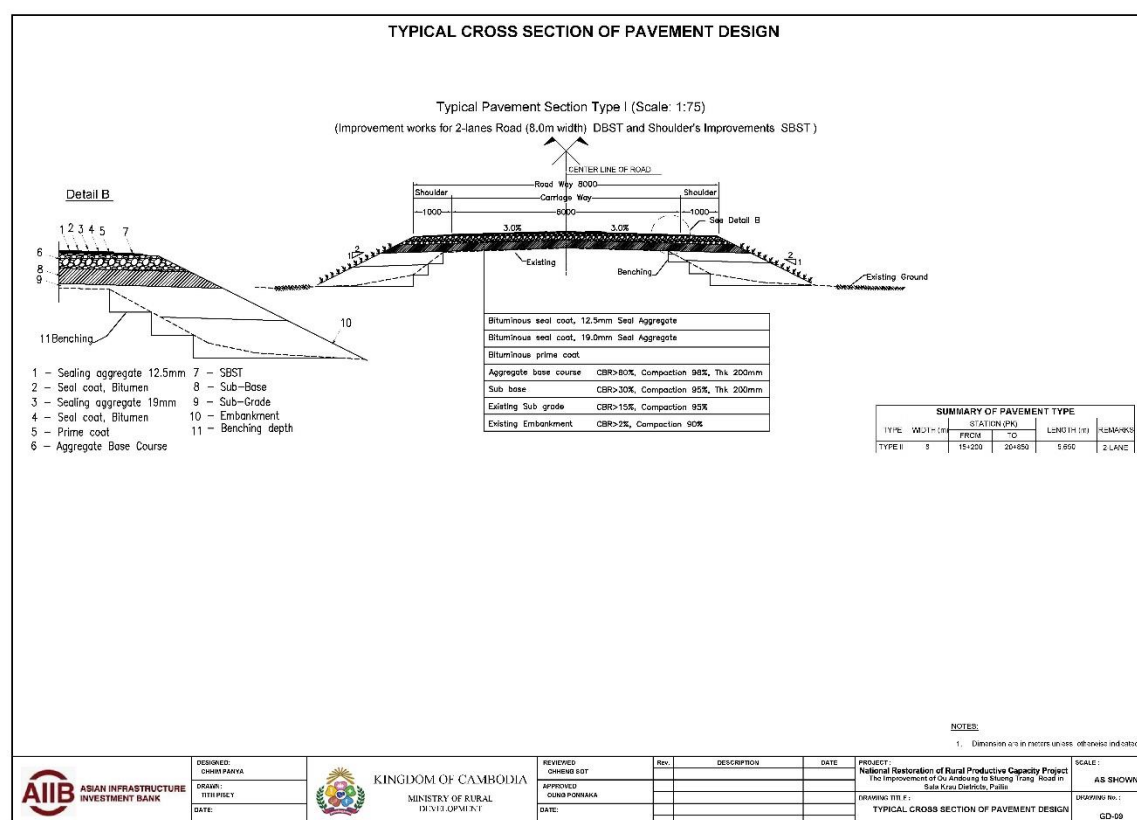


PK11+250



PK11+684

Figure 4: Typical cross section of proposed road



4. BASELINE ENVIRONMENTAL AND SOCIAL CONTEXT

4.1 Environmental Context

12. **Vegetation:** The entire length of the rural road is clear of natural forest, but there are various types of trees growing along the roadside and there will be some minor impacts due to the possible need for the removal of 17 of these trees where they are growing close to the roadside. However, the impact on livelihoods due to the removal of these trees will be minimal and the 13 PAPs have agreed voluntarily to their removal.

13. **Surface water:** There are no significant water bodies such as permanent rivers or lakes observed along the length of the road but there is one creek located at PK6+685.

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

15. **Receptors and Access:** The rural road will continue/extending the Choam Ta Mau road to the Memong DBST road. The road construction will have some minor impacts on human receptors during the civil work such as Thma Totueng Health Centre that is located at the end of road line.

4.2 Social context

16. **Demography:** There are 1,059 households in the four villages in Choam Ta Mau and Memong communes with a population of 4,572 and there are 23.4% vulnerable households identified.³

³ See Annex 1 for a summary of the socio-economic status of the target villages of Choam Ta Mau and Memong communes.

17. **Educational status:** The educational standard is good with only 11.4 percent of the households reported to be illiterate.

18. **Occupation and incomes:** The main occupation is farming (93.2%) following by employment as operating small business and public sector. The farmers grow mainly agro-industrial such as rubber plantation, pepper, cashew, fruit trees and some few rice crops.

19. **Land Use:** The total land area of the four villages is 2,317 hectares and 3.9% of the arable land is irrigated. Most of the residents in these four villages are growing crops/agro-industrial. About 80% of the households have a latrine, while 92.7% of them have access to safe water supplies. The proportion of households in the medium/better off income categories is 73.1% and the proportion of ID Poor 1 and 2 is reported as 8.7 and 17.5% respectively.

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

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

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

5. ENVIRONMENTAL AND SOCIAL IMPACTS AND MITIGATION MEASURES

5.1 Public consultation meetings

23. There have been two public consultation meetings conducted for this subproject. The 1st public consultation meeting was conducted on 21st October 2022 in Choam Ta Mau commune together with representatives of the local authorities from the two communes of Choam Ta Mau and Memong to seek their agreement to the proposed design for the construction of the proposed DBST road.

24. The 2nd public consultation meetings were conducted on 9th March 2023 in both Choam Ta Mau commune and Kabbas village/Memong commune with the local authorities as well as local residents who are living along the roadside to provide detailed information on the design of the proposed DBST road and to describe the identified impacts as well as the Grievance Redress Mechanism (GRM). The discussions with likely PAPs included the possible need for the construction of side drains in some sections and the requirement that residents who wish to construct a ramp access from their property to the road must purchase concrete culverts to ensure there is no obstruction of the road drainage. The Project Information Booklet (PIB) was distributed to all participants.⁵

5.2 Rapid Environmental and Social Assessment

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

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 See Annex 8 for the descriptions of the public consultation meetings, attendance list and photographs and Annex 11 for the PIB.

⁶ See Annex 4 for RESA and Annex 5 for the Environmental and Social Impact Analysis (ESIA).

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

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

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

29. As a result of the environmental and social screening assessment, the proposed subproject is anticipated to have minimal adverse environmental impacts that can be mitigated during construction phase and only minor social impacts in respect of 17 trees that may need to be removed. In the event that these trees are removed the contractor will be responsible for replanting of these trees at a similar location outside of the Col.

5.3 Climate Risk Screening

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

31. This subproject has been screened for potential climate risk.⁷ The only risks foreseen are the risk of increased flash flooding that may occur as a result of increased and higher intensity rainfall during the wet season. This has been addressed in the DED by the elevation of road in any low lying sections as well as the installation of proper drainage, including the replacement of all pipe culverts to ensure that the impact of any such flooding events are minimized.

5.4 Description of social characteristics of subproject site

32. The road sections that are included under this subproject for upgrading to DBST road are predominantly located within rural areas. The proposed road base-width within these areas ranges from 9 to a maximum of 13 meters and there will be no impact on any existing structures. A total of 17 trees will be affected by the civil works, they have agreed voluntarily to the removal of these trees during the construction. The contractor will be responsible for the replanting these trees at similar locations and outside of the COI.⁸ However, the possibility to retain these trees will be negotiated with the contractor during the civil work.

5.5 Land acquisition and resettlement screening

33. The construction of the road will not require the acquisition of any private land since the civil work will be conducted within the official RoW of the road. There will be no requirement for the preparation of a Resettlement Plan (RP) and there will only be some possible minor impacts on 17 trees and some temporary bamboo fences & extended roof that have been erected/installed within the official RoW.

5.6 Identification of vulnerable households

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

⁷ See Annex 6 for Preliminary Climate Risk Screening Checklist

⁸ See Annex 9 for the Certificates of Land/Asset Transfer (CLTF) forms signed by the 13 APs and Annex 10 for the Inventory of Loss table with a statement of the socio-economic condition of each of these APs.

5.7 Inventory of public properties impacted

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

5.8 Indigenous Peoples

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

5.9 Environmental and Social Category

37. This subproject has been placed under Category B for environment and social impacts. There will be some minor temporary environmental impacts during the civil work, there is no land acquisition and social impacts are restricted to the possible removal of 17 trees and the removal of concrete paths in front of properties, relocation of some temporary bamboo fences & extended rooves along the roadside. The Project ESCoP will be applied.⁹ This document describes the mitigation procedures for all perceived potential impacts of the DBST road construction and will be appended to the contract that is awarded and must be adhered to by the contractor. The contractor will be required to prepare a Contractor's Environmental and Social Management Plan (CESMP) and submit monthly reports to the PIU on the level of compliance.

6. GRIEVANCE REDRESS MECHANISM

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

39. The steps described are summarised below:

- a) **Level 1.** The first level of complain resolution, following the traditional methods in Cambodia, involved problem solving at the village/commune level at which a solution can be sought amicably on the spot without the need for lodging a formal complaint. A PAP 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 PAP does not hear from the village and commune chief or if he/she is not satisfied with the decision taken in the first stage, the complaint may be brought to the District Governor's Office.
- b) **Level 2:** In cases where grievances cannot be resolved through problem solving at the commune/village level, complaints/grievances can be filed with the District Governor's office at the second level. The District Governor's Office will record the grievance and off a solution within 15 days to resolve the complaint to the satisfaction of all concerned. If the complaint cannot be solved at this stage, the District Office will bring the case to the Provincial Resettlement Sub-Committee (PRSC).
- c) **Level 3:** The PRSC meets with the aggrieved party and tries to resolve the situation. The Committee may ask for a review of the DMS by the provincial Department of Land Management, Urban Planning, Construction and Cadastral (DLMUPCC). Within 30 days of the submission of the grievance, the PRSC must make a written decision and submit copies to the MRD/PMU and the PAP(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 PAPs. 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:

⁹ See Annex 12 for the Environmental and Social Code of Practice and Annex 13 for Environmental and Social Monitoring Plan.

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

41. There are no fees or charges levied on the PAP for the lodgement and processing of the complaints under the 1st to 3rd levels. However, as provided for in the Expropriation Law, the aggrieved PAP can file a lawsuit at the Provincial/Municipal Courts, as applicable, to seek a resolution. Such actions will be at the cost of the PAP. 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 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 and will also require the removal of 17 trees for the road construction. The confirmed findings for this rural road subproject are as follows

- a. Meaningful public consultation meetings have been completed with the local authorities in the communes of Choam Ta Mau and Memong and with the residents from the five villages along the DBST road line.
- b. No residential or privately owned land is affected by the subproject.
- c. There are no landless households that will be adversely affected.
- d. The RoW for the road is 30.0 metres as confirmed by the Governor of Memot district as well as District Office/Provincial Department of Land Management, Urban Planning, Construction and Cadastral.
- e. The DBST 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 awarded contractor will not use any other land outside of the agreed Col.
- g. The construction may require the removal of 17 trees as well as some shrubs and vegetation that are growing along the roadside all of which are within the RoW of the road and the 13 APs who claimed ownership of 17 trees has agreed voluntarily to their removal if needed.
- 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 visits and the public consultations, it was confirmed by the local authorities and consulted people that there are no IPs residing in these two communes. **The subproject has been classified as category B for environmental and social safeguards according to AIIB classification and the approved ESMPF, RPF and IPPF.**

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

7.2 Comparison with no subproject scenario

45. The existing laterite road is badly dilapidated and has been poorly maintained so that during the wet season it renders travel difficult and this impedes the ability of the local residents to travel from their village to the commune centres as well as to the national roads (No.7) and in accessing services such as schools, markets and health facilities. It also creates difficulties for the households who wish to transport agricultural products to the local markets as well as to the national roads that connect them

to markets in district centres and the provincial town. It also impedes the activities of buyers/traders who travel to these villages to purchase products from the farming households. If there is no action taken to upgrade the road it will continue to deteriorate especially in the lower lying areas where the rainfall during the wet season can create temporary flash flooding that in turn exacerbates the road condition. The increasing traffic volumes including the use of the road by heavier vehicles also results in more damage to the road with the creation of rutting. During the dry season the road will continue to be difficult to drive on due to the rutting and the dust created by passing vehicles will have increasingly serious impacts on the respiratory health and lives of households residing along the roadside. The construction of the DBST road with appropriate climate risk reduction measures along sections of the road that are low-lying will result in a road that is durable and with good maintenance it will bring lasting benefits to the local residents.

7.3 Discussion of benefits to local community to offset against impacts

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

8. CONCLUSIONS AND RECOMMENDATIONS

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

48. Measures must be taken to avoid disruption of villager's daily lives. The villagers must be informed in advance when works at specific locations are planned and whether some services or access will be temporarily affected. If any damage to private properties occurs during the construction period, the assets replacement-based compensation will be paid as per the national laws and regulations and AIIB ESP and the Project ESMPF. The awarded contractor must support the GRM process and ensure timely and effective resolution of grievances.

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

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

Annex 1: Socio-economic data

Villages	Population	Male	Female	No. of HH	Ave HH size	No. of vulnerable HH (%)	% non-Khmer
Thma Totueng Tboung	514	251	263	119	4.31	23.57	0
Bos Ta Oem	1,197	631	566	247	4.84	18.02	0
Sampov Lun	1,363	664	699	318	4.28	28.04	0
Kabbas	1,498	757	741	375	3.99	24	0
Total	4,572	2,303	2,269	1,059	4.32	23.40	0
Marital status (%)	Couples	Widows	Widowers				
Thma Totueng Tboung	93.27	3.36	3.36				
Bos Ta Oem	89.48	8.50	2.02				
Sampov Lun	93.09	5.97	0.94				
Kabbas	89.06	7.20	3.74				
Education (%)	Illiterate	Literate	Primary	Secondary	High	University	
Thma Totueng Tboung	10	90	40	40	20	0	
Bos Ta Oem	5	95	45	40	15	0	
Sampov Lun	20	80	45	45	10	0	
Kabbas	10.5	89.5	43	35	22	0	
Total	11.37	88.63	43.25	40	16.75	0	
Occupation (%)	Farming	Employees	Business	Public sector	Health	Fishing	
Thma Totueng Tboung	100	0	0	0	0	0	
Bos Ta Oem	93.54	1.62	0	4.04	0.8	0	
Sampov Lun	82.72	0.31	13.83	2.20	0.94	0	
Kabbas	96.41	3	0	0.26	0.13	0.26	
Total	93.16	1.23	3.45	1.62	0.46	0.06	
Domestic Migration	% of popn.	% of men	% of women	External migration			% of popn.
Thma Totueng Tboung	8.40	3.36	5.04				1.68
Bos Ta Oem	10.12	4.04	6.07				3.23
Sampov Lun	2.51	1.57	0.94				1.57
Kabbas	8.32	5.5	2.82				0.60

Source: Primary data collection from communes and villages, March 2023

Annex 1: Summary of socio-economic data (cont.,)

Land Use (ha)	Total area	Land classification (ha)					Community Forest
		Residential	Common	Irrigated	Rain-fed	Crops	
Thma Totueng Tbound	26.20	11.20	0	0	15	0	0
Bos Ta Oem	293.71	18.6	4.11	80	5	186	0
Sampov Lun	766.62	93	1.62	12	0	660	0
Kabbas	1,231	185	11.8	0	0	1,034	0
Total	2,317.53	307.80	17.53	92	20	1,880.20	0
Agriculture activities	Population	No. of HHs	Farming production (%)	Farming without pesticide		Production (ton/ha)	Farm gate price (riel)
Thma Totueng Tbound	514	119	90	0		1.5	700
Bos Ta Oem	1,197	247	90	0		1.5	700
Sampov Lun	1,363	318	95	0		2	700
Kabbas	1,498	375	65	66.67		2.06	1000
Total	4,572	1,059	85	16.66		1.76	775
Water/Sanitation (%)	Potable water	Boiled/filtered water	Latrine	No latrine			
Thma Totueng Tbound	100	20.16	96.63	3.37			
Bos Ta Oem	91.09	12.95	64.78	35.22			
Sampov Lun	100	5.34	94.03	5.97			
Kabbas	80	65.33	62.94	37.06			
Total	92.77	25.94	79.60	20.40			
Poverty levels (%)	Very poor	Poor	Medium	Better off			
Thma Totueng Tbound	11.76	17.64	26.18	52.10			
Bos Ta Oem	6.47	13.76	21.05	58.72			
Sampov Lun	13.52	14.46	33.64	38.38			
Kabbas	2.94	24	14.66	58.40			

Source: Primary data collection from communes and villages, March 2023

Annex 2: Existing and proposed road widths and affected assets

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		Affected Assets			
				Existing	Proposed	Total		Outside ROW		Width (m)	Area (m ²)	No.	Type of Affected Assets		
						Width (m)	Area (m ²)	Width (m)	Area (m ²)						
Thma Totueng Tboung / Choam Ta Mau	PK 0+000 - 0+100	30.0	100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0			
	PK 0+100 - 0+200		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0			
	PK 0+200 - 0+300		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0			
	PK 0+300 - 0+400		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	2	Golden Plum, Rambutan		
	PK 0+400 - 0+500		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0			
	PK 0+500 - 0+600		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	1	Jackfruit+Fence (12 lm)		
	PK 0+600 - 0+700		100.0	5.0	11.0	6.0	600.0	-	-	2.0	200.0	0	Fence (17 lm)		
	PK 0+700 - 0+800		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0			
	PK 0+800 - 0+900		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0			
	PK 0+900 - 1+000		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0			
	PK 1+000 - 1+100		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	Fence (25 lm)+Fence (35 lm)		
	PK 1+100 - 1+200		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	1	Jackfruit		
	PK 1+200 - 1+300		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0			
	PK 1+300 - 1+400		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0			
	PK 1+400 - 1+500		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0			
	PK 1+500 - 1+600		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0			
	PK 1+600 - 1+700		100.0	5.0	11.0	6.0	600.0	-	-	2.0	200.0	0			
	Bos Ta Oem / Choam Ta Mau		PK 1+700 - 1+800	30.0	100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
			PK 1+800 - 1+900		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
			PK 1+900 - 2+000		100.0	5.0	11.0	6.0	600.0	-	-	2.0	200.0	4	Jackfruit+Fence (100 lm)
PK 2+000 - 2+100		100.0	5.0		10.0	5.0	500.0	-	-	2.0	200.0	0			
PK 2+100 - 2+200		100.0	5.0		10.0	5.0	500.0	-	-	2.0	200.0	0			
PK 2+200 - 2+300		100.0	5.0		11.0	6.0	600.0	-	-	2.0	200.0	0			
PK 2+300 - 2+400		100.0	5.0		11.0	6.0	600.0	-	-	2.0	200.0				
PK 2+400 - 2+500		100.0	5.0		12.0	7.0	700.0	-	-	2.0	200.0		Fence (11 lm)		
PK 2+500 - 2+600		100.0	5.0		10.0	5.0	500.0	-	-	2.0	200.0	4	Coconut		
PK 2+600 - 2+700		100.0	5.0		10.0	5.0	500.0	-	-	2.0	200.0	0			
PK 2+700 - 2+800		100.0	5.0		11.0	6.0	600.0	-	-	2.0	200.0	1	Chrey tree+Extended Roof (7.5m²)		
PK 2+800 - 2+900		100.0	5.0		10.0	5.0	500.0	-	-	2.0	200.0	0			
PK 2+900 - 3+000		100.0	5.0		10.0	5.0	500.0	-	-	2.0	200.0	0			
PK 3+000 - 3+100		100.0	5.0		10.0	5.0	500.0	-	-	2.0	200.0	0			
PK 3+100 - 3+200		100.0	5.0		9.0	4.0	400.0	-	-	2.0	200.0	0			
PK 3+200 - 3+300		100.0	5.0		10.0	5.0	500.0	-	-	2.0	200.0	0			
PK 3+300 - 3+400		100.0	5.0		10.0	5.0	500.0	-	-	2.0	200.0	0			
PK 3+400 - 3+500		100.0	5.0		10.0	5.0	500.0	-	-	2.0	200.0	0			
Sampov Lun / Choam Ta Mau		PK 3+500 - 3+600	30.0		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
		PK 3+600 - 3+700			100.0	5.0	12.0	7.0	700.0	-	-	2.0	200.0	0	
	PK 3+700 - 3+800	100.0		5.0	11.0	6.0	600.0	-	-	2.0	200.0	0			
	PK 3+800 - 3+900	100.0		5.0	10.0	5.0	500.0	-	-	2.0	200.0		Extended Roof (28 m²)		
	PK 3+900 - 4+000	100.0		5.0	11.0	6.0	600.0	-	-	2.0	200.0	1	Chrey tree+Extended Roof (2.5 m²)		
	PK 4+000 - 4+100	100.0		5.0	11.0	6.0	600.0	-	-	2.0	200.0	0			
	PK 4+100 - 4+200	100.0		5.0	11.0	6.0	600.0	-	-	2.0	200.0	0			
	PK 4+200 - 4+300	100.0		5.0	10.0	5.0	500.0	-	-	2.0	200.0	0			
	PK 4+300 - 4+400	100.0		5.0	10.0	5.0	500.0	-	-	2.0	200.0	3	Mango, Coconut+Extended roof (24 m²)		
	PK 4+400 - 4+500	100.0		5.0	10.0	5.0	500.0	-	-	2.0	200.0	0			
	PK 4+500 - 4+600	100.0		5.0	10.0	5.0	500.0	-	-	2.0	200.0	0			
	PK 4+600 - 4+700	100.0		5.0	10.0	5.0	500.0	-	-	2.0	200.0	0			
	PK 4+700 - 4+800	100.0		5.0	10.0	5.0	500.0	-	-	2.0	200.0	0			
	PK 4+800 - 4+900	100.0		5.0	10.0	5.0	500.0	-	-	2.0	200.0	0			
	PK 4+900 - 5+000	100.0		5.0	10.0	5.0	500.0	-	-	2.0	200.0	0			
	PK 5+000 - 5+100	100.0		5.0	10.0	5.0	500.0	-	-	2.0	200.0	0			
	PK 5+100 - 5+200	100.0		5.0	10.0	5.0	500.0	-	-	2.0	200.0	0			
	PK 5+200 - 5+300	100.0		5.0	10.0	5.0	500.0	-	-	2.0	200.0	0			
	PK 5+300 - 5+400	100.0		5.0	10.0	5.0	500.0	-	-	2.0	200.0	0			
	PK 5+400 - 5+500	100.0		5.0	10.0	5.0	500.0	-	-	2.0	200.0	0			
	PK 5+500 - 5+600	100.0		5.0	10.0	5.0	500.0	-	-	2.0	200.0	0			
	PK 5+600 - 5+700	100.0		5.0	10.0	5.0	500.0	-	-	2.0	200.0	0			
	PK 5+700 - 5+800	100.0		5.0	11.0	6.0	600.0	-	-	2.0	200.0	0			
	PK 5+800 - 5+900	100.0		5.0	10.0	5.0	500.0	-	-	2.0	200.0	0			
	PK 5+900 - 6+000	100.0		5.0	11.0	6.0	600.0	-	-	2.0	200.0	0			
	PK 6+000 - 6+100	100.0		5.0	10.0	5.0	500.0	-	-	2.0	200.0	0			
	PK 6+100 - 6+200	100.0		5.0	10.0	5.0	500.0	-	-	2.0	200.0	0			
	PK 6+200 - 6+300	100.0		5.0	10.0	5.0	500.0	-	-	2.0	200.0	0			
PK 6+300 - 6+400	100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0					
PK 6+400 - 6+500	100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0					
PK 6+500 - 6+600	100.0	5.0	11.0	6.0	600.0	-	-	2.0	200.0	0					
PK 6+600 - 6+700	100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0					
PK 6+700 - 6+800	100.0	5.0	11.0	6.0	600.0	-	-	2.0	200.0	0					

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

Village(s)/ Commune	PK Number	Width of official ROW (m)	Length (m)	Base-width of road (m)		Additional land required for road widening				Other land for temporary use during construction		Affected Assets	
				Existing	Proposed	Total		Outside ROW		Width (m)	Area (m ²)	No.	Type of Affected Assets
						Width (m)	Area (m ²)	Width (m)	Area (m ²)				
Kabbas / Memong	PK 6+800 - 6+900	30.0	100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
	PK 6+900 - 7+000		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
	PK 7+000 - 7+100		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
	PK 7+100 - 7+200		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
	PK 7+200 - 7+300		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
	PK 7+300 - 7+400		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
	PK 7+400 - 7+500		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
	PK 7+500 - 7+600		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
	PK 7+600 - 7+700		100.0	5.0	11.0	6.0	600.0	-	-	2.0	200.0	0	
	PK 7+700 - 7+800		100.0	5.0	11.0	6.0	600.0	-	-	2.0	200.0	0	
	PK 7+800 - 7+900		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
	PK 7+900 - 8+000		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
	PK 8+000 - 8+100		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
	PK 8+100 - 8+200		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
	PK 8+200 - 8+300		100.0	5.0	11.0	6.0	600.0	-	-	2.0	200.0	0	
	PK 8+300 - 8+400		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
	PK 8+400 - 8+500		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
	PK 8+500 - 8+600		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
	PK 8+600 - 8+700		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
	PK 8+700 - 8+800		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
	PK 8+800 - 8+900		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
	PK 8+900 - 9+000		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
	PK 9+000 - 9+100		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
	PK 9+100 - 9+200		100.0	5.0	12.0	7.0	700.0	-	-	2.0	200.0	0	
	PK 9+200 - 9+300		100.0	5.0	11.0	6.0	600.0	-	-	2.0	200.0	0	
	PK 9+300 - 9+400		100.0	5.0	12.0	7.0	700.0	-	-	2.0	200.0	0	
	PK 9+400 - 9+500		100.0	5.0	11.0	6.0	600.0	-	-	2.0	200.0	0	
	PK 9+500 - 9+600		100.0	5.0	11.0	6.0	600.0	-	-	2.0	200.0	0	
	PK 9+600 - 9+700		100.0	5.0	13.0	8.0	800.0	-	-	2.0	200.0	0	
	PK 9+700 - 9+800		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
	PK 9+800 - 9+900		100.0	5.0	11.0	6.0	600.0	-	-	2.0	200.0	0	
	PK 9+900 - 10+000		100.0	5.0	11.0	6.0	600.0	-	-	2.0	200.0	0	
	PK 10+000 - 10+100		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
	PK 10+100 - 10+200		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
	PK 10+200 - 10+300		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
	PK 10+300 - 10+400		100.0	5.0	11.0	6.0	600.0	-	-	2.0	200.0	0	
	PK 10+400 - 10+500		100.0	5.0	11.0	6.0	600.0	-	-	2.0	200.0	0	
	PK 10+500 - 10+600		100.0	5.0	11.0	6.0	600.0	-	-	2.0	200.0	0	
	PK 10+600 - 10+700		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
	PK 10+700 - 10+800		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
	PK 10+800 - 10+900		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
	PK 10+900 - 11+000		100.0	5.0	12.0	7.0	700.0	-	-	2.0	200.0	0	
	PK 11+000 - 11+100		100.0	5.0	11.0	6.0	600.0	-	-	2.0	200.0	0	
	PK 11+100 - 11+200		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
	PK 11+200 - 11+300		100.0	5.0	11.0	6.0	600.0	-	-	2.0	200.0	0	
	PK 11+300 - 11+400		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
	PK 11+400 - 11+500		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
	PK 11+500 - 11+600		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
	PK 11+600 - 11+684		84.0	5.0	10.0	5.0	420.0	-	-	2.0	168.0	0	
	Total land requirement	Total length (m)									11,684.0	17.0	
		Additional land area required for road widening (m ²)									62,320.0		
		Additional land area required for road widening outside of ROW (m ²)									0.0		
		Other land area for temporary use during construction (m ²)									23,368.0		

Annex 3: Certification of Right of Way

ព្រះរាជាណាចក្រកម្ពុជា
ជាតិ សាសនា ព្រះមហាក្សត្រ

ខេត្តក្រចេះ
រដ្ឋបាលស្រុកមេមត់
លេខ ០៦២ រដ្ឋបាល

ថ្ងៃទី ២៤ ខែ កក្កដា ឆ្នាំ ២០២២
មេមត់, ថ្ងៃទី ២៤ ខែ កក្កដា ឆ្នាំ ២០២២


អភិបាល នៃគណៈអភិបាលស្រុកមេមត់
សូមគោរពជូន
លោកប្រធានអភិវឌ្ឍន៍ជនបទខេត្តក្រចេះ

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

គបតាមកម្មវត្ថុខាងលើ ខ្ញុំសូមជម្រាបជូន **លោកប្រធាន** និងជាប្រធានអង្គភាពអនុវត្តគម្រោង
ពង្រឹងសមត្ថភាពផលិតភាពជនបទខេត្តក្រចេះថា : ស្រុកមេមត់ ឃុំជាំតាម៉ៅ និងឃុំមេមង ទទួលបាន
ការសាងសង់ផ្លូវក្រាលកៅស៊ូពីជាន់ (DBST) ដែលមានទទឹងសរុប ៧ម៉ែត្រ បណ្តោយ ១១,៨០០ម៉ែត្រ នៃ
គម្រោងពង្រឹងសមត្ថភាពផលិតភាពជនបទ (NRRPCP) របស់ក្រសួងអភិវឌ្ឍន៍ជនបទ ភ្ជាប់ពីសាលាឃុំជាំតា
ម៉ៅ ឆ្លងកាត់ចំនួន៥ភូមិ ភូមិថ្មីទី១, ភូមិថ្មីទី២, ភូមិថ្មីទី៣, ភូមិថ្មីទី៤, ភូមិថ្មីទី៥, ដល់ភូមិកំប៉ាស់ ឃុំមេមង ស្រុក
មេមត់ ខេត្តក្រចេះ។

ដូច្នេះយើងខ្ញុំអភិបាល នៃគណៈអភិបាលស្រុក និងក្រុមប្រឹក្សាស្រុក សូមធានាអះអាងថាគម្រោង
ដែលត្រូវអនុវត្តដូចបានរៀបរាប់ខាងលើ គឺពិតជាស្ថាបនានៅលើផ្លូវសាធារណៈ (ផ្លូវចាស់) ដែលមានទំហំ
ជាក់ស្តែង១០ ម៉ែត្រ សម្រាប់ផ្លូវក្រាលកៅស៊ូពីជាន់ (DBST) នឹងទទឹង ៧ម៉ែត្រ ដែលមិនមានការប្រើប្រាស់
ដោយឯកជនណាមួយឡើយ។ ខ្ញុំសូមបញ្ជាក់ថាផ្លូវនេះទុកចំណីផ្លូវ ១៥ម៉ែត្រពីអ័ក្សផ្លូវសរុប ៣០ម៉ែត្រ ដែល
កំណត់ដោយការិយាល័យក្រុមប្រឹក្សាស្រុក និងមន្ទីររៀបចំដែនដី នគរូបនីយកម្ម សំណង់ និងស្ថាប័នដីខេត្ត។

អាស្រ័យដូចបានជម្រាបជូនខាងលើ សូម **លោកប្រធាន** មេត្តាជ្រាបដ៏ខ្ពង់ខ្ពស់។
សូម **លោកប្រធាន** ទទួលនូវការគោរពរាប់អានអំពីខ្ញុំ។

អភិបាលស្រុក

ប្រេម លី

KINGDOM OF CAMBODIA

Nation Religion King

Tboung Khmum Province

Memot administration

No. 065/22^{mm}

Memot dated: 27 April 2022

Letter of confirmation from Memot District Governor

To Mr. Director of

Tboung Khmum Provincial Department of Rural Development (PDRD)

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

In respond to the subject above, I would like to inform Mr. Director of PDRD and as Provincial Implementing Agency (PIU) Manager that the Memot district, Choam Ta Mau and Memong communes has received the proposed DBST road line, 8 meters in width and 11, 684 meters in length of the NRRPCP/MRD, connecting from previous Tramung-Choam Ta Mau road to traverse crosses four villages including Thma Totueng Tboung village, Bos Ta Oem village, Sampov Lun village, in Choam Ta Mau commune and Kabbas village in Memong commune, in Memot district of Tboung Khmum province.

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

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

Sincerely yours, Mr. Director of PDRD

District governor

Signed and sealed

SRENG LY

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

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

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

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

Prepared by: SAO Botumroath
Position: Environment Specialist

SEEN AND AGREED BY: Mr. An Syna
Position: Provincial Project Manger

Signature:



Signature អាន ស៊ីណា

Date: 21st Oct 2022

Date: 21st Oct 2022

Annex 5: Environment and Social Impact Analysis (EISA)

Problem		Severity		Comments & locations on map
Long term environment and social impacts	Increased threats to endangered wild animals known to live in the area	Large impact		No endangered wild animals are living in the area.
		Medium impact		
		No/small impact	✓	
	Damage to the fisheries resources or fisheries stocks	Large impact		There will be no impact on any freshwater bodies or lakes.
		Medium impact		
		No/small impact	✓	
	Damage to the forest (especially in bio-diversity areas)	Large impact		Riad is not located in forested areas.
		Medium impact		
		No/small impact	✓	
	Long term damage to agricultural land	Large impact		There will be no impact on agricultural land.
		Medium impact		
		No/small impact	✓	
	Erosion caused by changes to alignment or size of streams	Large impact		There will be 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		There will be 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 daily 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		There will be no impact to agricultural land.
		No/small impact	✓	
	Damage to domestic water supplies	Medium impact		There will be 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 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 elevated to reduce the impact of any flooding that does occur during the wet season.
	Would the subproject design (e.g. the clearance for bridges) need to consider any hydro-meteorological parameters (e.g., sea-level, peak river flow, reliable water level, peak wind speed etc.)?	0	Not applicable
Materials and Maintenance	Would weather, current and likely future climate conditions (e.g. prevailing humidity level, temperature contrast between hot summer days and cold winter days, exposure to wind and humidity hydro-meteorological parameters likely affect the selection of subproject inputs over the life of subproject outputs (e.g. construction material)?	0	Not applicable
	Would weather, current and likely future climate conditions, and related extreme events likely affect the maintenance (scheduling and cost) of subproject output(s)?	0	Provision will be made for on-going maintenance of the road through the MRD.
Performance of subproject outputs	Would weather/climate conditions and related extreme events likely affect the performance of the subproject.	0	Not anticipated.

Options for answers and corresponding score are provided below:

Response	Score
Not Likely	0
Likely	1
Very Likely	2

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

Result of Initial Screening: LOW

Other Comments: The upgrading of the existing road to DBST is only 11, 684 m and civil work implementation is also short-term and localized.

Prepared by: SAO Botumroath

SEEN AND AGREED BY: Mr. AN Syna

Position: Environment specialist

Position: PIU Manager

Signature: 

Signature អាន ស៊ីណា

Date: 21st Oct 2022

Date: 21st Oct 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?	-	-	-	There will be no land acquisition.
3. Is the ownership status and current usage of land to be acquired known?	-	-	-	There will be no land acquisition.
4. Will easement be utilized within an existing Right of Way (ROW)?	✓	-	-	Easement will be only within the confirmed Col for the road that is inside the official RoW.
5. Will there be loss of shelter and residential land due to land acquisition?	-	✓	-	No impact on residential land or shelter.
6. Will there be loss of agricultural and other productive assets due to land acquisition?	-	✓	-	There will be no land acquisition.
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?	✓	-	-	A total of 17 trees that are growing within the Col (and the RoW) will need to be removed.
8. Will there be loss of businesses or enterprises due to land acquisition?	-	✓	-	There will be no land acquisition.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?	-	✓	-	There will be no land acquisition.
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? _____	[✓]	No	[]	Yes
Are any of them poor, female-heads of households, or vulnerable to poverty risks?	[✓]	No	[]	Yes
Are any displaced persons from indigenous or ethnic minority groups?	[✓]	No	[]	Yes

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

Prepared by: SAO Botumroath

SEEN AND AGREED BY: Mr. AN Syna

Position: Safeguards specialist

Position: PIU Manager

Signature:

Signature អាន ស៊ីណា

Date: 10 Mar 2023

Date: 10 Mar 2023

Annex 8: Public consultation meetings

1st public consultation meeting
<p>(Local authorities and PMU/PIU teams) at Choam Ta Mau and Memong communes and with TKM PIU</p> <p>Date: 21/Oct/2022</p> <p>No of participants: 61</p> <p>No of women: 7</p> <p>Meeting chairman: Mr. AN Syna, PIU Manager</p> <p>Facilitator: Mr. Sao Botumroath, 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 that links Choam Ta Mau and Memong communes located in Memot district with a total length of 11,684 meters and with a carriageway width of 6 meters and shoulders of one meter on each side and a base-width that ranges from 10 meters to 14 meters. - The local authorities supported the proposal to construct the DBST since this will bring benefits to the local residents in travelling to the National Road No.7 and between the villages for going to school and local markets and transporting agricultural products. - They fully supported the proposal to construct the DBST road based on the proposed technical design. The access road from the area where will use to take soil or laterite to construct rural road is identified and agreed by local authorities and project beneficiaries. - It was agreed that the cut-off date would be on the 21st Oct 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 install any structures within the agreed Corridor of Impact (Col) 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 10 meters and the new road will have a base-width ranging from 9 to 14 meters (carriageway & shoulder). The construction of the DBST road will not require any land acquisition along the sides of the road and the official RoW was confirmed as 30 meters. - It was agreed that the Col will include an additional width of one meter on each side of the based width of the road and this land would be used temporarily during the construction period for the movement of equipment and materials.
<p>Subproject management proposed by beneficiaries</p> <ul style="list-style-type: none"> - The local authorities proposed to form a management committee to support the road operations and maintenance based on the guidelines of the MRD.

1st public consultation meeting - Participant list

ព្រះរាជាណាចក្រកម្ពុជា
ជាតិ សាសនា ព្រះមហាក្សត្រ

ក្រសួងអភិវឌ្ឍន៍សេដ្ឋកិច្ច និងហិរញ្ញវត្ថុ

គម្រោងបង្កើនសមត្ថភាពដល់ភាគីពាក់ព័ន្ធនានា
"ការបង្កើនសមត្ថភាពដល់ភាគីពាក់ព័ន្ធនានា" (9:30-11:00) ថ្ងៃទី 21 តុលា 2022

ទីកន្លែង/Venue: ផ្ទះលេខ ១០៨ ផ្លូវលេខ ១០៨ ភូមិ ១០៨ ឃុំ ១០៨ សង្កាត់ ១០៨ រាជធានី ភ្នំពេញ

ល.រ (No)	ឈ្មោះ (Name)	ភេទ (Sex)	អាយុ (Age)	តំណក់ (Position)	ហត្ថលេខា (Signature)		លេខទូរសព្ទ Phone number	ស្ថាប័ន/ភូមិ Institution/Village
					ព្រឹក	ល្ងាច		
1	លី ឈឹម	ប្រុស	40	កសិករ			0917556546	
2	លី ឈឹម	ប្រុស	67	កសិករ			0913070944	
3	លី ឈឹម	ស្រី	14	កសិករ			066751696	
4	លី ឈឹម	ស្រី	14	កសិករ				
5	លី ឈឹម	ប្រុស	20	កសិករ			0915600356	
6	លី ឈឹម	ស្រី	30	កសិករ				
7	លី ឈឹម	ស្រី	55	កសិករ				
8	លី ឈឹម	ប្រុស	44	កសិករ				
9	លី ឈឹម	ប្រុស	58	កសិករ				
10	លី ឈឹម	ប្រុស	58	កសិករ				
11	លី ឈឹម	ប្រុស	43	កសិករ				
12	លី ឈឹម	ប្រុស	50	កសិករ				
13	លី ឈឹម	ប្រុស	51	កសិករ				
14	លី ឈឹម	ប្រុស	44	កសិករ				
15	លី ឈឹម	ប្រុស	43	កសិករ				
16	លី ឈឹម	ប្រុស	53	កសិករ				
17	លី ឈឹម	ស្រី	30	កសិករ				
18	លី ឈឹម	ស្រី	48	កសិករ				
19	លី ឈឹម	ប្រុស	43	កសិករ				
20	លី ឈឹម	ប្រុស	43	កសិករ				
21	លី ឈឹម	ស្រី	43	កសិករ				
22	លី ឈឹម	ស្រី	43	កសិករ				
23	លី ឈឹម	ស្រី	43	កសិករ				
24	លី ឈឹម	ស្រី	43	កសិករ				
25	លី ឈឹម	ស្រី	43	កសិករ				
26	លី ឈឹម	ស្រី	43	កសិករ				
27	លី ឈឹម	ស្រី	43	កសិករ				
28	លី ឈឹម	ស្រី	43	កសិករ				
29	លី ឈឹម	ស្រី	43	កសិករ				

ព្រះរាជាណាចក្រកម្ពុជា
ជាតិ សាសនា ព្រះមហាក្សត្រ

ក្រសួងអភិវឌ្ឍន៍សេដ្ឋកិច្ច និងហិរញ្ញវត្ថុ

គម្រោងបង្កើនសមត្ថភាពដល់ភាគីពាក់ព័ន្ធនានា
"ការបង្កើនសមត្ថភាពដល់ភាគីពាក់ព័ន្ធនានា" (9:30-11:00) ថ្ងៃទី 21 តុលា 2022

ទីកន្លែង/Venue: ផ្ទះលេខ ១០៨ ផ្លូវលេខ ១០៨ ភូមិ ១០៨ ឃុំ ១០៨ សង្កាត់ ១០៨ រាជធានី ភ្នំពេញ

ល.រ (No)	ឈ្មោះ (Name)	ភេទ (Sex)	អាយុ (Age)	តំណក់ (Position)	ហត្ថលេខា (Signature)		លេខទូរសព្ទ Phone number	ស្ថាប័ន/ភូមិ Institution/Village
					ព្រឹក	ល្ងាច		
20	លី ឈឹម	ប្រុស	40	កសិករ			0917556546	
31	លី ឈឹម	ប្រុស	67	កសិករ			0913070944	
22	លី ឈឹម	ស្រី	14	កសិករ			066751696	
23	លី ឈឹម	ស្រី	14	កសិករ				
24	លី ឈឹម	ប្រុស	20	កសិករ			0915600356	
25	លី ឈឹម	ស្រី	30	កសិករ				
26	លី ឈឹម	ស្រី	55	កសិករ				
27	លី ឈឹម	ប្រុស	44	កសិករ				
28	លី ឈឹម	ប្រុស	58	កសិករ				
29	លី ឈឹម	ប្រុស	43	កសិករ				
40	លី ឈឹម	ប្រុស	50	កសិករ				
41	លី ឈឹម	ប្រុស	51	កសិករ				
42	លី ឈឹម	ប្រុស	44	កសិករ				
43	លី ឈឹម	ប្រុស	43	កសិករ				
44	លី ឈឹម	ប្រុស	53	កសិករ				
45	លី ឈឹម	ស្រី	30	កសិករ				
46	លី ឈឹម	ស្រី	48	កសិករ				
47	លី ឈឹម	ប្រុស	43	កសិករ				
48	លី ឈឹម	ប្រុស	43	កសិករ				
49	លី ឈឹម	ស្រី	43	កសិករ				
50	លី ឈឹម	ស្រី	43	កសិករ				
51	លី ឈឹម	ស្រី	43	កសិករ				
52	លី ឈឹម	ស្រី	43	កសិករ				
53	លី ឈឹម	ស្រី	43	កសិករ				
54	លី ឈឹម	ស្រី	43	កសិករ				

ព្រះរាជាណាចក្រកម្ពុជា
ជាតិ សាសនា ព្រះមហាក្សត្រ

ក្រសួងអភិវឌ្ឍន៍សេដ្ឋកិច្ច និងហិរញ្ញវត្ថុ

គម្រោងបង្កើនសមត្ថភាពដល់ភាគីពាក់ព័ន្ធនានា
"ការបង្កើនសមត្ថភាពដល់ភាគីពាក់ព័ន្ធនានា" (9:30-11:00) ថ្ងៃទី 21 តុលា 2022

ទីកន្លែង/Venue: ផ្ទះលេខ ១០៨ ផ្លូវលេខ ១០៨ ភូមិ ១០៨ ឃុំ ១០៨ សង្កាត់ ១០៨ រាជធានី ភ្នំពេញ

ល.រ (No)	ឈ្មោះ (Name)	ភេទ (Sex)	អាយុ (Age)	តំណក់ (Position)	ហត្ថលេខា (Signature)		លេខទូរសព្ទ Phone number	ស្ថាប័ន/ភូមិ Institution/Village
					ព្រឹក	ល្ងាច		
55	លី ឈឹម	ប្រុស	57	កសិករ			0917556546	
56	លី ឈឹម	ប្រុស	67	កសិករ			0913070944	
57	លី ឈឹម	ស្រី	14	កសិករ			066751696	
58	លី ឈឹម	ប្រុស	20	កសិករ			0915600356	
59	លី ឈឹម	ស្រី	30	កសិករ				
60	លី ឈឹម	ស្រី	55	កសិករ				
61	លី ឈឹម	ប្រុស	44	កសិករ				
62	លី ឈឹម	ប្រុស	58	កសិករ				
63	លី ឈឹម	ប្រុស	43	កសិករ				
64	លី ឈឹម	ប្រុស	50	កសិករ				
65	លី ឈឹម	ប្រុស	51	កសិករ				
66	លី ឈឹម	ប្រុស	44	កសិករ				
67	លី ឈឹម	ប្រុស	43	កសិករ				
68	លី ឈឹម	ប្រុស	53	កសិករ				
69	លី ឈឹម	ស្រី	30	កសិករ				
70	លី ឈឹម	ស្រី	48	កសិករ				
71	លី ឈឹម	ប្រុស	43	កសិករ				
72	លី ឈឹម	ប្រុស	43	កសិករ				
73	លី ឈឹម	ស្រី	43	កសិករ				
74	លី ឈឹម	ស្រី	43	កសិករ				
75	លី ឈឹម	ស្រី	43	កសិករ				
76	លី ឈឹម	ស្រី	43	កសិករ				
77	លី ឈឹម	ស្រី	43	កសិករ				
78	លី ឈឹម	ស្រី	43	កសិករ				
79	លី ឈឹម	ស្រី	43	កសិករ				
80	លី ឈឹម	ស្រី	43	កសិករ				
81	លី ឈឹម	ស្រី	43	កសិករ				
82	លី ឈឹម	ស្រី	43	កសិករ				
83	លី ឈឹម	ស្រី	43	កសិករ				
84	លី ឈឹម	ស្រី	43	កសិករ				
85	លី ឈឹម	ស្រី	43	កសិករ				
86	លី ឈឹម	ស្រី	43	កសិករ				
87	លី ឈឹម	ស្រី	43	កសិករ				
88	លី ឈឹម	ស្រី	43	កសិករ				
89	លី ឈឹម	ស្រី	43	កសិករ				
90	លី ឈឹម	ស្រី	43	កសិករ				
91	លី ឈឹម	ស្រី	43	កសិករ				
92	លី ឈឹម	ស្រី	43	កសិករ				
93	លី ឈឹម	ស្រី	43	កសិករ				
94	លី ឈឹម	ស្រី	43	កសិករ				
95	លី ឈឹម	ស្រី	43	កសិករ				
96	លី ឈឹម	ស្រី	43	កសិករ				
97	លី ឈឹម	ស្រី	43	កសិករ				
98	លី ឈឹម	ស្រី	43	កសិករ				
99	លី ឈឹម	ស្រី	43	កសិករ				
100	លី ឈឹម	ស្រី	43	កសិករ				

1st public consultation meeting - Photos



2 nd public consultation meeting
<p>1. Choam Ta Mau and Kabbas village in Memong communes Date: 09 March 2023 No of participants: 84 No of women: 35 Meeting chairman: Mr. Chum Hon Commune Chief, Mr. Heath, Kabbas village chief Facilitator: Ms. Cheng Marady and Mr. Sao Botumroath, NRRPCP Environmental Safeguards Specialist</p>
Summary of discussions
<p>Understanding and accepting the subproject:</p> <ul style="list-style-type: none"> - The Commune Chief provided background information on the proposed road upgrading to DBST road linking the communes of Choam Ta Mau and Memong communes and explained that this will be funded through a loan from the AIIB to the Government of the Kingdom of Cambodia and will be managed by the MRD. - The PMU team provided an explanation of the DBST road quality and maintenance and the need for prevention of DBST road from flooding by rainwater. - The local authorities and Project beneficiaries understood clearly the proposed technical design of the proposed of DBST road subproject with 11,684 meters a width that ranges from 9 meters to 14 meters and 1:2 side slope. There is one bridge that will be retained. There are seven box culverts, comprising one box culvert with two cells and six box culverts with one cell, all of which will be retained. There are sixteen pipe culverts that will be retained. - All participants agreed that the subproject will provide benefits to them for travelling from home to school, travelling from their farm to home and bringing farm products from to their residence or to the market. - The PIB was circulated to all participants and there was an explanation of the GRM and the contact persons. - GRM committee in commune level was established to serve for complainants particular during civil work.
<p>Impact on individual land:</p> <ul style="list-style-type: none"> - The local authority and the project beneficiaries verified and confirmed that the proposed location for the subproject site is appropriate because it is located on the alignment of the existing rural road with 9 to 14 meter base-width. - There was a detailed explanation provided to the likely affected persons/beneficiaries about the construction of the side drains and the need for them to install; culverts at their own cost if they wish to construct a ramp connecting their properties with the road. - It was again confirmed that the road construction will not require any acquisition of private land on either side of the road. - The villagers who are using the lands along the existing road confirmed that the DBST road will be constructed within the road RoW, and there will be no impact to any private property, but 17 trees as well as small shrubs may need to be removed and this has been voluntarily agreed to by the PAPs. - They residents all expect to have a good road to be used for local transportation such as local transportation, children go to school, pregnant woman goes to health centre and brining local production to the market.
<p>Field validation:</p> <ul style="list-style-type: none"> - The local authorities together with the project beneficiaries visited the road that will be upgraded to DBST at the meeting location in Choam Ta Mau commune and Kabbas village/Memong commune and they agreed that it is located within the existing road alignment, and there will not be any negative impacts on the environment and homesteads. They also observed that there will be some minor temporary impacts within the RoW during the construction but there will be no land acquisition required. - The public consultations also discuss with the local authorities and reminded the villagers of the cut-off date that had been set during the 1st public consultation meeting on 21 Oct 2022 and that no new crops should be planted, or other assets constructed within the Col prior to the commencement of the civil work. All villagers reaffirmed this during the consultation meeting. - They also confirmed that there are no IPs residing in either of these communes. - They agreed that there may be some minor temporary impacts during the construction, but they wanted to have the road improved.
<p>Regulations for the subproject</p> <ul style="list-style-type: none"> - 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 meetings, the local authorities and Project beneficiaries agreed with the identified subproject, and they wished to have and use the proposed subproject as soon as possible. - One participant asked question about when the civil work would commence and asked for an exact date. In response the PMU team provided an assurance that the construction will commence as soon as possible after the bidding process has been completed and approved by AIIB.

2nd Public consultation meeting - participant lists


[illegible]

2nd Public consultation meeting - Photos




Annex 9: Certificates of Land/Asset Transfer for APs

Kingdom of Cambodia Nation Religion King			
CLTF for Affected Property for NRRPCP			
We, the donators:			
Name _____	Gender _____	Age _____	Occupation _____
Spouse _____	Gender _____	Age _____	Occupation _____
Village _____	Commune _____	District _____	Province _____
We confirm that, we voluntarily donate _____ located in Village name _____			
Commune/Sangkat _____ District/municipality _____ Province _____			
For the NRRPCP subproject _____			
We confirm that the _____ is donated voluntarily for the construction of _____ for public use and we do not request for any compensation over the losses of the land use and fix assets/property under this Project.			
Type of Property	Land sizes (m²)	Number of Trees	Other structures
Therefore, we hereby signed this certification as the proof of our decision.			
Witnesses No.1: _____ Name and thumb print		Head of household _____ Name and thumb print	
Witnesses No.2: _____ Name and thumb print		Spouse _____ Name and thumb print	
Witnesses No.3: _____ Name and thumb print			
Date: ____ day ____ month ____ year Date: ____ day ____ month ____ year			
Seen and Agreed, Chief of village _____ Name and thumb print		Seen and Agreed, Chief of Commune _____ Name and thumb print	



ក្រសួងធនធានធម្មជាតិ និងការពារព្រៃ
Ministry of Natural Resources
and Environmental Conservation



ASSISTANT INVESTMENT BANK

សំគាល់

គិតស្ទង់ប្រភពទឹកស្រះក្នុងតំបន់ព្រៃឈើស្រស់ដូចជា ឬស្រះប្រភពទឹកស្រះក្នុងតំបន់ព្រៃឈើស្រស់

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

ដើម្បីដឹងថាប្រភពទឹកស្រះក្នុងតំបន់ព្រៃឈើស្រស់ដូចជា ឬស្រះប្រភពទឹកស្រះក្នុងតំបន់ព្រៃឈើស្រស់

ឈ្មោះ/Name: ស្រី ព័ន្ធុ ភេទ/Gender: ស្រី ឈ្មោះ/Name: ស្រី ព័ន្ធុ ភេទ/Gender: ស្រី ឈ្មោះ/Name: ស្រី ព័ន្ធុ ភេទ/Gender: ស្រី

អាសយដ្ឋាន/Address: ភូមិស្រែចម្ការ ឃុំស្រែចម្ការ សង្កាត់ស្រែចម្ការ ខេត្តស្រែចម្ការ

are resident at the following location:

ភូមិ (Village)	ឃុំស្រែចម្ការ (Commune)	ស្រុក/ក្រុង (District)	ខេត្ត (Province)
ភូមិស្រែចម្ការ	ឃុំស្រែចម្ការ	ស្រុកស្រែចម្ការ	ខេត្តស្រែចម្ការ

ដើម្បីដឹងថាប្រភពទឹកស្រះក្នុងតំបន់ព្រៃឈើស្រស់ដូចជា ឬស្រះប្រភពទឹកស្រះក្នុងតំបន់ព្រៃឈើស្រស់

ប្រភពទឹកស្រះក្នុងតំបន់ព្រៃឈើស្រស់ដូចជា ឬស្រះប្រភពទឹកស្រះក្នុងតំបន់ព្រៃឈើស្រស់

We confirmed that the donator/relinquishing/permitting/contributed voluntarily for the construction of the for public uses and we do not request for any compensation over the losses of the land use and fixed assets under this NRP/CP Project/subject.

ប្រភពទឹកស្រះក្នុងតំបន់ព្រៃឈើស្រស់ (Type of fixed asset)	ផ្ទៃដី (ម.ការ៉េ) (Land sizes, m ²)	ចំនួនដើមឈើ (No. of trees removed)	វត្ថុផ្សេងៗ (Other assets)
ដើមឈើស្រស់		1 ដើម	
ដើមឈើស្រស់		1 ដើម	

ក្នុងករណីនេះ ប្រភពទឹកស្រះក្នុងតំបន់ព្រៃឈើស្រស់ដូចជា ឬស្រះប្រភពទឹកស្រះក្នុងតំបន់ព្រៃឈើស្រស់

ប្រភពទឹកស្រះក្នុងតំបន់ព្រៃឈើស្រស់ដូចជា ឬស្រះប្រភពទឹកស្រះក្នុងតំបន់ព្រៃឈើស្រស់

ឈ្មោះ/Name: ស្រី ព័ន្ធុ ភេទ/Gender: ស្រី ឈ្មោះ/Name: ស្រី ព័ន្ធុ ភេទ/Gender: ស្រី ឈ្មោះ/Name: ស្រី ព័ន្ធុ ភេទ/Gender: ស្រី

អាសយដ្ឋាន/Address: ភូមិស្រែចម្ការ ឃុំស្រែចម្ការ សង្កាត់ស្រែចម្ការ ខេត្តស្រែចម្ការ

are resident at the following location:

We confirmed that the donator/relinquishing/permitting/contributed voluntarily for the construction of the for public uses and we do not request for any compensation over the losses of the land use and fixed assets under this NRP/CP Project/subject.

Therefore, we hereby thumb print this certification as the proof of our final decision. ដើម្បីដឹងថាប្រភពទឹកស្រះក្នុងតំបន់ព្រៃឈើស្រស់ដូចជា ឬស្រះប្រភពទឹកស្រះក្នុងតំបន់ព្រៃឈើស្រស់

ឈ្មោះ/Name: ស្រី ព័ន្ធុ ភេទ/Gender: ស្រី ឈ្មោះ/Name: ស្រី ព័ន្ធុ ភេទ/Gender: ស្រី ឈ្មោះ/Name: ស្រី ព័ន្ធុ ភេទ/Gender: ស្រី

អាសយដ្ឋាន/Address: ភូមិស្រែចម្ការ ឃុំស្រែចម្ការ សង្កាត់ស្រែចម្ការ ខេត្តស្រែចម្ការ

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ឈ្មោះ/Name: ស្រី ព័ន្ធុ ភេទ/Gender: ស្រី ឈ្មោះ/Name: ស្រី ព័ន្ធុ ភេទ/Gender: ស្រី ឈ្មោះ/Name: ស្រី ព័ន្ធុ ភេទ/Gender: ស្រី

អាសយដ្ឋាន/Address: ភូមិស្រែចម្ការ ឃុំស្រែចម្ការ សង្កាត់ស្រែចម្ការ ខេត្តស្រែចម្ការ

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ឈ្មោះ/Name: ស្រី ព័ន្ធុ ភេទ/Gender: ស្រី ឈ្មោះ/Name: ស្រី ព័ន្ធុ ភេទ/Gender: ស្រី ឈ្មោះ/Name: ស្រី ព័ន្ធុ ភេទ/Gender: ស្រី

អាសយដ្ឋាន/Address: ភូមិស្រែចម្ការ ឃុំស្រែចម្ការ សង្កាត់ស្រែចម្ការ ខេត្តស្រែចម្ការ

are resident at the following location:

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ឈ្មោះ/Name: ស្រី ព័ន្ធុ ភេទ/Gender: ស្រី ឈ្មោះ/Name: ស្រី ព័ន្ធុ ភេទ/Gender: ស្រី ឈ្មោះ/Name: ស្រី ព័ន្ធុ ភេទ/Gender: ស្រី

អាសយដ្ឋាន/Address: ភូមិស្រែចម្ការ ឃុំស្រែចម្ការ សង្កាត់ស្រែចម្ការ ខេត្តស្រែចម្ការ

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Therefore, we hereby thumb print this certification as the proof of our final decision. ដើម្បីដឹងថាប្រភពទឹកស្រះក្នុងតំបន់ព្រៃឈើស្រស់ដូចជា ឬស្រះប្រភពទឹកស្រះក្នុងតំបន់ព្រៃឈើស្រស់

ឈ្មោះ/Name: ស្រី ព័ន្ធុ ភេទ/Gender: ស្រី ឈ្មោះ/Name: ស្រី ព័ន្ធុ ភេទ/Gender: ស្រី ឈ្មោះ/Name: ស្រី ព័ន្ធុ ភេទ/Gender: ស្រី


អាសយដ្ឋាន/Address: ភូមិស្រែចម្ការ ឃុំស្រែចម្ការ សង្កាត់ស្រែចម្ការ ខេត្តស្រែចម្ការ

are resident at the following location:

[illegible]



Kingdom of Cambodia
ព្រះរាជាណាចក្រកម្ពុជា
Nation Religion King



AIE
AFRICAN INVESTMENT BANK

ព្រះរាជាណាចក្រកម្ពុជា

កម្មសន្យាប្រគល់សិទ្ធិប្រើប្រាស់ដីសម្រាប់ការសាងសង់ផ្លូវជាតិលេខ១១

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

យើងជូនបញ្ចប់ការប្រគល់សិទ្ធិប្រើប្រាស់ដីសម្រាប់ការសាងសង់ផ្លូវជាតិលេខ១១ យើង, the donor/relinquishing person/permitting/contributor:

ឈ្មោះ/ឈ្មោះ: ហ៊ុន សែន កំណើន/កំណើន: ១៩៤៥ ជាតិ/ជាតិ: ខ្មែរ អាជីព/អាជីព: កសិករ

ប្រពន្ធម្រី/ស្រី/Spouse: ហ៊ុន សែន កំណើន/កំណើន: ១៩៤៥ ជាតិ/ជាតិ: ខ្មែរ អាជីព/អាជីព: កសិករ

are resident at the following location:

ភូមិ (Village)	សង្កាត់ (Commune)	ក្រុង/ខេត្ត (District)	ខេត្ត (Province)
ភូមិស្រែចម្ការ	សង្កាត់ស្រែចម្ការ	ក្រុង/ខេត្តស្រែចម្ការ	ខេត្តស្រែចម្ការ

យើងជូនបញ្ចប់ការប្រគល់សិទ្ធិប្រើប្រាស់ដីសម្រាប់ការសាងសង់ផ្លូវជាតិលេខ១១ យើង, the donor/relinquishing person/permitting/contributor voluntarily for public uses and we do not request for any compensation over the losses of the land use and fixed assets under this NRRPF/Project/subproject.

ប្រភេទសម្ភារៈរឹងមាំ/កម្មសន្យាប្រគល់សិទ្ធិប្រើប្រាស់ដី (Type of fixed asset)	ផ្ទៃដី (ទំហំ គីឡូម៉ែត្រការ៉េ) (Land sizes, m ²)	ចំនួនដើមឈើ (No. of trees removed)	ឈ្មោះសម្ភារៈផ្សេងៗ (Other assets)
ផ្ទះប្រមូលផល/ផ្ទះប្រមូលផល			ឈ្មោះសម្ភារៈផ្សេងៗ 1៥០

ក្នុងករណីការប្រគល់សិទ្ធិប្រើប្រាស់ដីសម្រាប់ការសាងសង់ផ្លូវជាតិលេខ១១ យើង, the donor has been fully informed about the anticipated and the available climate regarding their land and their implications, including related to donate the land/trees, and was confirmed in writing, their willingness to proceed with the donation; (b) the amount of land in error will not reduce the donor's remaining, and was below that which is required to maintain their livelihood or cause heavily; (c) no residual relocation is intended, and the donation is related to benefit directly from the said project.

Therefore, we hereby thumb print this certification as live proof of our final decision. យើងជូនបញ្ចប់ការប្រគល់សិទ្ធិប្រើប្រាស់ដីសម្រាប់ការសាងសង់ផ្លូវជាតិលេខ១១ យើង, the donor has been fully informed about the anticipated and the available climate regarding their land and their implications, including related to donate the land/trees, and was confirmed in writing, their willingness to proceed with the donation; (b) the amount of land in error will not reduce the donor's remaining, and was below that which is required to maintain their livelihood or cause heavily; (c) no residual relocation is intended, and the donation is related to benefit directly from the said project.

សាក្សី/Witnesses No.1: ហ៊ុន សែន

(ឈ្មោះ: ហ៊ុន សែន) Name and thumb print

Witness No.2: ហ៊ុន សែន

(ឈ្មោះ: ហ៊ុន សែន) Name and thumb print

Witnesses No.3: ហ៊ុន សែន

(ឈ្មោះ: ហ៊ុន សែន) Name and thumb print

ប្រភេទផ្ទះ/Owner: ហ៊ុន សែន

ប្រភេទផ្ទះ/Head of household

(ឈ្មោះ: ហ៊ុន សែន) Name and thumb print

ប្រភេទផ្ទះ/Owner: ហ៊ុន សែន

(ឈ្មោះ: ហ៊ុន សែន) Name and thumb print

បាន/ទទួល ១០ ខែ ១៩៩៩ ឆ្នាំ២០០៧

បាន/ទទួល ១០ ខែ ១៩៩៩ ឆ្នាំ២០០៧

បាន/ទទួល ១០ ខែ ១៩៩៩ ឆ្នាំ២០០៧

បាន/ទទួល ១០ ខែ ១៩៩៩ ឆ្នាំ២០០៧

បាន/ទទួល ១០ ខែ ១៩៩៩ ឆ្នាំ២០០៧

បាន/ទទួល ១០ ខែ ១៩៩៩ ឆ្នាំ២០០៧



កិច្ចសន្យាប្រកាសសិទ្ធិប្រជាជនក្នុងប្រទេសកម្ពុជា ក្រសួងសេដ្ឋកិច្ច និងហិរញ្ញវត្ថុ

យើងខ្ញុំជាអ្នកបរិច្ចាគ/ប្រគល់សិទ្ធិឱ្យ/អនុញ្ញាតឱ្យ/ផ្តល់ឱ្យ We, the donors/relinquishing persons/permitted/contributors:

កិច្ចសន្យាថ្លៃការប្រគល់អាជ្ញាប័ណ្ណឥតប្តូរថ្លៃដល់ប្រកាសឡើងវិញនៃការបង់ប្រាក់ប្រចាំខែសម្រាប់ការបង់ប្រាក់ប្រចាំខែ

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

are resident at the following location:

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

យើងខ្ញុំសូមសន្យាថា នឹងមិនទាមទារសំណងណាមួយនៃការបាត់បង់ដូចជា (ជីវិត ដីមាល្លី និងការបាត់បង់ទ្រព្យសម្បត្តិផ្សេងៗទៀត) ។ យើងខ្ញុំសូមបញ្ជាក់ប្រគល់សិទ្ធិប្រអប់រំអនុញ្ញាតឱ្យផ្តល់ឱ្យទ្រព្យសម្បត្តិ ទាំងនេះដោយស្ម័គ្រចិត្ត សម្រាប់ការប្រើប្រាស់ជាប្រយោជន៍សាធារណៈនិងសហគមន៍។

We confirmed that the _____ is donated/relinquished/permitted/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 NRRPCP Project/subproject.

ប្រភេទនៃសម្ភារៈប្រកបដោយតម្លៃ (Type of fixed asset)	ផ្ទៃដី (ម៉ែត្រការ៉េ) (Land sizes, m ²)	ចំនួនដើមឈើ (No. of trees removed)	របាយការណ៍ផ្សេងៗ (Other assets)
សាងសង់ បង់ប្រាក់ បង់ប្រាក់			សាងសង់ បង់ប្រាក់ បង់ប្រាក់
			សាងសង់ បង់ប្រាក់ បង់ប្រាក់

[illegible]

Therefore, we hereby thumb prints this certification as the proof of our final decision, ដើម្បីឧបត្ថម្ភការ និងសន្តិភាព យើងផ្ដល់សេចក្ដីសម្រេចដើម្បីបញ្ចប់។

ម្ចាស់កម្មសិទ្ធិ/Owner លោក ហង់ ជួន

(ឈ្មោះ: ឆ័ងឆ័ងម៉េដ) Name and thumb print

คู่สมรส/spouse ไม่มี

100

Date: 10/07/2023

លេខ/ចៅសង្កាត់ Chief of Commune/Sangkat

10/10/2023

ជំហាន

ដើម្បីទុកជាតម្លាភាព និងសក្ខីភាព យើងខ្ញុំសូមផ្ដិតចេញដោយប្រែប្រួល ៖

ម្ចាស់កម្មសិទ្ធិ/Owner ស៊ាង ស៊ាង

(ឈ្មោះ: ឆ័ងស្វាមមេដៃ) Name and thumb print

2

W/ing/spouse W. S. S. S. S.
(Name: S. S. S. S. S.) Name and birth year

ព្រះរាជាណាចក្រកម្ពុជា
ជាតិ សាសនា ព្រះមហាក្សត្រ





យើងខ្ញុំជាអ្នកបញ្ចេញ/ប្រគល់សិទ្ធិឱ្យ/អនុញ្ញាតិឱ្យ/ផ្តល់ឱ្យ We, the donors/relinquishing persons/permitted/contributors:

Spouse: None / Sex: Male / Age: 39 / Nationality: Chinese / Occupation: Teacher

are resident at the following location:

យើងខ្ញុំសូមស្តាប់និងមិនទាមទារសំណងណាមួយទៃការបាត់បង់ដូចជា (ជីវិត ដើមរលី និងការបាត់បង់ទ្រព្យសម្បត្តិផ្សេងៗទៀត)។ យើងខ្ញុំសូមបញ្ជាក់ប្រគល់សិទ្ធិឲ្យអង្គការស្រាវជ្រាវទ្រព្យសម្បត្តិ ទាំងនេះដោយស្ម័គ្រចិត្ត សម្រាប់ការប្រើប្រាស់ជាប្រយោជន៍សាធារណៈនិងសហគមន៍។

We confirmed that the _____ is donated/relinquished/permitted/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 NRRPCC Project/subproject.

AIB Environmental & Social Framework (ESF) is confirmed that (i) the donor has been fully informed about the subject matter of the donation, including the risks and their implications, including refusal to donate the land/assets, and has consented to having the willingness to proceed with the donation; (ii) the amount of the land and/or asset will not reduce the donor's remaining land area below that which is required to maintain their livelihood at current levels; (iii) as household registration is involved, and (iv) the donor is expected to benefit directly from the sub project.

Therefore, we hereby stamp prints this certification as the proof of our final decision. (Signature)

ម្ចាស់កម្មសិទ្ធិ/Owner គួន ឈន់
 មេគ្រួសារ/Head of Household
 (ឈ្មោះ និងស្នាមមេដៃ) Name and thumb print

ឈ្មោះ/ spouse ស៊ីន ស៊ីឡីន
(ឈ្មោះ និងស្លាកលេខ) Name and thumb print

Date: 10/10/2023
 Read and Agreed
 Chief of Community Services

លោក ហាង

Date: 10/10/2023
 Signed: [Signature]
 Chief of Commune/Sangkat
 [Red Stamp: រដ្ឋបាលសង្កាត់ បឹងកក់ ខណ្ឌ បឹងកក់ រាជធានី ភ្នំពេញ]

Annex 10: Inventory of Loss (IoL)

No.	AH Rep.	Sex	Age	FHHs (Y/N)	ID Poor (Y/N)	Disability (Y/N)	Members		Monthly expenditure (KHR)		Total productive Lands (m²)		Affected Assets Identified						Affected land (%)	Occupation	
							Total	Working	Total	Per person	Land along road	Other land	Land within ROW (m²)		Land outside of ROW (m²)	No. of trees	Type of tree	Other structures (lm/m²)		Primary	Other
													Residence	Agriculture							
Vulnerable households																					
	None																				
Other AHs																					
Thma Totueng Tboung / Choam Ta Mau																					
1. PK 0+300(R)	Soy Sophal	M	56	N	N	N	3	1	300,000	100,000		35,000	-	-	3,500	2	Mak Prang and Rambutan trees	-	-	Farmer	-
2.PK 0+525(L)	Bou Puthea	M	38	N	N	N	4	4	800,000	200,000		20,000	-	-	1,800	1	Jackfruit	Fence (12 lm)	-	Farmer	-
3. PK0+650(R)	Thaong Sreymach (Nget Vong)	F	42	N	N	N	5	2	1,000,000	200,000	-	-	-	-	2,500	-	-	Fence (17 lm)	-	Farmer	-
4.PK 1+075(R)	Tum Voem	M	58	N	N	N	9	4	1,000,000	110,000	-	20,000	-	-	3,000	-	-	Fence (35 lm)	-	Farmer	-
5.PK 1+050(R)	Sok Nov	M	53	N	N	N	3	2	600,000	200,000	-	40,000	-	-	2,500	-	-	Fence (25 lm)	-	Farmer	-
6. PK1+150(R)	Chin Sokhen (wife of San Samon)	F	48	N	N	N	3	2	600,000	200,000	-	25,000	-	-	3,000	1	Jackfruit	-	-	Farmer	-
Bos Ta Oem / Choam Ta Mau																					
1. PK 1+900(L)	Leang Song	M	62	N	N	N	4	3	2,000,000	500,000	80,000	500,000	-	150	8,000	4	Jackfruit	Fence (100 lm)	-	Farmer	-
2. PK 2+450(R)	Ean Seth	M	30	N	N	N	3	2	1,500,000	500,000		20,000	-	-	1,125	-	-	Fence (11 lm)	-	Farmer	-
3. PK 2+550(L)	Sous Run	M	59	N	N	N	4	4	1,000,000	250,000	-	60,000	-	-	1,400	4	Coconut	-	-	Farmer	-
4. PK 2+700(L)	Bun Khom	M	60	N	N	N	7	5	1,500,000	210,000		50,000				1	Chrey (forest tree)	Extended Roof (7.5m²)		Seller	Farmer
Sampov Lun/Choam Ta Mau																					
1. PK 3+900(L)	Be Kim Heang is wife of Chea Srin	F	57	N	N	N	5	4	1,200,000	240,000	-	-	-	-	70		-	Extended Roof (28 m²)	-	Motor Repairer	Farmer
2. PK 3+900(L)	Phen Him	M	45	N	N	N	8	2	1,500,000	190,000	-	30,000	600.0	-	1,500	1	Chrey (forest tree)	Extended Roof (2.5 m²)	-	Seller	Farmer
3. PK 4+400(R)	Men Sam Oeun is wife of Kuoy Chan Thom	F	59	N	N	N	2	2	1,000.00	500,000		50,000	240.0	-	480	3	Coconut and Mango	Extended roof (24 m²)		Seller	Farmer
Total		13					60	37	10,300,000.0	3,400,000.0	80,000.0	850,000.0	840.0	150.0	28,875.0	17					

Notes:

- 1 Valuation of lost crop production calculated on assumption of paddy yield of 3 tons/hectare and selling price of KHR 884 per kg.
- 2 Valuation of trees lost is stated in the agreement to land donation forms.
- 3 Valuation of fencing lost is based upon KHR 10,000 per meter of fence line.



គម្រោង ការជំរុញសមត្ថភាពផលិតកម្មកសិកម្ម

(ក្រោមសម្ភាររូបវន្តស្តារពីបត្តិកូវីដ១៩)

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

**ផ្តល់ហិរញ្ញប្បទានដោយរាជរដ្ឋាភិបាលកម្ពុជាតាមរយៈ
ធនាគារវិនិយោគអាស៊ានសម្ព័ន្ធនៃកម្ពុជា** (កម្ចីលេខ 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

រាជរដ្ឋាភិបាលកម្ពុជាបានទទួលកម្ចីពីធនាគារវិនិយោគអាស៊ាន រចនាសម្ព័ន្ធអាស៊ីជាហិរញ្ញប្បទាននៃគម្រោងពង្រឹងសមត្ថភាព ផលិតកម្មកសិកម្ម។ គម្រោងនេះត្រូវបានកំណត់ជាអាទិភាព ចម្បងរបស់រាជរដ្ឋាភិបាលដើម្បីឆ្លើយតបទៅនឹងជំងឺកូវីដ-១៩ ហើយជាផ្នែកមួយនៃកម្មវិធីរដ្ឋបាលសម្រួលជនបទ របស់ ធនាគារ AIIB សម្រាប់ផ្តល់ហិរញ្ញប្បទានក្នុងការឆ្លើយតបទៅ នឹងកូវីដ-១៩។ ក្រសួងអភិវឌ្ឍន៍ជនបទជាស្ថាប័នប្រតិបត្តិ គម្រោង ជាអ្នកទទួលខុសត្រូវ ដូចជា សម្របសម្រួលគម្រោង រៀបចំផែនការ គ្រប់គ្រងហិរញ្ញវត្ថុ ធ្វើលទ្ធកម្ម ពិនិត្យតាមដាន និងវាយតម្លៃ។ រយៈពេលនៃការអនុវត្តគម្រោង ចាប់ពី ខែកុម្ភៈឆ្នាំ២០២១ ដល់ខែមិថុនា ២០២៤។

A. Project Background: The Government of the Kingdom of Cambodia (RGC) has received a loan from Asian Infrastructure Investment Bank (AIIB) in the form of a loan to assist in financing the National Restoration of Rural Productive Capacity Project (NRRPCP). This project has been identified as an immediate priority of The Government of the Kingdom of Cambodia (RGC) CoVID-19 response and is a part of the proposed comprehensive rural infrastructure

Annex 11: Project Information Booklet

program to be funded under the AIIB CoVID-19 Crisis Response Facility to strengthen the RGC financial resources that have been impacted by the pandemic. The Executing Agency (EA) for NRRPCP is the Ministry of Rural Development (MRD) and is responsible for overall project coordination, planning, financial management, procurement and monitoring and evaluation (M&E). The Project implementation period is from February 2021 to June 2024.

ក.១. ផ្នែកហេដ្ឋារចនាសម្ព័ន្ធផ្លូវជនបទ

មានចំនួនទឹកប្រាក់ ៥៦.២លានដុល្លារ ក្នុងនោះកម្ចីពីធនាគារ AIIB ចំនួន ៤៩.៦លានដុល្លារ។ ផ្នែកហេដ្ឋារចនាសម្ព័ន្ធផ្លូវជនបទរួមមាន៖ ការកែលម្អផ្លូវតាមលំដាប់ដែលមានប្រវែង ២៣៥គ.ម សំណង់ស្ថានភាពស្រូវ ប្រព័ន្ធបង្ហូរទឹកដែលទ្រុឌទ្រោម និង កែលម្អដើម្បីឱ្យកាន់តែងាយស្រួលក្នុងការធ្វើដំណើរទៅផ្សារ សាលារៀន មណ្ឌលសុខភាព និងស្របតាមគោលនយោបាយ នៃការអភិវឌ្ឍប្រកបដោយចីរភាពដោយបង្កើតតំបន់ជនបទនឹង ទីប្រជុំជន នៅតាមរាជធានី-ខេត្ត ព្រមទាំងបន្ស៊ាំទៅនឹងបម្រែ បម្រួលអាកាសធាតុ។ មានការកែលម្អដោយប្រើបច្ចេកទេសថ្មី ដូចជាការដាំរុក្ខជាតិបៃតង តាមជម្រាលផ្លូវ រួមផ្សំជាមួយនឹងការ ប្រើសម្ភារៈក្នុងមូលដ្ឋានដើម្បីផ្តល់សុវត្ថិភាពជូនដល់អ្នកប្រើជើង 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 ផ្នែកកសិកម្ម សំរោង និងអនាម័យជនបទ

មានចំនួនទឹកប្រាក់ ៧.៣លានដុល្លារ ក្នុងនោះកម្ចីពីធនាគារ AIIB ចំនួន ៦.៤លានដុល្លារ។ ផ្នែកទឹកស្អាត និងអនាម័យជនបទ រួមមាន៖ ការស្តារស្រះសហគមន៍ចំនួន ៧៥ ដោយប្រើបច្ចេក ទេសសមស្របសម្រាប់ធ្វើជម្រាលស្រះទឹកឡើងវិញ។ ស្រះសហ គមន៍ដែលត្រូវសាងសង់ថ្មីចំនួន ៧៥ រួមទាំងផ្តល់ជូននូវវិវត្តទឹក ស្អាត ការសំអាត និងអនាម័យ។ គួរផែនទីដើម្បីកំណត់ ទីតាំងប្រើប្រាស់ទឹកស្អាតក្នុងភូមិ ដែលមានចម្ងាយពី

២៥០ម៉ែត្រ ទៅ ៣៥០ម៉ែត្រ ដើម្បីសម្រាលបន្ទុកដល់ស្ត្រី និងកុមារ។ ជាពិសេស ដើម្បីលើកកម្ពស់ទឹកស្អាត ការសំអាត និងអនាម័យ យើងក៏មានការផ្សព្វផ្សាយនូវវិធានការការពារ ជំងឺកូវីដ-១៩ តាមរយៈការលាងសម្អាតដៃឱ្យបានស្អាតល្អ ជូន ដល់ជនងាយរងគ្រោះនៅតំបន់ជនបទ ព្រមទាំងក្សេងក ប្រជាពលរដ្ឋក្នុងសហគមន៍ឱ្យយល់ដឹងពីដំណើរការនៃការថែទាំ និងការប្រើប្រាស់ ទឹកស្អាត ការសំអាត និងអនាម័យដែលជា ផ្នែកមួយនៃការទប់ស្កាត់នៃការរីករាលដាលនៃជំងឺកូវីដ-១៩ ជាបន្ទាន់។

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

ខ.យន្តការដោះស្រាយបណ្តឹង

យន្តការដោះស្រាយបណ្តឹងត្រូវបានបង្កើតតាមខេត្តនីមួយៗ ដើម្បី ដោះស្រាយបណ្តឹងតវ៉ាស្របតាមគោលនយោបាយកិច្ចការពារ សុវត្ថិភាពបរិស្ថាននិងសង្គមរបស់ធនាគារវិនិយោគអាស៊ានរចនា សម្ព័ន្ធអាស៊ី។ ប្រជាពលរដ្ឋក្នុងសហគមន៍ អាចចូលមើលយន្តការ ដោះស្រាយបណ្តឹង និងបង្ហាញជាកង្វល់នៃផលប៉ះពាល់នានាបាន គួយយកចិត្តទុកដាក់យល់ដឹងគ្រោះ ដែលមានស្ត្រី និងយុវជនជាដើម។ ក្នុងនោះ ការទទួលពាក្យបណ្តឹងអាចធ្វើបានតាមរយៈការជួបផ្ទាល់ ការធ្វើលិខិតជាលាយលក្ខណ៍អក្សរនិងតាមរយៈទូរស័ព្ទឬ ស៊ីម៉ែល។ នីតិវិធីបណ្តឹងតវ៉ា នឹងស្រាយប្រសិនបើមានការ ច្បាស់នៅក្នុងក្របខណ្ឌផែនការ គ្រប់គ្រងបរិស្ថាននិង សង្គមដែលមាន ៤ ដំណាក់កាលដូចជា៖

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

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

ដំណាក់កាលទី១៖

គ្រួសារដែលប៉ះពាល់អាចដាក់ពាក្យបណ្តឹងឬប្តឹងផ្ទាល់មាត់ ឬដាក់លិខិតជាលាយលក្ខណ៍អក្សរទៅកាន់មេភូមិនិងមេឃុំ។ អ្នកទទួលពាក្យបណ្តឹងនឹងកត់ត្រាបញ្ជាក់ពីសេចក្តី និងដើមហេតុនៃពាក្យបណ្តឹង។ ដោយឡែកបើសិនក្នុង អំឡុងពេល១៥ថ្ងៃ ម្ចាស់បណ្តឹងមិនបានទទួលដំណឹងពីអ្នកទទួលពាក្យបណ្តឹងឬមិនពេញចិត្តនឹងដំណោះស្រាយនោះម្ចាស់បណ្តឹងអាចនាំយកពាក្យបណ្តឹងរបស់ខ្លួនទៅការិយាល័យភ្នាក់ងារស្រុក។

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 ការិយាល័យស្រុកនឹងបញ្ជូនពាក្យបណ្តឹងទៅអនុគណៈកម្មការបណ្តឹងតវ៉ាខេត្ត 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 ត្រូវសម្រេចជាលាយលក្ខណ៍អក្សររួចដាក់ជូនទៅសមាជិកអនុគណៈកម្មការខេត្ត 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។ បើកាត់ណាស់នៅតែមិនពេញចិត្ត ជាមួយនិងការកាត់ក្តីរបស់តុលាការខេត្តពួកគាត់អាចទៀងទៅថ្នាក់លើបន្តទៀត។

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, PDRC and the APs). If any party is still unsatisfied with the Provincial Court judgment, he or she can bring the case to a higher-level court.

ប្រសិនបើលោកអ្នកមានមន្ទិលកង្វល់ ការបញ្ចេញមតិ ការព្រួយបារម្ភ ឬបណ្តឹងតវ៉ាទាក់ទងនឹងហេតុផលប៉ះពាល់ជាអវិជ្ជមានរបស់គម្រោងទៅលើបរិស្ថាន ទ្រព្យសម្បត្តិ និងជនជាតិដើមភាគតិចតិចព្រមទាំងអំពើហិង្សាទាក់ទងនឹងយេនឌ័រ/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៖

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➢ អង្គភាពអនុវត្តគម្រោងត្បូងឃ្មុំ PIU:

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ទូរស័ព្ទ : +855 12 205 050

➢ អង្គភាពគ្រប់គ្រងគម្រោង PMU:

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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/EMP

Potential impacts and issues	Nature of Impacts	Significance ¹	Duration ²	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
Design and Pre-construction							
The subproject is impacted by future climate change	Higher and more intensive rainfall will result in increased risk of flooding and damage of road infrastructure. Increased temperatures may lead to damage of DBST and RC road surfaces.	D3	Long-term	<ul style="list-style-type: none"> Road surfaces will be designed with higher elevations in flood plains to reduce the risk of road submergence. Alternative designs for DBST and RC roads will incorporate all relevant recommendations, specifications and guidelines to ensure satisfactory quality. 	Included in the subproject design cost	Design consultant	Local authorities-village/commune/district, PIU and PMU
Grievance Redress Mechanism (GRM) not established.	Local authority through its existing commune/Sangkat complaint mechanism with complaints box in commune office. MRD/EA scheduled to train PIU and confirm that GRM is functioning for each subproject.	D1	Short-term	<ul style="list-style-type: none"> Immediate action by commune council for any complaint regarding road or pond infrastructure construction. 	Included in the subproject design cost	Affected persons and/or voluntary donator for infrastructure subproject	Local authorities-village/commune/district, PIU and PMU
Incorporation of generic ESMP into bidding and contract documents	Environmental and social measures identified in the ESMP need to be legally binding so that they will be effectively implemented	D3	From bidding and for duration of contract.	<ul style="list-style-type: none"> Contract documents: Inclusion of the ESMP in the bidding documents and requirement for preparation of Contractors Environment and Social Management Plan (CESMP) comprising the special conditions of contract for the protection of soil, water & air resources and compliance with social safeguard requirements. 	Included in the subproject contract cost	Design consultants/EAs & contractors	Local authorities-village/commune/district, PIU and PMU
Identification of roadside trees that need to be removed	Fruit trees and other commercial timbers usually planting/growing along the roadsides either privately or commune owned.	D2	Medium term	<ul style="list-style-type: none"> Tree clearing should be avoided as much as possible, and if unavoidable, the trees that are removed will be replaced by re-planting new roadside trees. Replacement tree planting costs will be included in the design cost. 	Included in the subproject design cost	Design consultant & PMU Safeguard Specialists	Local authorities-village/commune/district, PIU and PMU

¹ The classifications by degree of significance are defined as follows: (i) D1: no impact from the subproject; (ii) D2: small impact with low probability of occurrence and low magnitude of any impact occurring; (iii) D3: moderate impact and probability of occurrence; (iv) D4: major impact with high probability of occurrence. (+) Beneficial.

² Short term: < 1 year; Medium term: 1 to 3 years; Long term: > 3 years.

Potential impacts and issues	Nature of Impacts	Significance ¹	Duration ²	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
				<ul style="list-style-type: none"> Consulting communities and commune authorities during subproject design to raise public awareness. 			
Need for removal of natural trees in reserved area for borrow pit	Trees growing at or close to the designated borrow pit	D2	Medium term	<ul style="list-style-type: none"> Locate alternative site for borrow pit area to avoid any negative impact on livelihood and trees Inclusion of tree replacement planting in the subproject design. 	Included in the subproject design cost	Contractor PMU Safeguard Specialists	Local authorities-village/commune/district, PIU and PMU
Potential loss of agricultural land for borrow pits	Reduced area for crop production resulting in negative impact for APs.	D2	Medium term	<ul style="list-style-type: none"> Identify alternative site for borrow pit areas where there will be no negative impact on livelihood and protected areas. Inclusion of replacement for damage caused during construction. 	Included in the subproject cost	Contractor PMU Safeguard Specialists	Local authorities-village/commune/district, PIU and PMU
Presence of landmines and UXO	The subproject civil works will take place in areas that are already well trafficked there is unlikely to be any significant landmines/UXO risk. The borrow pit site is unknown yet and it could be impacted by landmines/UXO if present in that area	D3	Medium term	<ul style="list-style-type: none"> Subprojects will rehabilitate on the existing roads without widening. Nevertheless, risks remain since there may be deep seated mines that could be exploded by heavy construction equipment, for instance in PLN and KKG. Hence consultative meetings with local communities will be conducted to establish clearly whether there are risks of landmines or UXO. Unsafe areas will be cleared before subproject implementation. 	Included in the subproject cost	Contractor PMU Safeguard Specialists	Local authorities-village/commune/district, PIU and PMU

Potential impacts and issues	Nature of Impacts	Significance ¹	Duration ²	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
Need for resettlement/ land acquisition	Additional land area may be required for road widening.	D3	Long Term	<ul style="list-style-type: none"> At least two meaningful public consultation meetings will be conducted at each site with full participation of all APs including women, and also IPs for sites where they are residing. Voluntary donations of land and trees within the RoW will be requested from APs. Measures will be taken to ensure that no vulnerable households are impacted by the subprojects. Other measures will be documented in the Detailed Resettlement Plan when it is prepared. 	Included in the subproject cost	Contractor PMU Safeguard Specialists and GDR/IRC	Local authorities-village/commune/district, PIU and PMU
Construction Phase							
Air pollution, land and water contamination, and traffic & access problems	Impacts on local communities through reduction in air quality, impact on water supplies and risks associated with increased traffic density.	D2	Short-term	<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 DBST materials should be stored well away from settlements, and cultural sites (e.g., schools, hospitals), and ecological receptors. Bitumen production and handling areas should be isolated. Contractors must be well trained and experienced with the production, handling, and application of bitumen. All spills should be cleaned immediately and handled as per hazardous waste management plan, and according to Government regulations. Bitumen should only be spread on designated road-beds, not on other land, near or in any surface waters, or near any human activities. Bitumen should not be used as a fuel. 	Included in the program cost	Contractor PMU Safeguard Specialists	Local authorities-village/commune/district, PIU and PMU

Potential impacts and issues	Nature of Impacts	Significance ¹	Duration ²	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
Dust generation	Dust caused by the transportation of construction materials and goods (contractors and/or commuters/passengers/ drivers and operators)	D2	Short-term	<ul style="list-style-type: none"> Spray water at least twice a day on unpaved areas, haul roads and exposed dust-prone stockpiles. Increase frequency of water spraying during windy conditions. During removal of existing pavement and during backfilling, conduct water spraying to suppress dust. Control vehicle speed to less than 30 km/h in unpaved areas. Post a notice on the construction works and display a speed limit sign in these areas. Trucks carrying dry construction materials such as earth; aggregate will be covered with tarpaulins or other suitable cover. 	Included in the subproject cost	Contractor PMU Safeguard Specialists	Local authorities-village/commune/district, PIU and PMU
Noise and vibration	Noise caused by the concentration of machinery working in one area, plus haulage vehicles, can cause a range of impacts from nuisance to health problems. Noise near schools, health centres, and pagoda can disrupt services.	D2	Short-term	<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 are installed to shield sensitive receptors (if any) within 50m of the construction site. 	Included in the subproject cost	Contractor PMU Safeguard Specialists	Local authorities-village/commune/district, PIU and PMU secretariat
Generation of solid and liquid waste	Solid wastes may be caused mainly from/by camp sites, kitchen, human waste, and debris of construction materials.	D2	Short-term	<ul style="list-style-type: none"> Manage general solid and liquid waste from construction in line with Government regulations, and cover collection, handling, transport, recycling, and disposal of waste created from construction activities and work force. Make clear arrangements for storage and transportation of all hazardous and non-hazardous waste to an authorized and approved disposal point (approved by Provincial Department of Environment). Store all solid waste in containers with lids, more than 25m from all surface water, water supplies, and cultural and ecological sensitive receptors. Prohibit burning of waste at all times; Provide all vehicles/drivers with plastic bags for waste collection and prevent any 			

Potential impacts and issues	Nature of Impacts	Significance ¹	Duration ²	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
				unauthorized waste disposal with particular attention paid to prevention of waste entering water ways including drainage ditches <ul style="list-style-type: none"> • A schedule of solid and liquid waste pickup and disposal must be established and followed that ensures the construction site is as clean as possible. • All spills must be cleaned up completely with all contaminated soil removed. 			
Traffic management	Traffic congestion occurs during civil work implementation such as materials stockpiling, reinforcement and concrete casting activities.	D2	Short-term	<ul style="list-style-type: none"> • The contractor is required to formulate a Traffic Management Plan that includes the following: <ul style="list-style-type: none"> - Orientation for their drivers or equipment operators to comply with the required speed limit. - Driving at low speeds, especially in populated areas-market, school, hospital. - Keeping the roadway or bypass accessible to commuters to avoid traffic jams and follow 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. 	Included in the subproject cost	Contractor PMU Safeguard Specialists	Local authorities-village/commune / district, PIU and PMU
Community Environmental Health and Safety (EHS)	Causing by construction plant and equipment operations during civil work implementations	D2	Short-term	<ul style="list-style-type: none"> • The contractor should prepare a Community Environmental Health and Safety Plan (CEHSP) in consultation with affected communities and local authorities/ that includes: <ul style="list-style-type: none"> - Restricting access to the construction site, barricades, night lighting and signage on open trenches and any excavation areas. - Installing traffic/warning signs like "safety first, under construction" at the construction area. 	Included in the subproject cost	Contractor PMU Safeguards Specialist	Local authorities-village/commune / district, PIU and PMU

Potential impacts and issues	Nature of Impacts	Significance ¹	Duration ²	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
				<ul style="list-style-type: none"> - Keeping the roadway or bypass accessible to commuters to avoid traffic jam/congestion - Parking only in designated areas. - Detour road should be provided that is accessible to commuters. • Workers need to be aware of the following general rules: (i) no alcohol/drugs on-site; (ii) prevent excessive noise; (iii) no illegal activities such as, but not limited to gambling, and hunting farm animals in the area; (iv) trespassing on private/commercial properties adjoining the site is forbidden; and (v) no littering 			
Occupational Environmental Health and Safety (OEHS)	Staff and workers impacted by occupational environmental health and safety during the construction of civil works	D2	Short-term	<ul style="list-style-type: none"> • The occupational safety plan should have provisions on (i) providing PPE like hard hats, safety gloves, ear muffers to all workers; (ii) providing occupational health and safety training to all workers (i.e. first aid measures, prevention of malaria, diarrhea, HIV/AIDS); <ul style="list-style-type: none"> - A trained first aid personnel and health facility should be provided on site and in camp site. - Potable water and sanitary facilities provided to workers and staff. • The contractor/ subcontractor should incorporate on the health and safety plan the education of workers and staff about sexually transmitted disease (if any). 	Included in the subproject cost	Contractor PMU Safeguard Specialist	Local authorities-village/commune / district, PIU and PMU
Local employment generation	Contractor may import workers from outside during the construction	(+)	Short-term	<ul style="list-style-type: none"> • The contractor/subcontractor should be encouraged to employ from unskilled labor from local villages/communes including woman. 	Included in subproject cost	Contractor PMU Safeguard Specialist	Local authorities-village/commune / district, PIU and PMU
Implementation of Construction Workers and Camp	Contamination of water, soil, waste production and social issues	D2	Short term	<ul style="list-style-type: none"> • If a construction workers camp is required, the contractor will set out a management plan which includes: <ul style="list-style-type: none"> - A map showing the camp lay out, welfare facilities & first aid station. 	Included in the subproject cost	Contractor/ subcontractors ' Social and	Local authorities-village/commune / district, PIU and PMU

Potential impacts and issues	Nature of Impacts	Significance ¹	Duration ²	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
				<ul style="list-style-type: none"> - Accommodation facilities including separate toilets for male and female workers, adequate drainage to prevent flooding, security including a no weapons policy and waste disposal areas. - Pit latrines to be located at least 200m from surface waters, and in areas of suitable soil profiles and above the groundwater levels - A clean-out or infill schedule for pit latrines must be established and implemented to ensure working latrines are available at all times. - Providing firefighting equipment will be provided in all camps and will have adequate signage and prescribed testing intervals. - Plan of how camp areas will be restored to original condition after construction completed • If a construction camp is not required, the contractor will not require a Management Plan but will: <ul style="list-style-type: none"> - Provide adequate waste disposal facilities including garbage cans for workers. - Provide welfare facilities including water for washing, drinking and include facilities for male and female workers. - Provide toilets for male and female construction workers with a cleaning schedule. - The contractor will give priority to local labour force and retain evidence of how local labour recruitment efforts were undertaken. • The contractor will ensure training is delivered to construction workers on the following and the contractor will provide a training schedule: 		Environmental Safeguards	

Potential impacts and issues	Nature of Impacts	Significance ¹	Duration ²	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
				<ul style="list-style-type: none"> - HIV Aids education awareness - Cambodian laws for imported labour regarding hunting, fishing and traffic rules - GRM - how to deal with affected people who make a complaint to a worker - Occupational Health and Safety and Emergency Procedures. • Prevention of CoVID-19 pandemic; Health and Safety 			
Gender based violence	Unsafe workplace environment due to offensive, abusive or violent behaviour	D2	Short-term	<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, gays, people with disabilities, migrant workers or children. - There is zero tolerance of sexual harassment, which includes unwelcome sexual advances, requests for sexual favours and other unwanted verbal or physical conduct of a sexual nature including individual under the age of 18. - There is respectful engagement with the local community and/or APs without intimidation, threats and coercive behaviour. - The possession of drugs and alcohol is prohibited while workers are on duty and ensuring that all workers return to labour camps no later than 22.00 hrs. • All workers both male and female are aware of their rights and of the GRM that can be used for reporting any violations. 	Included in the subproject cost	Contractor/ subcontractors' Social and Environmental Safeguards	Local authorities- village/commune/ district, PIU and PMU

Potential impacts and issues	Nature of Impacts	Significance ¹	Duration ²	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
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 PPE will be provided for workers including face masks. Camp surroundings will be kept clean to prevent the spread of other vermin and insect vectors of disease. A trained H & S officer will be designated by the contractor to ensure the proper implementation of the environment, health and safety programs and induction and training of the workforce during the construction phase. For security and to maintain order in the camp and to avoid social conflicts with the local residents, camp rules will be strictly enforced including a nighttime curfew. The contractors H&S plans will be updated to reflect the risk mitigation measures in respect of CoVID-19 and these need to be reviewed by Environment Safeguard Specialist to provide recommendations to the PMU/Contractor (H & S Officer) and to monitor the implementation of these H&S plans. Special precautions will be included to provide for enhanced cleanliness on site for the workers and ensuring that over-crowding of dormitories and canteen facilities are avoided to enable adequate social distancing and regularly disinfected. The hiring of local unskilled labor from within the villages will be maximized to avoid the importation of laborers from other areas, and for skilled workers who 			

Potential impacts and issues	Nature of Impacts	Significance ¹	Duration ²	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
				<p>are not from the area they should avoid close interaction with residents in the villages.</p> <ul style="list-style-type: none"> All persons who are working on the construction site will be advised to immediately report any symptoms of CoVID-19 to the site manager/H&S Officer immediately and make arrangements to self-isolate to avoid the risk of spreading infection. The H&S Officer at the construction site will be equipped with a digital thermometer to enable them to regularly check the temperatures of anyone who shows symptoms. 			
Operation and maintenance							
Road maintenance (after newly concrete casting of RC roads)	The vehicles (all types/kinds) will traverse on the reinforced concrete (RC) road after newly/immediately concrete casting.	D3	Short-term	<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 subproject cost	Contractor PMU Safeguard Specialist	Local authorities-village/commune/district, PIU and PMU
Road safety	Regular commuters/passengers and drivers traversing along the road lines	D2	Short-term	<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 subproject cost	Contractor PMU Safeguard Specialist	Local authorities-village/commune/district, PIU and PMU
Traffic accident	Good roads/smooth roads the drivers, commuters/passengers/operators will drive faster, especially the drink driving/ drunk drivers!	D3	Long term	<ul style="list-style-type: none"> Provide traffic sign board at corner or curve road, especially at school, hospital, and pagoda/mosque/church market areas. Road safety device/furniture including traffic sign board (especially at corner or 	Included in subproject cost	Local authorities-village/commune/district, PIU and PMU	Local authorities-village/commune/district, PIU and PMU

Potential impacts and issues	Nature of Impacts	Significance ¹	Duration ²	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
				<p>curve road and school, hospital and market centers) and speed bump (for reducing speed, especially at school, hospital, and pagoda/mosque/church market areas).</p> <ul style="list-style-type: none"> Public awareness and campaign on traffic sign and national traffic regulation to educate communities to get understanding on the traffic thus the traffic accident will be reduced or avoided. 			

Annex 13: Environmental and Social Monitoring Plan

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

What will be monitoring	Place for monitoring	How to monitor	When monitoring will be done	Who will be responsible for monitoring?
Dust	200-meter radius from construction site/road line	Visual observation; feedback from villagers living along the proposed road line	Daily observation	Local authorities-village/commune/district, PIU and PMU
Noise and vibrations	200-meter radius from construction site/road line	Auditory observation; monthly reporting	Daily observation	Local authorities-village/commune/district, 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/district, PIU and PMU
Sanitation	Road construction site	Visual observation; monthly reporting	Prior to start of construction; daily observations	Local authorities-village/commune/district, 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/district, 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/district, 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/district, 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/district, PIU and PMU

Environmental and Social Monitoring Checklist

Contract Package:.....

Inspection

Date:.....

Reporter's Name

Position

:.....

:.....

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

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

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

Environmental Code of Practice (Mitigating Measures)	Compliance Status			Remarks/ Reasons for Partial or Non- Compliance	Recommendations	Deadline
	Yes	No	Partially			
Covid-19, Workers and staffs are provided: Face mask, Sanitized alcohol, jelly and temperature check by using infrared thermometer.						
Public Safety						
Signage are installed at the periphery of the construction site to warn and direct traffic and pedestrians?						
Safe passageways for pedestrians crossing the construction site?						
Appropriate safety barriers and warning signs are installed in areas that pose safety risks such as open excavations, drainages, etc.						
Ready construction site						
Restoration of the area of construction sites and camps when the construction works are completed						
Employment (Unskilled labour)						
At least 25% of unskilled worker has to be employed as women.						
Equal pay for equal works.						
No child labour used.						