Environmental and Social Management Plan

June 2023

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

(Contract No: NRRPCP/22/NCB/WRR-4: Lot 5)

NR No. 5 - Tbaeng - Mean Chey DBST Road, Rolea Bíer district, Kampong Chhnang province.

CURRENCY EQUIVALENTS (June 2023)
Currency Unit–Cambodian Riel (KHR) 1$=4,111 KHR; KHR=0.00024$

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
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
PIB	Project Information Booklet
PIU	Project Implementation Unit
PMU	Project Management Unit
POM	Project Operational Manual
PRSC	Provincial Resettlement Sub-committee
PPE	Personal Protective Equipment
RF	Resettlement Framework
GKC	The Government of the Kingdom of Cambodia
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 meter
m^2	–	square meter
m^3	–	cubic meter

NOTE

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

SUMMARY OF SUBPROJECT

Name of subproject	NR No. 5 - Tbaeng - Mean Chery DBST road subproject				
Province	Kampong Chhnang	**Districts**	Rolea B'ier	**Communes**	Andoung Snay & Kuok Banteay
Contract No.	NRRPCP/22/NCB/WRR-4: Lot 5			**Ref. No.**	KCH5
Description	The subproject includes the rehabilitation of an existing laterite road with a length of 8,216 meters to a DBST road with a base-width that ranges from 9.0 meters to 12.0 meters. There are three bridges, one bridge and four pipe culverts that will all be replaced.				
Cost Estimate (US$)	$ 1,260,150				
Right of Way	30.0 meters (for provincial road)			**Date**	29 Apr 2023
Length	8,216 meters	**Existing base width**	3.4 - 6.6 meters	**Proposed base width**	9.0 to 12.0 meters (in elevated sections)
Area of additional land needed (m^2)	48,541 m^2 (within the RoW)		**Other assets lost**	None	
Extra land area for CoI (m^2)	24,232 m^2 (within the RoW)				
No. of Affected Persons	26 APs		**No. of elderly HH heads**	1	
			No. of FHHs	0	
			No. of ID Poor HHs	0	
Environment	Only minor and temporary during construction		**Social**	Removal of 54 trees within the RoW	
Involuntary resettlement	No impact on privately owned land		**Indigenous Peoples**	None residing in these communes	
Impact on AHs					
Crop production	No impact on any crops		**Total allowances:**	None	
Trees	54 privately owned trees (voluntarily agreements for removal)				
Fences/Structures	137 meters and 34 sq meters of extended roofs (voluntarily agreements for removal)				
E & S Category	**CATEGORY B (Minor disturbances due to the civil work and removal of 55 trees)**				

Public consultation meetings				
	Date	**No. of participants**	**No. of women**	**No. of APs**
1st meetings	7th April 2023	10	3	-
2nd meetings	17th Apr 2023	47	23	-

Preparation of ESMP				
	1st Draft	**Revised**	**Final**	
Date of preparation	7th June 2023			
Date of comment				

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ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN

NR No. 5 - Tbaeng - Meanm Chey DBST road subproject: Andoung Snay & Kouk Banteay communes, Rolea B'íer district, Kampong Chhnang 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 DBST rural road subproject linking National Road No. 5 to Mean Chey village, Andoung Snay and Kuok Banteay communes, that are located in Rolea B'ier district in Kampong Chhnang province. The report provides a description of the existing road, an overview of the socio-economic situation within the subproject area, a description of the consultative processes that were completed within the subproject area, an environmental assessment to identify any potential adverse impacts and the identification of appropriate mitigation steps, the screening process to identify any affected persons (APs), the determination of whether any of the APs are vulnerable, an assessment of the need for any additional land or for the removal of any assets within the Right of Way (RoW) and the mechanism for compensation, and describes the Grievance Redress Mechanism (GRM) that has been established for the proposed subproject.

2. PROJECT BACKGROUND

2.1 Project Description

2. The Government of Kingdom of Cambodia (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 (KPC), Tboung Khmum (TKM), Prey Veng (PVG) and Koh Kong (KKG). The Project implementation period is from February 2021 to June 2024.

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

2.2 Selection criteria for subproject

5. In consultation with the provincial Project Implementation Units (PIUs), the Project Management Unit (PMU) has now identified a total of 19 potential subprojects with a total length of 274 kilometers. 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. This subproject is located in Andoung Snay and Kork Banteay communes in Relea B'ier district in Kampong Chhnang province. The starting point of this road is from the National Road No.5 junction at Andoung Chrey village, and it then extends to the south in the direction of Kandal province. The end point connects to the provincial road at Tbaeng village (see Figure 2) and a further section of the road connects from Meanchey village to Ou Ta Sek village. This road runs through mainly through fields of rice and other crops, but It also passes through several villages.

7. The subproject extends through Andoung Snay and Kouk Banteay communes with the total length of 8.21 km and it plays a prominent role in serving the needs of the local people from those both

communes for the transport of their agriculture products to Rolea B'ier district center as well as to and from Kandal province. The existing laterite road is in poor condition and is unsatisfactory for current traffic movement. There are a number of existing structures along the road including two concrete bridges, five box culverts and 12 pipe culverts.

Figure 1: Satellite image of subproject location

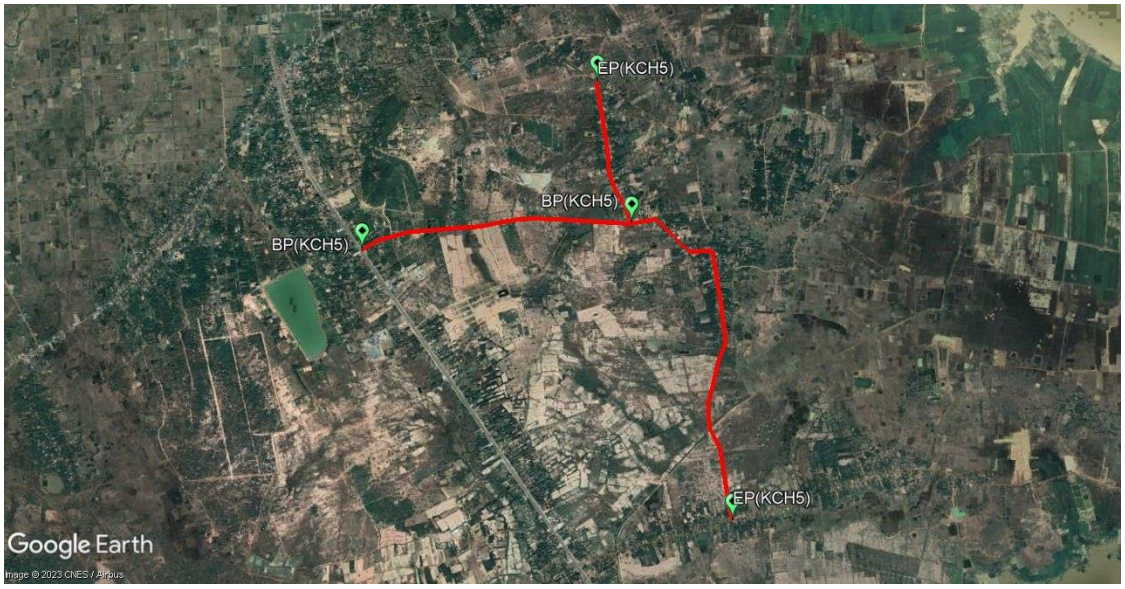


Figure 2: Map of subproject location

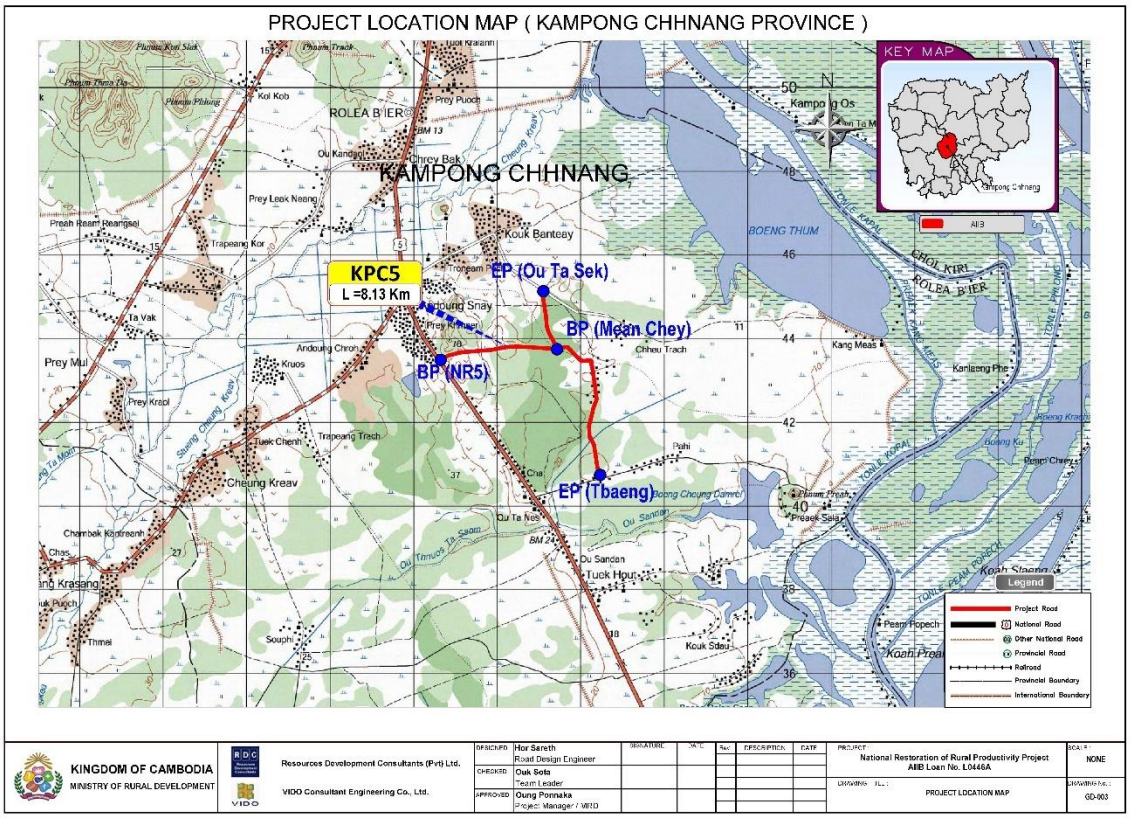


Figure 3: Photos of existing road

PK 0+000 (Start)

PK0+700

PK 0+850

PK 5+675

PK 6+650 (End)

Junction PK 0+000

Figure 4: Photos of existing road (cont.,)

PK 0+600

PK1+480

8. The road will be upgraded to a DBST road along the existing road alignment with a proposed road base-width that ranges from 10.0 to 15.0 meters and with a total length of 8,145 meters.

9. During the field investigation conducted in January 2023, it was found that the road did not experience any serious flooding, and only minor flooding was reported for some sections. Most of flooding is caused by rainwater due to insufficient drainage structures. It was noted also that most of the existing structures, including the box-culverts, pipe culverts and bridges are in poor condition and needed to be replaced and only one box-culvert is in fair condition with adequate width and length. In addition, it was noted that the sections of the road from PK 3+700 to PK4+100 pass through a more populated area without any side drains.

10. The road upgrading will be conducted within the official Right of Way (RoW) that is officially declared as 30.0 meters 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 minor temporary impacts on the properties and livelihoods of local residents during the civil work.

3.2 Technical specifications

11. 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 that results in a base width over most sections of the road of 8.0 but this increases to a maximum of 15.0 meters in two sections (PK 4+900 & PK 5+600) along the main length of the road. The cross-fall of the carriageway is planned to be 3% in consideration of the design speed and pavement type (DBST), surface drainage and vehicle speed. The pavement thickness has been determined using MPWT Technical Standards (2003) on present traffic volumes of 375 mm for base and sub-base course with DBST but increased to 430 mm (200 mm for sub-base and 230 mm for aggregate base) to reflect the increasing volumes of future traffic volume and the likelihood of heavier tricks using the road. The embankments have an average gradient of 1:2 with some adjustment depending on the material sources for banking.

3.3 Subproject Design and land Requirements

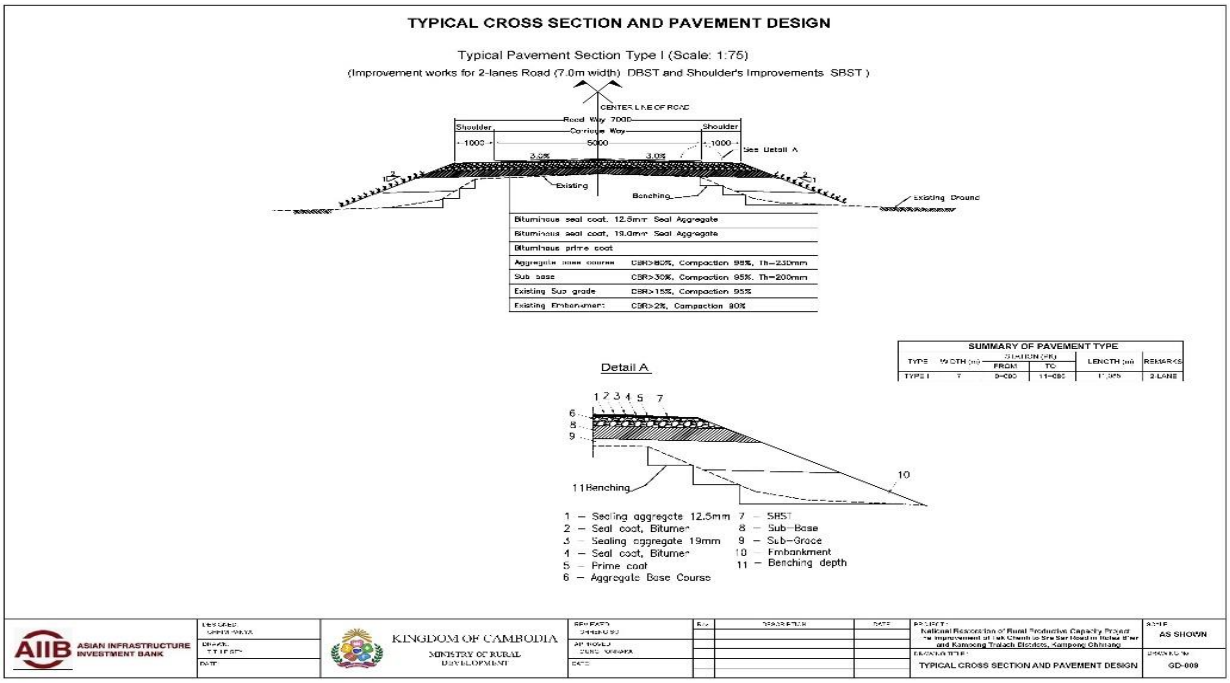
12. Based upon the proposed design of the road there has been a calculation of the additional land requirements due to the road widening and also including the additional one meter strip of land on each side of the proposed road base-width that is a part of the Corridor of Impact (CoI) that will be used temporarily during the construction period.[2] This calculation shows that the road widening will require an additional land area of 48,541 square meters for the DBST road construction, while the strips of land on each side of road that will be used temporarily during the construction comprise an additional 16,290 square meters.

13. However, since the official Right of Way (RoW) of the road is 30.0 meters, and all of the additional land that will be required lies within this width, there will be no impacts on privately owned

[1] See Annex 3 for the official Certification of Right of Way issued by the District Governor of Rolea B'íer
[2] See Annex 2 for the tabulation of the existing and proposed based width of the road for all sections together with the number of trees affected.

land.[3] There will be some minor impacts on assets that have been planted or erected within the RoW by villagers residing along the roadside such as shrubs and other vegetation and a total of 54 trees will need to be removed, some extended zinc roofs (with total area of 34 square meters) will need to be dismantled and wire or stone fences (with total length of 137 meters) will need to be moved back. However, during the public consultation meetings there were no objections raised to these impacts and the APs who claimed ownership of these trees and other structures have agreed voluntarily to their removal for the road construction.

Figure 5: Typical cross section of proposed road



4. BASELINE ENVIRONMENTAL AND SOCIAL CONTEXT

4.1 Environmental Context

14. **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 removal of 54 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 26 APs have agreed voluntarily to their removal.

15. **Surface water:** There are no significant water bodies such as permanent rivers or lakes observed along the length of the road but there are six creeks that are spanned by box culverts located at (PK1+130, PK2+360, PK2+468, PK4+133, PK4+906 & PK5+655).

16. **Land use/agriculture:** The land surrounding the road consists primarily of rice 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.

17. **Receptors and Access:** The rural road commences from the junction with the National Road No. 5 and extends to the villages within the commune. The road construction will have some minor impacts on human receptors during the civil work, but no healthcare facilities were observed along the road length.

4.2 Social context

18. **Demography**: There are 743 households in the four villages in Andoung Snay and Kuok Banteay communes with a population of 3,087 and there are 288 vulnerable households identified.[4]

[3] See Annex 3 for the certification of the RoW of the road issued by the district Department of Land Management, Urban Planning and Cadastral.
[4] See Annex 1 for a summary of the socio-economic status of the five target villages.

19. **Educational status:** The educational profile of people in the two communes is similar. The average proportion of people who have completed primary education is 17%, 13% of people have completed secondary education, while university education is less than 1%. Generally, the number of people in these communes who can speak and read Khmer is almost 99%.

20. **Occupation and incomes:** The primary source of family income in these two communes are agriculture (mainly rice), fishing and livestock, most commonly pig, and chicken, followed by hired labor (agriculture and construction worker). Only a few villagers have other sources of income such as repairers, employment in government offices or work.

21. **Land Use**: The total land area of the nine villages is 2,676 hectares of which 58% is arable land but only 1% percent is irrigated. Almost all households have a latrine and 74% of households have access to safe water supplies.

22. **Poverty**: The proportion of households in the medium/better off income categories is 75 percent and the proportion of ID Poor 1 and 2 is 15 and 9% respectively.

23. **Migration:** By mid-2021 over 200,000 of migrant workers has returned to Cambodia from migrant countries since the beginning of the CoVID-19 pandemic.[5] The baseline survey that was conducted within selected target villages in KCH province showed that 8% of the households had been impacted by the loss of income from returning migrants who had lost their employment.

24. **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

25. There have been two public consultation meetings conducted for this subproject. The 1st public consultation meeting was conducted on 7th April 2023 in Andoung Snay commune in the commune office with representatives of the local authorities to seek their agreement to the proposed design for the construction of the proposed DBST road.

26. The 2nd public consultation meeting was conducted on 17th April 2023 at the same locations with the local authority, representative from environmental institutions as well as local residents who are living along the roadside to provide more detailed information on the design of the proposed DBST road and to describe the identified impacts as well as the Grievance Redress Mechanism (GRM) and the Project Information Booklet (PIB) was also distributed to all participants.[6] 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.

5.2 Rapid Environmental and Social Screening Assessment

27. A Rapid Environment and Social Screening Assessment and Environmental and Social Impact Analysis have been completed for the subproject.[7] 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.

[5] *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).*
[6] See Annex 8 for the descriptions of the public consultation meetings, attendance list and photographs.
[7] See Annex 4 for the RESA checklist and Annex 5 for the ESIA.

28. 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 health centers, pagodas, commune offices, mosques, markets and schools. The minor impacts can be adequately managed through the application of good construction practices and an effective Grievance Redress Mechanism (GRM).

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

30. The PMU/Environment and Social Management Unit (ESMU) together with Environmental and Social Specialists will undertake site visits to ensure compliance with the ESCoP and any complaints will be followed up and where necessary the GRM will be used to address Project related environmental or social issues.

31. As a result of the environmental and social screening assessment, the proposed subprojects are confirmed as environmental category B due to the minor impacts during the construction including the removal of 54 trees, but there are anticipated to be minimal adverse environmental impacts, and these can be mitigated during construction phase.

5.3 Climate Risk Screening

32. A Climate Screening Risk Assessment has been completed for all rural road 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.

33. This subproject has been screened for potential climate risk.[8] 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 is minimized.

5.4 Description of social characteristics of subproject site

34. The road sections that are included under this subproject for upgrading to DBST road are predominantly located within rural areas. There is one section of the road (PK 3+700 to PK4+100) and PK 4+300 to 4+500 (RHS)) that pass through more populated residential area where there are small stores located with some overhanging roofs that need to be relocated and 137 meters of fences that need to be moved back but the proposed road base-width within these areas is not elevated so there will be no impact on these existing structures.

5.5 Land acquisition and resettlement screening

35. The construction of the road will not require the acquisition of any private land since the civil work will be conducted entirely within the official RoW of the road and there will be no requirement for the preparation of a Resettlement Plan (RP).[9] There will be some minor temporary impacts during the construction period on land that is within the CoI, 54 trees will need to be removed and 137 meters of fences removed and 34 square meters of overhanging roofs relocated that have been erected/installed within the official RoW.

5.6 Identification of Affected Persons

36. Based on the census conducted during the preparation of the subproject DED there are 26 APs identified who will be impacted through the loss of trees, fence and other movable affected assets for the civil works, but they have voluntarily agreed to their removal.[10]

[8] See Annex 6 for Preliminary Climate Risk Screening Checklist
[9] See Annex 7 for the Land Acquisition and Resettlement Screening checklist.
[10] See Annex 9 for the Certificates of Land/Asset Transfer (CLFTs) for the 26 APs and Annex 10 for the IoL table. .

5.7 Identification of vulnerable households

37. One of the APs was found to have a disabled head of household, but it was verified that their household income is in excess of the current official poverty line and the removal of the four coconut trees will not impact on their monthly household income.

5.8 Indigenous Peoples

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

5.9 Environmental and Social Categorization

39. This subproject has been placed under Category B for environmental and social impacts. There will be minor temporary environmental impacts during the civil work, there is no land acquisition and social impacts are restricted to the removal of 54 trees and the relocation of some fences and dismantling of some overhanging roofs along the roadside. Therefore, the Project ESCoP/EMP will be applied.[11] This document describes the mitigation procedures for all perceived potential impacts of the DBST and RC road construction and will be appended to the contract that is awarded and must be adhered to by the contractor. The contractor will be required to prepare a Contractor's Environmental and Social Management Plan (CESMP) and submit monthly reports to the PIU on the level of compliance.

6. GRIEVANCE REDRESS MECHANISM

40. The Project has developed a GRM so that any from the residents can 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.

41. The steps described are summarized below:

a) **Level 1.** The first level of complain resolution, following the traditional methods in Cambodia, involved problem solving at the village/commune level at which a solution can be sought amicably on the spot without the need for lodging a formal complaint. 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 AP(s).

d) **Level 4:** If the aggrieved PAP 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 PAP(s). If any party is still unsatisfied with the Provincial Court judgment, he or she can bring the case to a higher-level court.

[11] See Annex 12 for the Environmental and Social Code of Practice and Annex 13 for Environmental and Social Monitoring Plan.

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

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

43. There are no fees or charges levied on the PAP for the lodgment 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

44. Following the DED as well as the CoI that was agreed to during the public consultations and the demarcation, it has been found that the proposed DBST road will have some 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 26 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 from Andoung Snay and Kuok Banteay communes and with the residents from the nine villages along the 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 by the subproject.
d. The RoW for the road is 30.0 metres as confirmed by the Governor of Rolea B'íer district as well as District Office/Provincial Department of Land Management, Urban Planning, Construction and Cadastre
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 CoI, but this is also within the RoW of the road and no impact was foreseen during the subproject site screening.
f. The contractor will not use any other land outside of the agreed CoI.
g. The construction will require the removal of 54 trees as well as shrubs and vegetation that are growing along the roadside all of which are within the RoW of the road and the 26 APs who claimed ownership of these trees have agreed voluntarily to their removal.
h. All residents of the seven 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.

45. 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 based on the AIIB classification and the approved ESMPF, RPF and IPPF.**

46. 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 Project Information Booklet (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

47. The existing laterite road is 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 centers as well as to the national road No. 5 and in accessing services such as

schools, markets and health facilities. It also creates difficulties for the households who wish to transport agriculture products to the local markets as well as to the national roads that connect them to markets in district centers and the provincial town. It also impedes the activities of buyers/traders who travel to these villages to purchase products from the farming households. If there is no action taken to upgrade the road it will continue to deteriorate especially in the lower lying areas where the high 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

48. 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

49. Internal monitoring must be performed regularly during the implementation of the subproject, mainly during the construction period. This monitoring will be performed by the PIU supported by the Supervision Engineers and Safeguards Specialist, who are a 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 annual Safeguard Monitoring Reports that will be prepared by the PMU team. In addition, the 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.

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

51. 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 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.,).

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

Annex 1: Socio-economic data

Villages	Population	Male	Female	No. of HH	Ave HH size	% of vulnerable HH	% non-Khmer
Tbaeng	761	353	408	216	4	50%	0%
Banpong Phchoek	811	394	417	196	4	14%	0%
Ou Ta Sek	665	327	338	156	4	60%	0%
Andoung Chrey	850	433	417	175	5	34%	6%
Total	3,087	1,507	1,580	743	4	39%	<1%

Marital status (%)	Couples	Widows	Widowers
Tbaeng	96%	3%	1%
Banpong Phchoek	73%	23%	4%
Ou Ta Sek	94%	5%	<1%
Andoung Chrey	64%	33%	3%

Education (%)	Illiterate	Literate	Primary	Secondary	High	University
Tbaeng	74%	26%	11%	10%	6%	0%
Banpong Phchoek	74%	26%	11%	9%	6%	0%
Ou Ta Sek	30%	70%	23%	29%	15%	3%
Andoung Chrey	60%	39%	24%	7%	8%	<1%

Occupation (%)	Farming	Employees	Business	Public sector	Health	Fishing
Tbaeng	81%	10%	6%	3%	0%	0%
Banpong Phchoek	95%	0%	2%	1%	0%	2%
Ou Ta Sek	87%	5%	2%	1%	0%	5%
Andoung Chrey	77%	8%	8%	7%	0%	0%

Domestic Migration	% of popn.	% of men	% of women	External migration	% of popn.
Tbaeng	3.9%	2.6%	1.3%		0.1%
Banpong Phchoek	3.3%	2.2%	1.1%		0.2%
Ou Ta Sek	2.2%	0.7%	1.5%		0.7%
Andoung Chrey	5.7%	2.4%	3.3%		2.0%

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

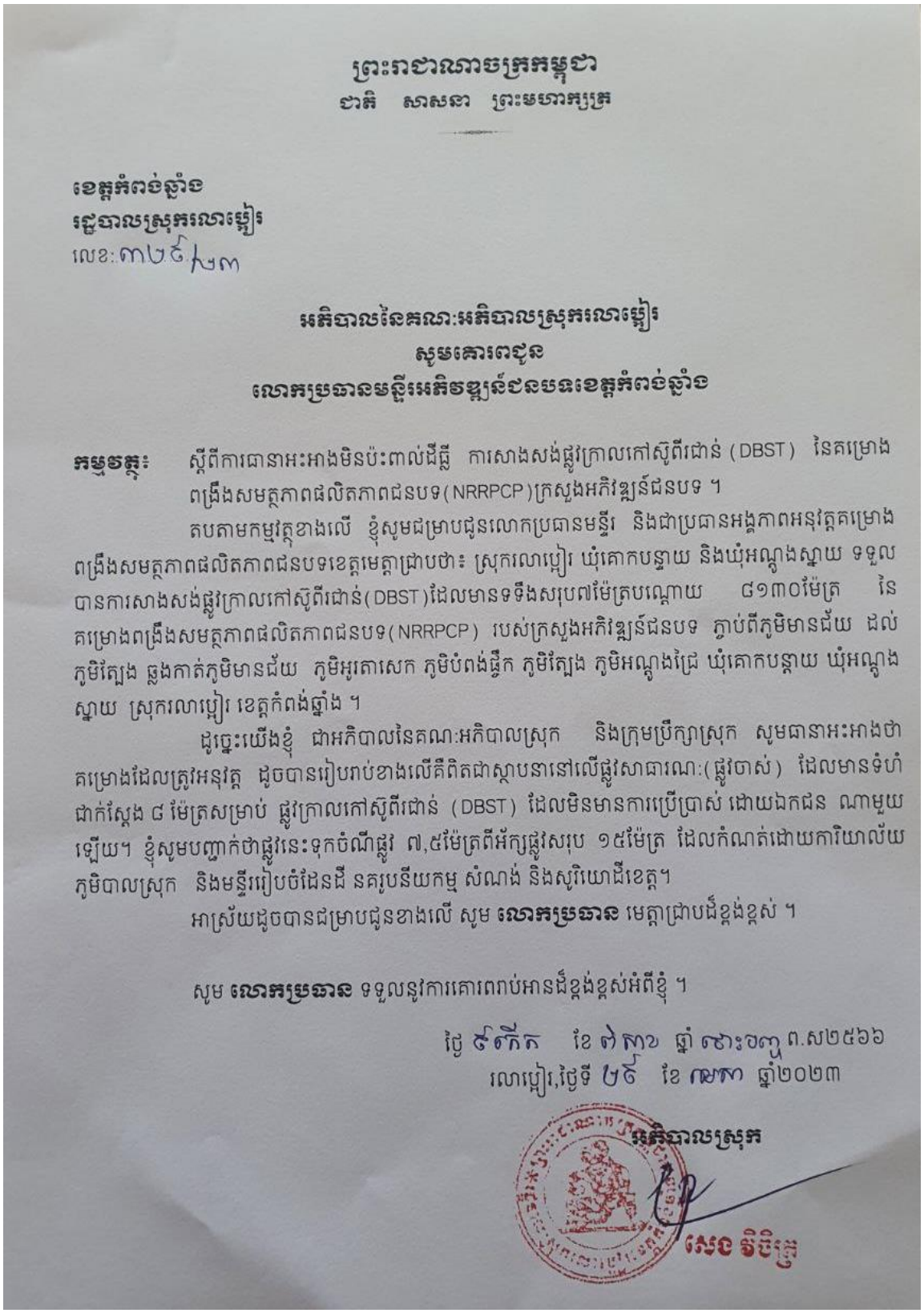
Land Use (ha)	Total area (ha)	Land classification (ha)					
		Residential	Common	Irrigated	Rain-fed	Crops	Community forest
Tbaeng	721	213	0	15	483	10	0
Banpong Phchoek	780	235	0	0	545	0	0
Ou Ta Sek	873	617	<1	0	256	0	0
Andoung Chrey	302	46	7	12	237	0	0
Agriculture activities	**Population**	**No. of HHs**	**Farming production (%)**	**Farming without pesticide**	**Production (ton/ha)**	**Farm gate price (riel)**	
Tbaeng	761	216	30%	0%	4 tons	900 Riel/Kg	
Banpong Phchoek	811	196	70%	0%	3 tons	800 Riel/Kg	
Ou Ta Sek	665	156	70%	0%	4 tons	900 Riel/Kg	
Andoung Chrey	850	175	30%	0%	2.5 tons	901 Riel/Kg	
Water/Sanitation (%)	**Potable water**	**Boiled/filtered water**		**Latrine**		**No latrine**	
Tbaeng	95%	5%		100%		0%	
Banpong Phchoek	23%	77%		98%		2%	
Ou Ta Sek	100%	100%		96%		4%	
Andoung Chrey	85%	15%		100%		3%	
Poverty levels (%)	**Very poor**	**Poor**		**Medium**		**Better off**	
Tbaeng	10%	11%		79%		0%	
Banpong Phchoek	23%	3%		74%		0%	
Ou Ta Sek	9%	13%		65%		13%	
Andoung Chrey	21%	10%		61%		8%	

Annex 2: Existing and proposed road widths within CoI

Village(s)/ Commune	PK Number	Width of official ROW (m)	Length (m)	Base-width of road (m)		Additional land required for road widening				Other land for temporary use during construction		Tree	
						Total		Outside ROW					
				Existing	Proposed	Width (m)	Area (m^2)	Width (m)	Area (m^2)	Width (m)	Area (m^2)	N	Type of Tree
Andoung Chrey / Andoung Snay	PK 0+000 - 0+100	30.0	100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	3	Trarch, Kngaok
	PK 0+100 - 0+200		100.0	5.0	11.0	6.0	600.0	-	-	2.0	200.0	11	Popel, Pring Bay, Liniment, Pingpong, Mango, Khob
	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	0	
	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	0	
	PK 0+600 - 0+700		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
	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	13.0	8.0	800.0	-	-	2.0	200.0	0	
	PK 1+100 - 1+200		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
	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	11.0	6.0	600.0	-	-	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	10.0	5.0	500.0	-	-	2.0	200.0	0	
	PK 1+700 - 1+800		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
Ou Ta Sek / Andoung Snay	PK 1+800 - 1+900		100.0	5.0	11.0	6.0	600.0	-	-	2.0	200.0	0	
	PK 1+900 - 2+000		100.0	5.0	11.0	6.0	600.0	-	-	2.0	200.0	0	
	PK 2+000 - 2+100		100.0	5.0	11.0	6.0	600.0	-	-	2.0	200.0	0	
	PK 2+100 - 2+200		100.0	5.0	12.0	7.0	700.0	-	-	2.0	200.0	0	
	PK 2+200 - 2+300		100.0	5.0	12.0	7.0	700.0	-	-	2.0	200.0	0	
	PK 2+300 - 2+400		100.0	5.0	12.0	7.0	700.0	-	-	2.0	200.0	0	
	PK 2+400 - 2+500		100.0	5.0	12.0	7.0	700.0	-	-	2.0	200.0	0	
	PK 2+500 - 2+600		100.0	5.0	11.0	6.0	600.0	-	-	2.0	200.0	0	
	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	10	Pring, Pople , Tbeng & Acacia
	PK 2+800 - 2+900		100.0	5.0	12.0	7.0	700.0	-	-	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	11.0	6.0	600.0	-	-	2.0	200.0	0	
	PK 3+100 - 3+200		100.0	5.0	12.0	7.0	700.0	-	-	2.0	200.0	0	
	PK 3+200 - 3+300		100.0	5.0	11.0	6.0	600.0	-	-	2.0	200.0	0	
	PK 3+300 - 3+400		100.0	5.0	11.0	6.0	600.0	-	-	2.0	200.0	0	
	PK 3+400 - 3+500		100.0	5.0	12.0	7.0	700.0	-	-	2.0	200.0	0	
	PK 3+500 - 3+600		100.0	5.0	13.0	8.0	800.0	-	-	2.0	200.0	0	
	PK 3+600 - 3+700		100.0	5.0	11.0	6.0	600.0	-	-	2.0	200.0	0	
	PK 3+700 - 3+800		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
	PK 3+800 - 3+900		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
	PK 3+900 - 4+000		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
	PK 4+000 - 4+100		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
	PK 4+100 - 4+200		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
	PK 4+200 - 4+300		100.0	5.0	11.0	6.0	600.0	-	-	2.0	200.0	0	
	PK 4+300 - 4+400		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
	PK 4+400 - 4+500		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	0	
Bampong Phchoek / Andoung Snay	PK 4+500 - 4+600		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	2	Kor, Loeng Reach
	PK 4+600 - 4+700		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	7	Mango, jackfruit, Coconut & Ampil Teuk
	PK 4+700 - 4+800		100.0	5.0	12.0	7.0	700.0	-	-	2.0	200.0	3	Thnong, Leab, Pingpong
	PK 4+800 - 4+900		100.0	5.0	12.0	7.0	700.0	-	-	2.0	200.0	2	Mango, longan
	PK 4+900 - 5+000		100.0	5.0	15.0	10.0	1,000.0	-	-	2.0	200.0	0	
	PK 5+000 - 5+100		100.0	5.0	13.0	8.0	800.0	-	-	2.0	200.0	2	Coconut, mango,
	PK 5+100 - 5+200		100.0	5.0	11.0	6.0	600.0	-	-	2.0	200.0	2	Thnong,Trarch,
	PK 5+200 - 5+300		100.0	5.0	11.0	6.0	600.0	-	-	2.0	200.0	4	Popel & Chanty
	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	11.0	6.0	600.0	-	-	2.0	200.0	0	
	PK 5+500 - 5+600		100.0	5.0	11.0	6.0	600.0	-	-	2.0	200.0	0	
	PK 5+600 - 5+700		100.0	5.0	15.0	10.0	1,000.0	-	-	2.0	200.0	0	
	PK 5+700 - 5+800		100.0	5.0	13.0	8.0	800.0	-	-	2.0	200.0	0	
	PK 5+800 - 5+900		100.0	5.0	11.0	6.0	600.0	-	-	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	
Tbaeng / Andoung Snay	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	11.0	6.0	600.0	-	-	2.0	200.0	0	
	PK 6+300 - 6+400		100.0	5.0	11.0	6.0	600.0	-	-	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+616		16.0	5.0	11.0	6.0	96.0	-	-	2.0	32.0	0	

Village(s)/ Commune	PK Number	Width of official ROW (m)	Length (m)	Base-width of road (m)		Additional land required for road widening				Other land for temporary use during construction		Tree	
						Total		Outside ROW					
				Existing	Proposed	Width (m)	Area (m^2)	Width (m)	Area (m^2)	Width (m)	Area (m^2)	N	Type of Tree
Junction		30.0											
Ou Ta Sek / Andoung Snay	PK 0+000 - 0+100		100.0	5.0	11.0	6.0	600.0	-	-	2.0	200.0	0	
	PK 0+100 - 0+200		100.0	5.0	11.0	6.0	600.0	-	-	2.0	200.0	0	
	PK 0+200 - 0+300		100.0	5.0	10.0	5.0	500.0	-	-	2.0	200.0	2	Tamarind & Palm
	PK 0+300 - 0+400		100.0	5.0	12.0	7.0	700.0	-	-	2.0	200.0	1	Mango
	PK 0+400 - 0+500		100.0	5.0	14.0	9.0	900.0	-	-	2.0	200.0	5	Dongkieb Ktam, Thnong , Acacia & Kor
Mean Chey / Kork Banteay	PK 0+500 - 0+600		100.0	5.0	11.0	6.0	600.0	-	-	2.0	200.0	0	
	PK 0+600 - 0+700		100.0	5.0	11.0	6.0	600.0	-	-	2.0	200.0	0	
	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	11.0	6.0	600.0	-	-	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	
	PK 1+100 - 1+200		100.0	5.0	11.0	6.0	600.0	-	-	2.0	200.0	0	
	PK 1+200 - 1+300		100.0	5.0	11.0	6.0	600.0			2.0	200.0	0	
	PK 1+300 - 1+400		100.0	5.0	12.0	7.0	700.0			2.0	200.0	0	
	PK 1+400 - 1+500		100.0	5.0	12.0	7.0	700.0			2.0	200.0	0	
	PK 1+500 - 1+529		29.0	5.0	10.0	5.0	145.0			2.0	58.0	0	
Total land requirement			**Total length (m)**								**8,145.0**	**54.0**	
			Additional land area required for road widening (m^2)								**48,541.0**		
			Additional land area required for road widening outside of ROW (m^2)								**0.0**		
			Other land area for temporary use during construction (m^2)								**16,290.0**		

Annex 3: Certification of Right of Way



ព្រះរាជាណាចក្រកម្ពុជា
ជាតិ សាសនា ព្រះមហាក្សត្រ

ខេត្តកំពង់ឆ្នាំង
រដ្ឋបាលស្រុករលាប្អៀរ
លេខ: ៣៧៩/៨៣

អភិបាលនៃគណៈអភិបាលស្រុករលាប្អៀរ
សូមគោរពជូន
លោកប្រធានមន្ទីរអភិវឌ្ឍន៍ជនបទខេត្តកំពង់ឆ្នាំង

កម្មវត្ថុ: ស្តីពីការធានាអះអាងមិនប៉ះពាល់ដីធ្លី ការសាងសង់ផ្លូវក្រាលកៅស៊ូពីរជាន់ (DBST) នៃគម្រោងពង្រឹងសមត្ថភាពផលិតភាពជនបទ(NRRPCP)ក្រសួងអភិវឌ្ឍន៍ជនបទ ។

តបតាមកម្មវត្ថុខាងលើ ខ្ញុំសូមជម្រាបជូនលោកប្រធានមន្ទីរ និងជាប្រធានអង្គភាពអនុវត្តគម្រោងពង្រឹងសមត្ថភាពផលិតភាពជនបទខេត្តមេត្តាជ្រាបថា៖ ស្រុករលាប្អៀរ ឃុំគោកបន្ទាយ និងឃុំអណ្តូងស្នាយ ទទួលបានការសាងសង់ផ្លូវក្រាលកៅស៊ូពីរជាន់(DBST)ដែលមានទទឹងសរុប៧ម៉ែត្របណ្តោយ ៨១៣០ម៉ែត្រ នៃគម្រោងពង្រឹងសមត្ថភាពផលិតភាពជនបទ(NRRPCP) របស់ក្រសួងអភិវឌ្ឍន៍ជនបទ ភ្ជាប់ពីភូមិមានជ័យ ដល់ភូមិត្បែង ឆ្លងកាត់ភូមិមានជ័យ ភូមិអូរតាសេក ភូមិបំពង់ផ្ទឹក ភូមិត្បែង ភូមិអណ្តូងជ្រៃ ឃុំគោកបន្ទាយ ឃុំអណ្តូងស្នាយ ស្រុករលាប្អៀរ ខេត្តកំពង់ឆ្នាំង ។

ដូច្នេះយើងខ្ញុំ ជាអភិបាលនៃគណៈអភិបាលស្រុក និងក្រុមប្រឹក្សាស្រុក សូមធានាអះអាងថាគម្រោងដែលត្រូវអនុវត្ត ដូចបានរៀបរាប់ខាងលើគឺពិតជាស្ថាបនានៅលើផ្លូវសាធារណៈ(ផ្លូវចាស់) ដែលមានទំហំជាក់ស្តែង ៨ ម៉ែត្រសម្រាប់ ផ្លូវក្រាលកៅស៊ូពីរជាន់ (DBST) ដែលមិនមានការប្រើប្រាស់ ដោយឯកជន ណាមួយឡើយ។ ខ្ញុំសូមបញ្ជាក់ថាផ្លូវនេះទុកចំណីផ្លូវ ៧,៥ម៉ែត្រពីអ័ក្សផ្លូវសរុប ១៥ម៉ែត្រ ដែលកំណត់ដោយការិយាល័យភូមិបាលស្រុក និងមន្ទីររៀបចំដែនដី នគរូបនីយកម្ម សំណង់ និងសូរិយោដីខេត្ត។

អាស្រ័យដូចបានជម្រាបជូនខាងលើ សូម **លោកប្រធាន** មេត្តាជ្រាបដ៏ខ្ពង់ខ្ពស់ ។

សូម **លោកប្រធាន** ទទួលនូវការគោរពរាប់អានដ៏ខ្ពង់ខ្ពស់អំពីខ្ញុំ ។

ថ្ងៃ ៩ កើត ខែ ៣ គាង ឆ្នាំ ឈាះចញ្ចា ព.ស២៥៦៦
រលាប្អៀរ,ថ្ងៃទី ៨៩ ខែ ឈាគ ឆ្នាំ២០២៣

អភិបាលស្រុក

សេង ទិចិត្រ

KINGDOM OF CAMBODIA
Nation Religion King

Kampong Chhnang Province
Rolear Bier District Administration
No. 329 /23

Letter of confirmation from Rolear Bier District Governor
To Mr. Director of
Kampong Chhnang 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 Rolear Bier district, Kouk Banteay and Andoung Snay communes has received the proposed DBST road line, 7 meters in width and 8,130 meters in length of the NRRPCP/MRD, connecting from Mean Chey to Tbaeng village traverse crosses four villages including Ou Ta Sek, Banpong Phchoek, Tbaeng and Andoung Chrey villages, Kouk Banteay and Andoung Snay communes, in Rolear Bier district of Kampong Chhnang province.

Hence, we are the District Governor and District Councillors deemed confirming that the proposed DBST and RC road line as mentioned above is on the vacant/clear route of existing alignments with the narrow width of 8 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.

Tuesday 29th April 2023
District governor
Signed and sealed

Ouk Sopheary

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

Environmental Safeguards	Yes	No	Remarks
a. Is the subproject area adjacent to or within any of the following environmentally sensitive areas? - Wetlands, Mangrove, Estuarine	-	√	The proposed road is located along an existing laterite road. It does not pass through any environmentally sensitive areas but the middle segment from PK6+000 to PK 8+070 is low lying 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 low lying is constructed of reinforced concrete road.
e. Will the subproject cause deterioration of surface water quality due to silt runoff and sanitary wastes from worker-based camps and chemicals used in construction?	-	√	There are no permanent waterways crossing the road and only two creeks with box culverts.
f. Will the subproject cause increased air pollution due to the subproject construction and operation?	-	√	Temporary impacts during construction and only minor in nature.
g. Will the subproject cause noise and vibration due to project construction or operation?	-	√	It is not anticipated to use this equipment
h. Will the subproject have poor sanitation and solid waste disposal in construction camps and work sites, and possible transmission of communicable diseases (such as STI's and HIV/AIDS) from workers to local populations?	-	√	The contractor will be required to ensure that the workers camp is kept clean and sanitary and there will be proper disposal of all domestic waste.
i. Will the subproject create temporary breeding habitats for diseases such as those transmitted by mosquitoes and rodents?	-	√	The contractor will be required to ensure that the workers camp is kept clean and sanitary and there will proposer disposal of domestic waste.
j. Will the subproject result in a large population influx during project construction and operation that causes increased burden on social infrastructure and services (such as water supply and sanitation systems)?	-	√	Not anticipated. The contractor will be required to recruit unskilled labour from surrounding communities and not import unskilled labour from other areas.
k. Will the subproject risks and vulnerabilities relate to occupational health and safety due to physical, chemical, biological, and radiological hazards during project construction and operation?	-	√	None of these impacts are anticipated.
l. Will the subproject risks relate to community health and safety due to the transport, storage, and use and/or disposal of materials such as explosives, fuel and other chemicals during construction and operation?	-	√	The subproject will not require the use of explosives and there will be proper arrangements for the storage and spreading of bitumen materials.
m. Will the subproject pose community safety risks due to both accidental and natural causes, especially where the structural elements or components of the project are accessible to members of the affected community or where their failure could result in injury to the community throughout project construction, operation and decommissioning?	-	√	The contractor will be required to ensure that appropriate signage and safety barriers are erected to prevent the risk of accidents.
n. Will the subproject generate solid waste and/or hazardous waste?	-	√	There will be no hazardous waste generated and sold waste will be disposed of properly. .

Environmental Safeguards	Yes	No	Remarks
o. Will the subproject use any chemicals?	-	√	The subproject will require the use of bitumen that will be stored and handled appropriately.
p. Will the subproject generate wastewater during construction or operation?	-	√	No wastewater will be generated by the subproject.
q. Will the subproject risk of landmines/UXO?	-	√	No UXO materials have been reported in the area.
r. Will the subproject risk of CoVID-19 pandemic and HIV/AIDS?	-	√	The contractor will be required to ensure that health protocols are applied and the workers have only formal interaction with local residents.
s. Will the subproject be located in a flooded area?	-	√	Not applicable
t. Will the subproject have any adverse impact on the livelihoods of APs through the loss of land or other productive assets.	-	√	Road will be constructed within the existing alignment and will not require any additional land and will have only very minor impacts on some trees and fences that may need to be removed or relocated.
If the answer to any of the questions in this section is YES, an Environmental Impact Assessment which includes an Environmental Management Plan and an Environmental Monitoring Plan needs to be prepared and attached.			

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

Date: 17th April 2023
Responsible Officer
KCH Provincial Project Manager
Signature ជិន រដ្ឋា
Mr. Chin Rotha

Annex 5: Environment and Social Impact Analysis (ESIA)

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

Annex 6: Preliminary Climate Risk Screening Checklist

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

Options for answers and corresponding score are provided below:

Response	Score
Not Likely	0
Likely	1
Very Likely	2

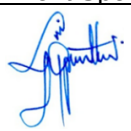
Responses when added that provide a score of zero (0) will be considered low risk subproject. If adding all responses will result to a score of 1–4 and that no score of 2 and 1 were given to any single response, the subproject will be assigned a medium risk category. A total score of 5 or more (which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

Result of Initial Screening: LOW

Other Comments:

Prepared by: Chhay Samnang

Position: Environment Specialist

Signature: 

Date: 7th April 2023

SEEN AND AGREED BY: Mr. Chin Rotha

Position: PIU Manager

Signature ជិន រដ្ឋា

Date: 17th April 2023

Annex 7: Land acquisition and resettlement screening checklist

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land				
1. Will there be land acquisition?	-	√	-	The road upgrading will be performed within the official RoW and there will be no impacts on private land.
2. Is the site for land acquisition known?	-	-	-	No land acquisition is required.
3. Is the ownership status and current usage of land to be acquired known?	-	-	-	No land acquisition is required.
4. Will easement be utilized within an existing Right of Way (ROW)?	√	-	-	The easement will be entirely within the COI for the road which is within the official ROW.
5. Will there be loss of shelter and residential land due to land acquisition?	-	√	-	No impact on residential land or shelter.
6. Will there be loss of agricultural and other productive assets due to land acquisition?	-	√	-	No land acquisition is required.
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?	√	-	-	A total of 176 trees that are growing within the COI (and the ROW) will need to be removed. Some extended roof and movable fences will also have to be move back to their available land.
8. Will there be loss of businesses or enterprises due to land acquisition?	-	√	-	No land acquisition is required.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?	-	√	-	No land acquisition is required.
Involuntary restrictions on land use or on access to legally designated parks and protected areas				
10. Will people lose access to natural resources, communal facilities and services?	-	√	-	There will be no loss of access to natural resources
11. If land use is changed, will it have an adverse impact on social and economic activities?	-	√	-	There will be no changes in land use.
12. Will access to land and resources owned communally or by the state be restricted?	-	√	-	There will no loss of access to land and communally owned resources.
Information on Displaced Persons				
Any estimate of the likely number of persons that will be displaced by the Project? [x] No [ ] Yes If yes, approximately how many? _				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [x] No [ ] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [x] No [ ] Yes				

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

Prepared by: SOK SOPHA

Position: Social specialist

Signature: តែម សុខសាន្ត

Date: 7th April 2023

SEEN AND AGREED BY: Mr. Chin Rotha

Position: PIU Manager

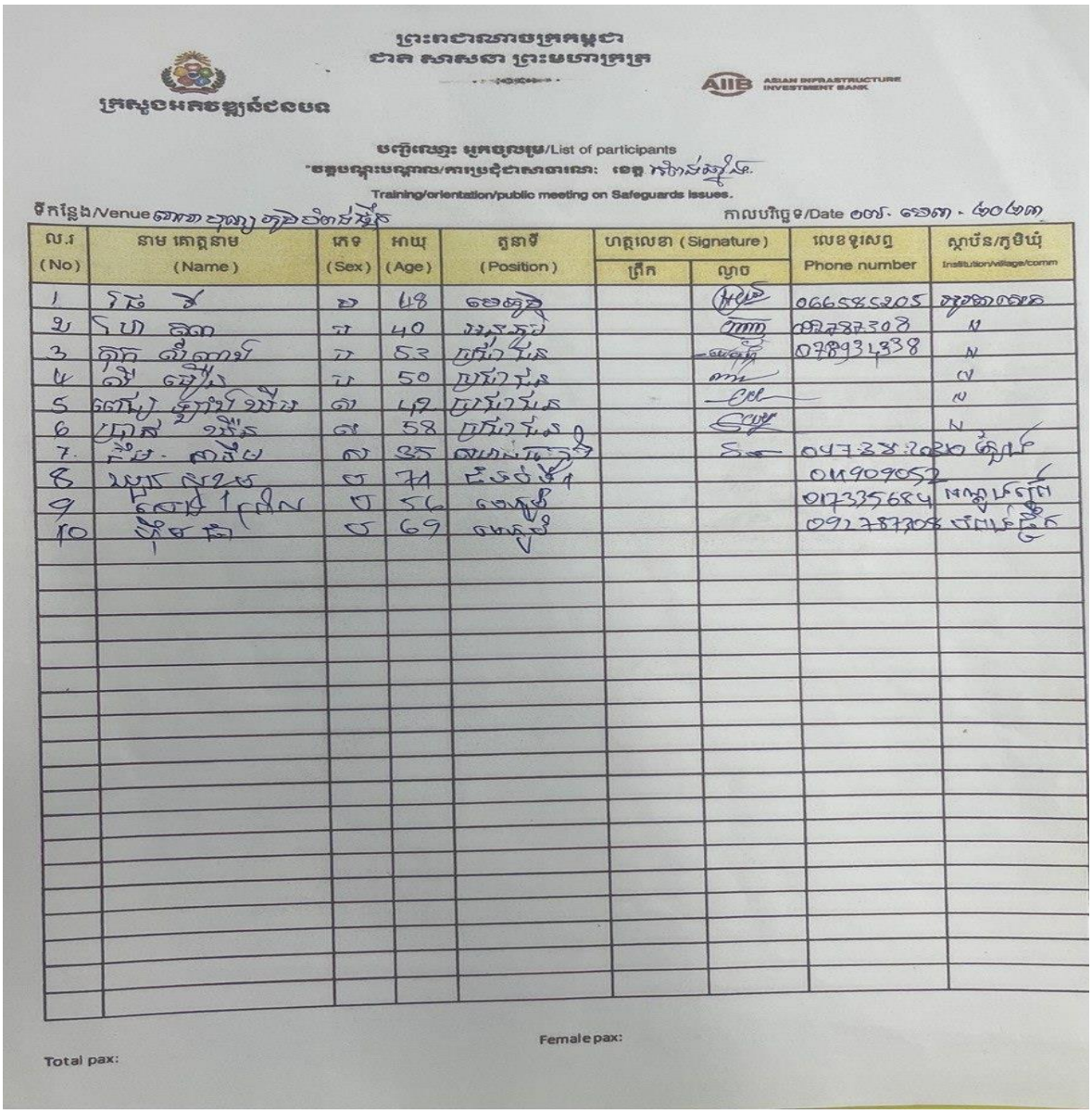
Signature ជិន រដ្ឋា

Date: 17th April 2023

Annex 8: Public consultation meetings

1st public consultation meeting
1. (Local authorities and Social and Environmental team of SP1) Date: 7 April 2023 No of participants: 10 No of women: 3 Meeting chairman: Facilitator: Mr. Sok Sopha, Social Specialist (SP1) Mr. Chhay Samnang, Environmental Specialist (SP1).
Summary of discussions
Understanding and accepting the subproject: - The social and environmental team of SP1 provided a description of the proposed DBST and RC road in Andoung Snay and Kouk Banteay communes with a total length of 8,130 meters (8.13 Km) and with a carriageway width of 6.0 meters and shoulders of one meter on each side making a total width of 8.0 meters. - The local authorities agreed with the proposal to construct the DBST and RC road since this will being benefits to the local residents in travelling to the provincial town and between the villages for going to school and local markets and transporting agricultural products. - They fully supported the proposal to construct the DBST and RC road based on the proposed technical design. The access road from the area that will used to take soil or laterite to construct rural road was identified and agreed by local authorities and project beneficiaries. - It was agreed that the cut-off date would be the 7 April 2023 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 fixed structures within the agreed Corridor of Impact after that date until such time as the civil work was completed.
Impact on individual land: - The local authority verified and confirmed that the proposed DBST and RC road is located along the existing laterite road that has an existing base width of 8.0 meters and the new road will have a width ranging from 6.0 to 18.0 meters (carriageway & shoulder and box culvert locations). The construction of the DBST and RC road will not require any land acquisition along the sides of the road and the official RoW was confirmed as 30 meters. - It was agreed that the Corridor of Impact will include an additional width of one meter on each side of the base width of the road and this land would be used temporarily during the construction period for the movement of equipment and materials.
Subproject management proposed by beneficiaries - The local authorities proposed to form with a management committee to support the road operations and maintenance based on the guidelines of the MRD.

1st public consultation meeting - Participant list



ព្រះរាជាណាចក្រកម្ពុជា
ជាតិ សាសនា ព្រះមហាក្រត្រ

ក្រសួងអតិថិជ្ជន៍ជនបទ

AIIB ASIAN INFRASTRUCTURE INVESTMENT BANK

បញ្ជីឈ្មោះ អ្នកចុលឆ្នោម/List of participants
"ចន្លបណ្ដុះបណ្ដាល/ការប្រជុំជាសាធារណៈ: ខេត្ត កំពង់ឆ្នាំង.
Training/orientation/public meeting on Safeguards issues.

ទីកន្លែង/Venue [illegible] ក្រាលបរិច្ឆេទ/Date [illegible]

ល.រ (No)	នាម គោត្តនាម (Name)	ភេទ (Sex)	អាយុ (Age)	តួនាទី (Position)	ហត្ថលេខា (Signature) ត្រឹក	ហត្ថលេខា (Signature) ស្លាប	លេខទូរសព្ទ Phone number	ស្ថាប័ន/ភូមិឃុំ Institution/village/comm
1	[illegible]	ប	48	[illegible]		[illegible]	066585205	[illegible]
2	[illegible]	ប	40	[illegible]		[illegible]	092787308	"
3	[illegible]	ប	53	[illegible]		[illegible]	078934338	"
4	[illegible]	ប	50	[illegible]		[illegible]		"
5	[illegible]	ស	42	[illegible]		[illegible]		"
6	[illegible]	ស	58	[illegible]		[illegible]		"
7	[illegible]	ស	35	[illegible]		[illegible]	047 38 [illegible]	[illegible]
8	[illegible]	ប	71	[illegible]			011909052	
9	[illegible]	ប	56	[illegible]			017335684	[illegible]
10	[illegible]	ប	69	[illegible]			092787308	[illegible]

Total pax:

Female pax:

Public consultation meeting - Photos

2st public consultation meeting
1. The meeting were carried out in Andoung Snay commune Date: 17 April 2023 No of participants: 37 No of women: 23 Meeting chairman: Mr. Liv Neur, PIU Representative Facilitator: Mr. Sok Sopha, Social Specialist (SP1) Mr. Chhay Samnang, Environmental Specialist (SP1).
Summary of discussions
Understanding and accepting the subproject: - Mr. Liv Neur, the office deputy chief (representative) PDRD, Kampong Chhnang provided background information and technical aspect on the selected road by upgrading from laterite to DBST, which this road is located in Andoung Snay and Kouk Banteay communes. He also explained that this road upgrade is financed by AIIB as a loan to the Government of the Kingdom of Cambodia and MRD is the Executing Agency (EA), while the PDRD is the Project Implementation Unit (PIU). - The local authorities and subproject beneficiaries understood clearly the proposed technical design of the proposed of DBST road subproject with 8,130 meters (8.13 Km) with the design width that ranges from 8.0 meters to 18.0 meters. - All participants had shown their supports and provided their no objection to this road rehabilitation and agreed that the subproject will provide benefits to them for travelling to school, going from rice farming to home and bringing rice production from field to home or to the market and connecting to main road, which will bring more agricultural traders/buyers come to their villages/communes to buy their agricultural products (mostly paddy rice) at a higher price. - The Project Information Booklet (PIB) was circulated to all participants and there was an explanation of the GRM and the contact persons.
Impact on individual land: - The local authority and the Project beneficiaries all confirmed that the proposed location for the subproject is correct and it is located within the alignment of the road with 8.0 to 18.0 meters base-width and aside from one short section this is greater than the existing 8.0 meters base-width. - They confirmed that the road construction will not require any land acquisition on either side of the road and the villagers who are using the land along the existing road agreed that the DBST road will be constructed within the road Right of Way (RoW) so there will be no impact to any private property, but some small trees and shrubs may need to be removed. - The participants insisted to have this road rehabilitated as soon as possible since the road now is in a very bad conditions which is dusty in the dry season and very slippery during the rainy season making it's hard to travel the entire year. - The sooner the road is improved the public utilities such electricity, water supply and mobile phone/internet connection will also automatically connect to these villages making villagers can access to those utilities and maximize their access to agricultural market.
Field validation: - The local authorities, project beneficiaries and likely affected people were well informed about the process of the Inventory of Loss and the donation of the affected assets such as trees, fences, extended roofs/awning. There will be one-on-one consultation and the measurement of each and every likely affected assets and voluntary donations will be obtained in the form of written agreement. - The local authorities together with the Project beneficiaries inspected the site for the DBST road and reconfirmed that it is located within the existing road alignment and there will no adverse impact or any negative impacts on the environment, livelihood and restriction to access to their properties. They fully aware that there will be some minor temporary impacts or disruption to the use of their land within the RoW during the construction but there will be no land acquisition required. - The public consultations also discuss with the local authorities and reminded the villagers about the cut-off date that had been set during the 1st public consultation meeting on 7 April 2023 and that no new crops should be planted or other assets built within the CoI prior to the commencement of the civil work. All villagers have confirmed and giving their consent by raising their hand to this during the consultation meetings. - No indigenous and ethnic minority people residing in the villages and communes or even nearby these villages. This is confirmed by both of local authorities and the participants during the public meetings. - It was confirmed that the existing laterite road is in poor condition and is difficult to travel during the wet season and creates a lot of dust during the dry season which adversely affects their respiratory health. - They agreed that there may be some minor temporary impacts during the construction but they expected to have the improved road.
Regulations for the subproject - Based on the discussion during the meeting, the local authorities and project beneficiaries agreed that they expected the MRD to ensure that there was a continuing maintenance program for the road to ensure that it remains in good condition for long term use. - At the end of the consultation meeting (the same day), the local authorities and Project beneficiaries agreed with the identified subproject and they wished to use the proposed road as soon as possible. - Since there will have been a long interval between the 1st public consultation meeting and the award of the contract it was proposed that there will be a further public consultation meeting conducted with the beneficiaries prior to the start of the civil work to ensure that there is a clear understanding of the GRM.

2nd Public consultation meeting - participant lists

ព្រះពុទ្ធសាសនាចក្រកម្ពុជា
ជាតិ សាសនា ព្រះមហាក្សត្រ

ក្រសួងអភិវឌ្ឍន៍ជនបទ

ASIAN INFRASTRUCTURE INVESTMENT BANK

បញ្ជីឈ្មោះ អ្នកចូលរួម/List of participants
*ខេត្ត/ក្រុង/ស្រុក/ការិយាល័យ: ខេត្ត កំពង់ឆ្នាំង

Training/orientation/public meeting on Safeguards issues.

ទីកន្លែង/Venue

កាលបរិច្ឆេទ/Date

ល.រ (No)	នាម គោត្តនាម (Name)	ភេទ (Sex)	អាយុ (Age)	តួនាទី (Position)	ហត្ថលេខា (Signature) ព្រឹក	ល្ងាច	លេខទូរស័ព្ទ Phone number	ស្ថាប័ន/ភូមិឃុំ Institution/village/comm
1	ស៊ឹម ភល្លី	ប	54	អភិបាលរងស្រុក			012423444	ស្នាក់ការស្រុកទន្លេ
2	[illegible]	ប	71	ជំនួយការ			011909052	ឃុំកណ្តាលពាមរក៍
3	ណៃ ស្រុង	ប	41	ប្រធានការិយាល័យ			089689606	ស្នាក់ការស្រុកទន្លេ
4	[illegible]	ស		[illegible]				[illegible]
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8	[illegible]	ប	40	[illegible]			092387308	[illegible]
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Total pax:

Female pax:

ព្រះពុទ្ធសាសនាចក្រកម្ពុជា
ជាតិ សាសនា ព្រះមហាក្សត្រ

ក្រសួងអភិវឌ្ឍន៍ជនបទ

ASIAN INFRASTRUCTURE INVESTMENT BANK

បញ្ជីឈ្មោះ អ្នកចូលរួម/List of participants
*ខេត្ត/ក្រុង/ស្រុក/ការិយាល័យ: ខេត្ត កំពង់ឆ្នាំង

Training/orientation/public meeting on Safeguards issues.

ទីកន្លែង/Venue

កាលបរិច្ឆេទ/Date

ល.រ (No)	នាម គោត្តនាម (Name)	ភេទ (Sex)	អាយុ (Age)	តួនាទី (Position)	ហត្ថលេខា (Signature) ព្រឹក	ល្ងាច	លេខទូរស័ព្ទ Phone number	ស្ថាប័ន/ភូមិឃុំ Institution/village/comm
1	[illegible]	ស	53	អភិបាលរង				
2	[illegible]	ស	39	ប្រធានការិយាល័យ				
3	[illegible]	ស	68	ប្រធានការិយាល័យ				
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5	[illegible]	ប	60	ប្រធានការិយាល័យ				
6	[illegible]	ស	69	ប្រធានការិយាល័យ				
7	[illegible]	ស	49	ប្រធានការិយាល័យ				
8	[illegible]	ស	552	ប្រធានការិយាល័យ				
9	[illegible]	ស	74	ប្រធានការិយាល័យ				
10	[illegible]	ស	52	ប្រធានការិយាល័យ				
11	[illegible]	ស	37	"				
12	[illegible]	ស	52	"				
13	[illegible]	ស	49	"				
14	[illegible]	ស	87	"				
15	[illegible]	ស	36	"				
16	[illegible]	ស	57	"				
17	[illegible]	ស	86	"				
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21	[illegible]	ស	53	"				
22	[illegible]	ស	49	"				
23	[illegible]	ប	67	[illegible]			017335684	
24	[illegible]	ប	44	[illegible]			089689606	
25	[illegible]	ស	56	[illegible]				
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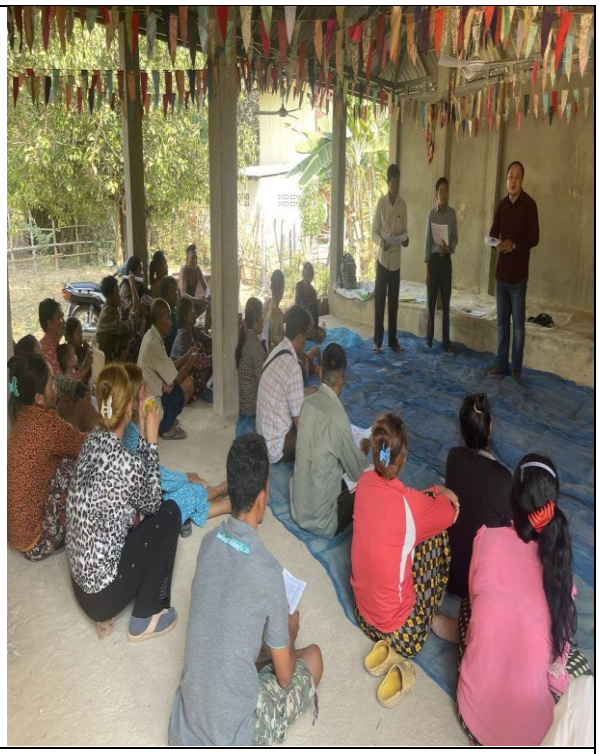
27	[illegible]	ប	71	"				

Total pax:

Female pax:

2nd Public consultation meeting - Photos



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

Kingdom of Cambodia
Nation Religion King
(i)

CLTF for Affected Property for NRRPCP

We, the donators:
Name _____ Gender _____ Age _____ Occupation _____

Spouse _____ Gender _____ Age _____ Occupation _____

Village _____ Commune _____District _____ Province _____

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

Commune/Sangkat _____ District/municipality _____ Province _____

For the NRRPCP subproject
_____

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

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

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

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

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

Witnesses No.3:_____
Name and thumb print

Date: _____ day_____ month _____ year Date: _____day_____month_____year

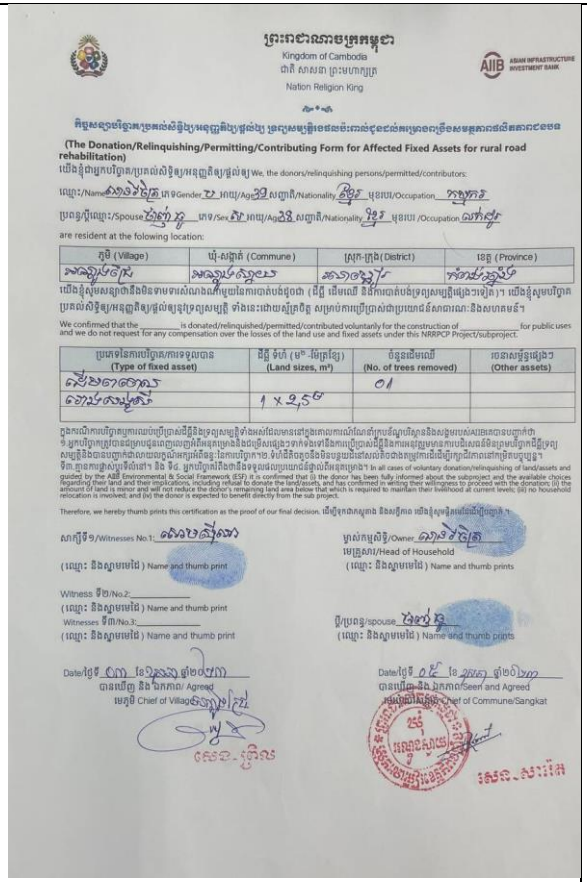
Seen and Agreed, Chief of village

_____
Name and thumb print

Seen and Agreed, Chief of Commune

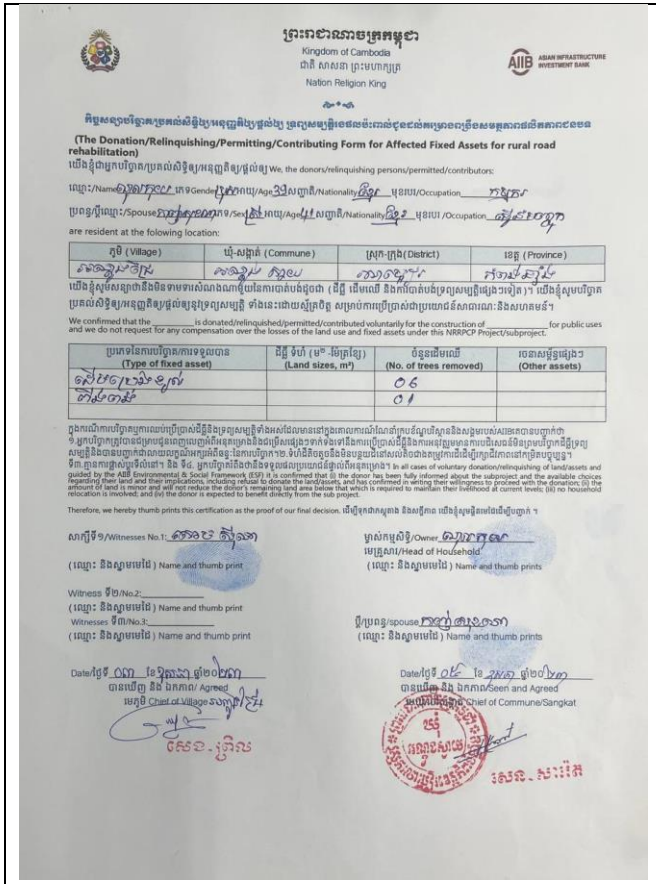
_____
Name and thumb print

AP1

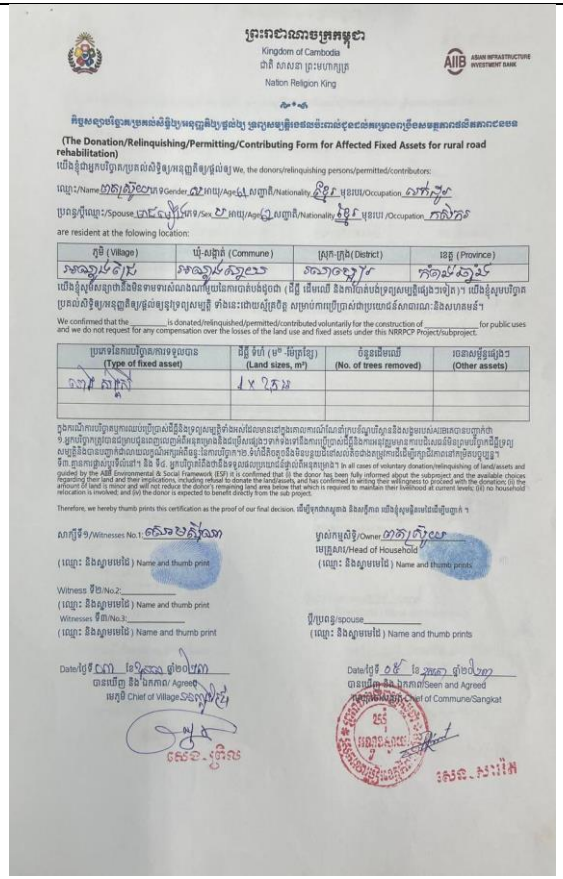


AP2

AP3

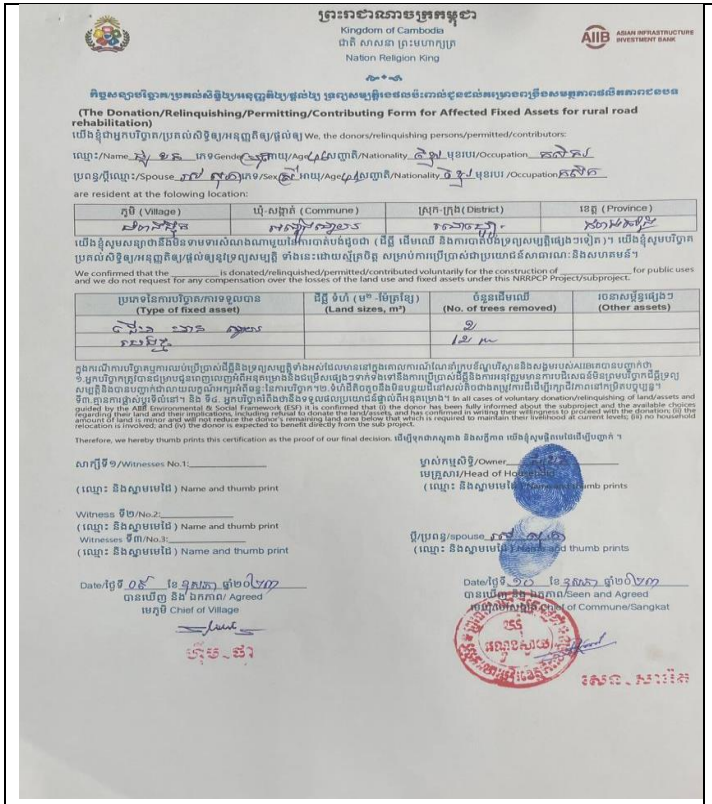


AP4

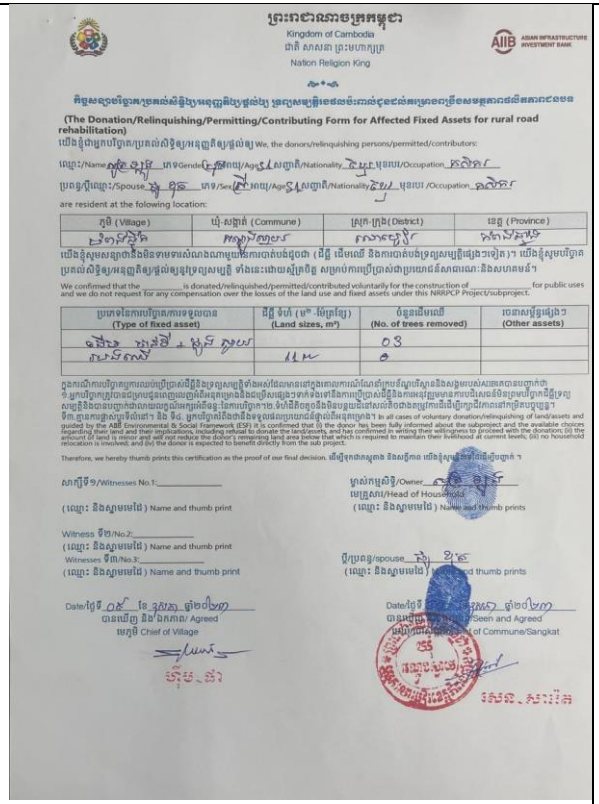


AP5

AP6



AP7



AP8

AP9

ព្រះរាជាណាចក្រកម្ពុជា
Kingdom of Cambodia
ជាតិ សាសនា ព្រះមហាក្សត្រ
Nation Religion King

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

AP10

ព្រះរាជាណាចក្រកម្ពុជា
Kingdom of Cambodia
ជាតិ សាសនា ព្រះមហាក្សត្រ
Nation Religion King

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

AP11

ព្រះរាជាណាចក្រកម្ពុជា
Kingdom of Cambodia
ជាតិ សាសនា ព្រះមហាក្សត្រ
Nation Religion King

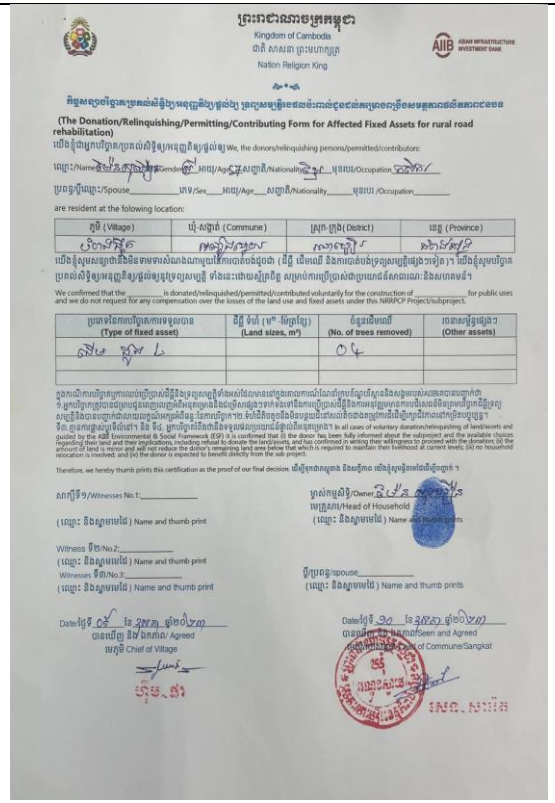
(The Donation/Relinquishing/Permitting/Contributing Form for Affected Fixed Assets for rural road rehabilitation)

AP12

AP13

AP14

AP15



AP16

AP17

AP18

AP19

AP20

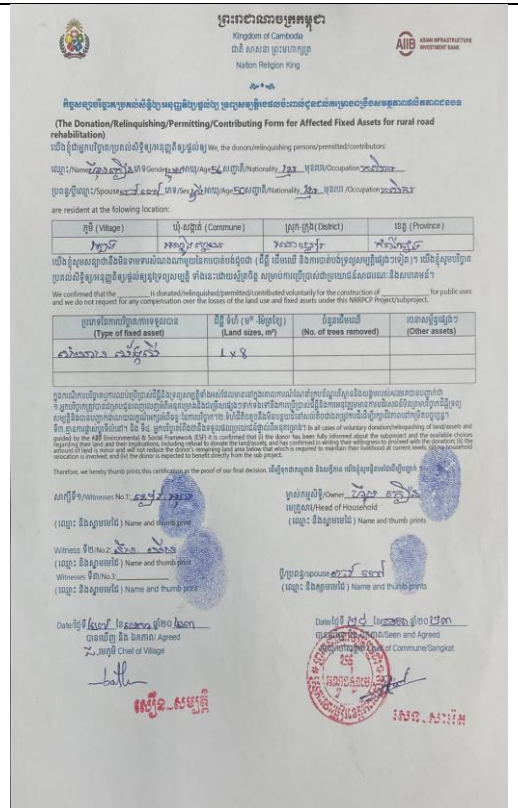
AP21

AP22

AP23

AP24

AP25



AP26

Annex 10: Inventory of Loss (IoL)

No.	Chainage/station		User/Owner	FHHHs (Y/N)	Disability (Y/N)	Headed by eldery(Y/N)	Poor 1 and Poor 2 (Y/N)	Household Members		Monthly income (KHR)		Provate Land (outside ROW)	Affected Land (%)	Affected Assets Identified			
														Affected struture		Type of Trees	No. of trees
	PK.start	Direction						Total	Working	Total	Per Person			Type	Area (m^2)		
1	PK 0+90	L	Dok Poy	N	N	N	N	4	0	300,000	75,000.00	-	-	-	-	Trarch & Kngaok	3
2	PK 1+100	L	Torn Vichet	N	N	N	N	5	0	400,000	80,000.00	-	-	Extended zinc roof	2.5	Popel	1
3	PK 1+110	L	Thanh Thy	N	N	N	N	3	0	300,000	100,000.00	-	-	-	-	Pring Bay	1
4	PK 1+120	L	Nol Koy	N	N	N	N	5	0	500,000	100,000.00	-	-	-	-	Liniment & Pingpong	7
5	PK 1+130	L	Thanh Porse	N	N	N	N	5	0	500,000	100,000.00	-	-	-	-	Mango & Khob	2
6	PK 1+140	L	Pot Sroy	N	N	N	N	5	0	800,000	160,000.00	-	-	Extended zinc roof	2.5	-	-
7	PK 2+700	L	Phorn Sokea	N	N	N	N	4	0	900,000	225,000.00	-	-	Extended zinc roof	5.5	Popel	2
8	PK 2+705	L	Tok Samneang	N	N	N	N	5	0	300,000	60,000.00	-	-	-	-	Pring, Pople, Tbeng & Acacia	8
9	PK 0+50	R	Him Koeun	N	N	N	N	2	0	600,000	300,000.00	-	-	Extended zinc roof	8	-	-
10	PK 2+100	L	Vong Tith	N	N	N	N	5	2	1,400,000	280,000.00	-	-	Wooden Fence	31	Kor & Loeng reach	2
11	PK 2+130	L	Thlork Yet	N	N	N	N	3	0	700,000	233,300.00	-	-	wire fence	25	Mango & Jackfruit	2
12	PK 2+160	R	Men Sokoeun	N	N	Y	N	5	0	500,000	100,000.00	-	-	-	-	Coconut	4
13	PK 2+160	L	Pho Sam Oun	N	N	N	N	5	0	800,000	160,000.00	-	-	-	-	Ampil Teuk	1
14	PK 2+680	L	Nem Sonim	N	N	N	N	4	0	1,200,000	300,000.00	-	-	Wooden Fence and	16	Thnong & Leab	2
15	PK 2+700	R	Ny Korn	N	N	N	N	3	0	900,000	300,000.00	-	-	Zinc stall	2 x 6	Pingpong	1
16	PK 2+800	R	Pho Korn	N	N	N	N	5	0	600,000	120,000.00	-	-	stone fence	12	Mango & Longan	2
17	PK 2+ 900	L	Pang Biet Eav	N	N	N	N	2	2	2,000,000	1,000,000.00	-	-	wire fence	24.3	-	-
18	PK 3+000	L	Sot Loung	N	N	N	N	4	0	600,000	150,000.00	-	-	wooden fence	11	Coconut & mango	2
19	PK 3+ 350	L	Pho Chhunly	N	N	N	N	4	0	600,000	150,000.00	-	-	wooden fence	18	Mango & Thnong	2
20	PK 3+ 350	R	Yan Yav	N	N	N	N	5	0	600,000	120,000.00	-	-	-	-	Trarch, Popel & Chanty	4
21	PK 4+100	L	Hou Samoeun	N	N	N	N	3	0	600,000	200,000.00	-	-	Extended zinc roof	3	Palm	1
22	PK 4+100	L	Hou Saroth	N	N	N	N	4	0	1,200,000	300,000.00	-	-	Extended zinc roof	6	Tamarind	1
23	PK 4+500	L	Proeung Sarorn	N	N	N	N	4	0	600,000	150,000.00	-	-	Extended zinc roof	3	Mango	1
24	PK 5+100	L	Proeung Dara	N	N	N	N	5	0	600,000	120,000.00	-	-	Extended zinc roof	3	Dongkieb Ktam	1
25	PK 5+130	L	Sang Sarann	N	N	N	N	3	0	4,500,000	1,500,000.00	-	-	-	-	Thnong	2
26	PK 5+130	R	Nom Bunnay	N	N	N	N	5	0	750,000	150,000.00	-	-	-	-	Acacia & Kor	2

Annex 11: Project Information Booklet

ASIAN INFRASTRUCTURE INVESTMENT BANK

គម្រោង ពង្រឹងសមត្ថភាពផលិតភាពជនបទ

(ក្រោមសម្ភារូបន្ថែស្តារបិតូវីដ១៩)

National Restoration of Rural Productive Capacity (NRRPC) Project

(Under the CoVID-19 Crisis Recovery Facility)

ផ្តល់ហិរញ្ញប្បទានដោយរាជរដ្ឋាភិបាលកម្ពុជាតាមរយៈធនាគារអភិវឌ្ឍន៍ហេដ្ឋារចនាសម្ព័ន្ធអាស៊ី (កូដ៖ 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 រាជរដ្ឋាភិបាលកម្ពុជាបានទទួលកម្ចីពីធនាគារអភិវឌ្ឍន៍ហេដ្ឋារចនាសម្ព័ន្ធអាស៊ីជាហិរញ្ញប្បទាននៃគម្រោងពង្រឹងសមត្ថភាពផលិតភាពជនបទ។ គម្រោងនេះត្រូវបានកំណត់ជាអាទិភាពចម្បងរបស់រាជរដ្ឋាភិបាលដើម្បីឆ្លើយតបទៅនឹងជំងឺកូវីដ-១៩ ហើយជាផ្នែកមួយនៃកម្មវិធីហេដ្ឋារចនាសម្ព័ន្ធជនបទ របស់ ធនាគារ AIIB សម្រាប់ផ្តល់ហិរញ្ញប្បទានក្នុងការឆ្លើយតបទៅនឹងកូវីដ-១៩។ ក្រសួងអភិវឌ្ឍន៍ជនបទជាស្ថាប័នប្រតិបត្តិគម្រោង ជាអ្នកទទួលខុសត្រូវ ដូចជា សម្របសម្រួលគម្រោង រៀបចំផែនការ គ្រប់គ្រងហិរញ្ញវត្ថុ ធ្វើលទ្ធកម្ម ពិនិត្យតាមដាន និងវាយតម្លៃ។ រយៈពេលនៃការអនុវត្តគម្រោង ចាប់ពី ខែកុម្ភៈឆ្នាំ2021 ដល់ខែមិថុនា 2024។

A. Project Background: The Government of the Kingdom of Cambodia (GKC) has received a loan from Asian Infrastructure Investment Bank (AIIB) in the form of a loan to assist in financing the National Restoration of Rural Productive Capacity Project (NRRPCP). This project has been identified as an immediate priority of The Government of the Kingdom of Cambodia (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. 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៖ ការកែលំអផ្លូវតាមលំនាំចាស់ដែលមានប្រវែង ២៣៥គ.ម សំណង់ស្ពានចាស់ ប្រព័ន្ធបង្ហូរទឹកដែលទ្រុឌទ្រោម និងកែលំអរដើម្បីឲ្យកាន់តែងាយស្រួលក្នុងការធ្វើដំណើរទៅផ្សារ សាលារៀន មណ្ឌលសុខភាព និងស្របតាមគោលនយោបាយនៃការអភិវឌ្ឍប្រកបដោយចីរភាពដោយបង្កើតតំបន់ជនបទនឹង ទីប្រជុំជន នៅតាមរាជធានី-ខេត្ត ព្រមទាំងបន្សាំទៅនឹងបម្រែបម្រួលអាកាសធាតុ។ មានការកែលំអដោយប្រើបច្ចេកទេសថ្មី ដូចជាការដាំរុក្ខជាតិបៃតង តាមជម្រាលផ្លូវរួមរស់ជាមួយនឹងការប្រើសម្ភារៈក្នុងមូលដ្ឋាន ដើម្បីផ្តល់សុវត្ថិភាពជូនដល់អ្នកថ្មើជើង និងអ្នកជិះកង់ ព្រមទាំងលើកកម្ពស់សុវត្ថិភាពផ្លូវជនបទ។

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

ក.២ ផ្នែកទឹកស្អាត សំអាត និងអនាម័យជនបទ

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

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

ខ.យន្តការដោះស្រាយបណ្តឹង

យន្តការដោះស្រាយបណ្តឹងត្រូវបានបង្កើតតាមខេត្តនីមួយៗ ដើម្បីដោះស្រាយបណ្តឹងតវ៉ាស្របតាមគោលនយោបាយកិច្ចការពារសុវត្ថិភាពបរិស្ថាននិងសង្គមរបស់ធនាគារអភិវឌ្ឍន៍ហេដ្ឋារចនាសម្ព័ន្ធអាស៊ី។ ប្រជាពលរដ្ឋក្នុងសហគមន៍ អាចចូលមើលយន្តការដោះស្រាយបណ្តឹង និងបង្ហាញជាកង្វល់នៃផលប៉ះពាល់នានាបានតួយ៉ាងក្រុមជនងាយរងគ្រោះ ដែលមានស្ត្រី និងយុវជនជាដើម។ ក្នុងនោះ ការទទួលពាក្យបណ្តឹងអាចធ្វើបានតាមរយៈការជូបផ្ទាល់ ការធ្វើលិខិតជាលាយលក្ខណ៍អក្សរនិងតាមរយៈទូរស័ព្ទឬអ៊ីម៉ែល។ នីតិវិធីបណ្តឹងតវ៉ា នឹងស្រាយបំភ្លឺឲ្យបានកាន់តែច្បាស់នៅក្នុងក្របខណ្ឌផែនការ គ្រប់គ្រងបរិស្ថាននិងសង្គមដែលមាន ៤ ជំណាក់កាលដូចជា៖

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៖

គ្រួសាររងផលប៉ះពាល់អាចដាក់ពាក្យបណ្តឹងឬប្តឹងផ្តាល់មាត់ ឬដាក់លិខិតជាលាយលក្ខណ៍អក្សរទៅកាន់មេភូមិនិងមេឃុំ។ អ្នកទទួលពាក្យបណ្តឹងនឹងកត់ត្រាបញ្ជាក់ពីសេចក្តី និងដើមហេតុនៃពាក្យបណ្តឹង។ ដោយឡែកបើស្ថិតក្នុង អំឡុងពេល១៥ថ្ងៃ ម្ចាស់បណ្តឹងមិនបានទទួលដំណឹងពីអ្នកទទួលពាក្យបណ្តឹងឬមិនពេញចិត្តនឹងដំណោះស្រាយ នោះម្ចាស់បណ្តឹងអាចនាំយកពាក្យបណ្តឹងរបស់ខ្លួនទៅការិយាល័យថ្នាក់ស្រុក។

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

ដំណាក់កាលទី២៖ ការិយាល័យស្រុកនឹងដោះស្រាយពាក្យបណ្តឹងក្នុងរយៈពេល ១៥ ថ្ងៃ ជូនម្ចាស់បណ្តឹង។ បើសិនជាបណ្តឹងរបស់លោកអ្នកនៅតែមិនបានដោះស្រាយនៅដំណាក់កាលនេះទេ ការិយាល័យស្រុកនឹងបញ្ជូនពាក្យបណ្តឹងទៅអនុគណៈកម្មការបណ្តឹងតវ៉ា ខេត្ត ជាអ្នកដោះស្រាយបន្ត។

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

ដំណាក់កាលទី៣៖

អនុគណៈកម្មការបណ្តឹងតវ៉ាខេត្ត នឹងជួបជាមួយម្ចាស់បណ្តឹងហើយដោះស្រាយបណ្តឹង។ បន្ទាប់មកអនុគណៈកម្មការខេត្តស្នើឲ្យពិនិត្យឡើងវិញ និងវាស់វែងលំអិត តាមរយៈក្រុមការងារភូមិបាលស្រុក។ ក្នុងរយៈពេល ៣០ថ្ងៃ នៃការដាក់ពាក្យបណ្តឹងអនុគណៈកម្មការបណ្តឹងតវ៉ាខេត្ត ត្រូវសម្រេចជាលាយលក្ខណ៍អក្សរួចដាក់ជូនទៅសមាជិកអនុគណៈកម្មការខេត្ត ក៏ដូចក្រសួងអភិវឌ្ឍន៍ជនបទ និងគ្រួសាររងផលប៉ះពាល់/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៖

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

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

ប្រសិនបើលោកអ្នកមានមន្ទិលកង្វល់ ការបញ្ចេញមតិ ការព្រួយបារម្ភឬបណ្តឹងតវ៉ាទាក់ទងទៅនឹងហេតុផលប៉ះពាល់ជាអវិជ្ជមានរបស់គម្រោងទៅលើបរិស្ថាន ទ្រព្យសម្បត្តិ និងជនជាតិដើមភាគតិចព្រមទាំងអំពើហិង្សាទាក់ទងនឹងយេនឌ័រ/ការបៀតបៀនផ្លូវភេទនៃការអនុវត្តគម្រោង។ សូមមេត្តាទាក់ទងតាមរយៈ៖

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

- មន្ត្រីទទួលបណ្តឹងថ្នាក់មូលដ្ឋាន:

ឃុំ គោកបន្ទាយ សោម ប៊ុនរ៉ែត

ទូរស័ព្ទ :+855 97 93 57 342

ឃុំ អណ្តូងស្នាយ សេន សារ៉ែត

ទូរស័ព្ទ :+855 11 32 82 22

អង្គភាពអនុវត្តគម្រោងកំពង់ឆ្នាំង PIU:

លោក ជិន រដ្ឋា

ទូរស័ព្ទ : +855 012 84 40 67

E-mail: rotha1974@gmail.com

- អង្គភាពគ្រប់គ្រងគម្រោង PMU:

លោកស្រី ចេង ម៉ារ៉ាឌី

ទូរស័ព្ទ: +855 66 93 53 63

តេឡេក្រាម/Telegram: +855 10 227091

Facebook:**https://www.facebook.com/National-Restoration-of-Rural-Productive-Capacity-Project-103071342356669/**

E-mail:chengmarady123@gmail.com

Annex 12: Environmental and Social Code of Practice

Potential impacts and issues	Nature of Impacts	*Significance	Duration	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
Design and Pre-construction							
The subproject is impacted by future climate change	Increased temperatures may lead to increased/weather resilience (WR), affecting Double Bituminous Surface Treatment (DBST) and Reinforced Concrete (RC) roads infrastructures. Increased rainfall may cause flooding and emerging road infrastructures and damaged them.	D3	Long-term	Alternative designs for Double Bituminous Surface Treatment (DBST) and Reinforced Concrete Roads will incorporate all relevant recommendations, specifications and guidelines to tailor the type of DBST and RC roads.	Included in the program cost	Contractor/ subcontractors' Social and Environmental Safeguards	Local authorities-village/commune/district PIU and PMU
Grievance Redress Mechanism (GRM)	Local authority through its existing commune/Sangkat complaint mechanism with transparent box. MRD/EA schedules to train PIU and confirms the GRM in each subproject province.	D1	Short-term	Immediate action for any complaint regarding road infrastructure upgrading and community ponds	Includes in the program cost	Likely affected person/private donator from infrastructure improvement	Local authorities-village/commune/district, PIU and PMU
Incorporate environmental and social management into contract documents/bidding	Environmental measures in this EMP or Environmental Code of Practice need to be binding so that they will be fully implemented	D3	At tendering	Contract documents: Preparation of the environment section in the ToR for bidders and environmental contract clauses for contractors comprising the special conditions for the protection of soil, water & air resources.	Design cost	Design consultants/EAs	Local authorities-village/commune/district, PIU and PMU
Loss of roadside trees	Fruit trees and other commercial timbers usually planting/growing along the road sides	D2	Medium term	Tree clearing should be avoided as much as possible, and if unavoidable, the damaged trees need to be replaced by re-planting new road side trees. Incorporate replacing damages in project costs Consult communities in project design and public awareness.	Included in the program cost	Contractor/ subcontractors' Social and Environmental Safeguards	Local authorities-village/commune/district, PIU and PMU
Loss of natural trees /protected area for borrow	If the designated borrow pit is on protected area/natural trees	D2	Medium term	Develop alternative uses for borrow pit areas where is not negative impact on livelihood	Included in the program cost	Contractor/ subcontractors' Social and	Local authorities-village/commune/district, PIU and PMU

Potential impacts and issues	Nature of Impacts	*Significance	Duration	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
pits				and protected areas Incorporation of replacing damages during project design.		Environmental Safeguards	
Loss of agricultural land for borrow pits	If the designated borrow pit is on agricultural land (fertilizer)	D2	Medium term	Develop alternative uses for borrow pit areas where is not negative impact on livelihood and protected areas. Incorporation of replacing damages during project design.	Included in the program cost	Contractor/ subcontractors' Social and Environmental Safeguards	Local authorities-village/commune/district, PIU and PMU
Landmines and UXO	Project works will take place in areas that are already well trafficked. Thus, it is not likely to have a significant landmines/UXO risk. Pailin and Koh Kong target subprojects provinces will conduct public consultations/field assessment about the landmines/UXO risk at the proposed subproject site. However, a borrow pit site is unknown yet that it could be harmful on landmines/UXO?	D3	Medium term	-Subprojects will rehabilitate on the existing roads without widening. Nevertheless, risks remain since there may be deep seated mines that could be exploded by heavy construction equipment, for instance Pailin and Koh Kong provinces, hence consultative meetings with local communities are necessary to know clearly where there are risks of landmines or UXO. Unsafe areas should be cleared before project implementation.	Included in the program cost	Contractor/ subcontractors' Social and Environmental Safeguards	Local authorities-village/commune/district, PIU and PMU
Funeral areas	Earthen tomb/stupa in pagoda/common place were located near/vicinity of the sub project especially community ponds	D3	Long Term	Avoiding or reducing the impacts by Preventing/built embankment of water catchment into community pond.	Included in the program cost	Contractor/ subcontractors' Social and Environmental Safeguards	Local authorities-village/commune/district, PIU and PMU
Resettlement/ Land Acquisition	Private assets including land and economic trees	D3	Long Term	Included in Resettlement Plan-if any.	Included in the program cost	Contractor/ subcontractors' Social and GDR	Local authorities-village/commune/district, PIU and PMU
Construction Phase							
Air pollution, land and water contamination,	Double Bituminous Surface Treatment (DBST) production, and application	D2	Short-term	- Piles of aggregates at sites should be used/or removed promptly, or covered and placed in non-traffic areas	Included in the program cost	Contractor/ subcontractors' Social and Environmental	Local authorities-village/commune/district, PIU and PMU

Potential impacts and issues	Nature of Impacts	*Significance	Duration	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
and traffic & access problems,				- Stored DBST materials well away from all human activity and settlements, and cultural (e.g., schools, hospitals), and ecological receptors. Bitumen production and handling areas should be isolated. - Contractors must be well trained and experienced with the production, handling, and application of bitumen. - All spills should be clean immediately and handled as per hazardous waste management plan, and according to Government regulations. - Bitumen should only be spread on designated road beds, not on other land, near or in any surface waters, or near any human activities. -Bitumen should not be used as a fuel.		Safeguards	
Dust generation	Dust caused by the transportation of construction materials and goods (contractors and/or commuters/passengers/ drivers operators)	D2	Short-term	The contractor/sub-contractor will be: • 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 the notice on the construction works and the speed limit	Included in the program cost	Contractor/ subcontractors' Social and Environmental Safeguards	Local authorities-village/commune/district, PIU and PMU

Potential impacts and issues	Nature of Impacts	*Significance	Duration	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
				sign in these areas. • Trucks carrying dry construction materials such as earth; aggregate will be covered with tarpaulins or other suitable cover.			
Noise and vibration	Noise caused by the concentration of machinery working in one area, plus haulage vehicles, can cause a range of impacts from nuisance to health problems. Noise near schools, health centres, and pagoda can disrupt services.	D2	Short-term	• Construction after 6pm within 300m of residences shall be strictly prohibited. • During daytime construction, the contractor will ensure that: Temporary anti-noise barriers will be installed to shield sensitive receptors (if any) within 50m of the construction site.	Included in the program cost	Contractor/ subcontractors' Social and Environmental Safeguards	Local authorities-village/commune/district, PIU and PMU secretariat
Generation of solid and liquid waste	The solid wastes are caused mainly from/by camp sites, kitchen, human waste, and debris of construction materials.	D2	Short-term	• Manage general solid and liquid waste from construction in line with Government regulations, and will cover, collection, handling, transport, recycling, and disposal of waste created from construction activities and worker force. • Make clear arrangements for storage and transportation of all hazardous and non-hazardous waste to an 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.	Included in the program cost	Contractor/ subcontractors' Social and Environmental Safeguards	Local authorities-village/commune/district, PIU and PMU

Potential impacts and issues	Nature of Impacts	*Significance	Duration	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
				• Prohibit burning of waste at all times; • Provide all vehicles/drivers with plastic bags for waste collection and prevent any unauthorized waste disposal with particular attention paid to prevention of waste entering water ways including drainage ditches • Provide a schedule of solid and liquid waste pickup and disposal must be established and followed that ensures construction sites are as clean as possible. • All spills must be cleaned up completely with all contaminated soil removed.			
Traffic management	Traffic congestion occurs during civil work implementation such as materials stockpiling, reinforcement and concrete casting activities.	D2	Short-term	The contractor/subcontractor should formulate Traffic Management Plan. This should include the following: • oriented their drivers or equipment operators to comply with the required speed limit. • Driving at low speeds, especially in populated areas-market, school, hospital... • Keeping the roadway or bypass accessible to commuters to avoid traffic jams and follow lance. • Parking at designated areas. • The contractor/sub-contractor should employ flag persons to manage the traffic and closely coordinate	Included in the construction cost	Contractor/ subcontractors' Social and Environmental Safeguards	Local authorities-village/commune/district, PIU and PMU

Potential impacts and issues	Nature of Impacts	*Significance	Duration	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
				with local authorities for traffic management. • providing traffic sign at construction sites.			
Community Environmental Health and Safety (EHS)	Causing by construction plant and equipment operations during civil work implementations	D2	Short-term	• The contractor should prepare a Community Environmental Health and Safety Plan which should be developed in consultation with affected communities and local authorities/PIU/PMU. • Restrict access to the construction site, barricades, night lighting and signage on open trenches and excavation areas (if any). • Install traffic/warning signs like "safety first, under construction" at the construction area • Keep the roadway or bypass accessible to commuters to avoid traffic jam/congestion • Park at designated area. • Detour road should be provided and accessible to commuters (if any) Workers need to be aware of the following general rules: (i) no alcohol/drugs on-site; (ii) prevent excessive noise; (iii) no illegal activities such as, but not limited to gambling, and hunting farm animals in the area; (iv) trespassing on private/commercial properties adjoining the site is forbidden; (v) no littering	Included in the program cost	Contractor/ subcontractors' Social and Environmental Safeguards	Local authorities-village/commune/district, PIU and PMU

Potential impacts and issues	Nature of Impacts	*Significance	Duration	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
Occupational Environmental Health and Safety (OEHS)	Staff and workers Occupational Environmental Health and Safety during operations of civil works implementations	D2	Short-term	• The occupational safety plan should have provisions on (i) providing personal protective equipment (PPE) like hard hats, safety gloves, ear mufflers to all workers; (ii) providing occupational health and safety training to all workers (i.e. first aid measures, prevention of malaria, diarrhea, HIV/AIDS); • A trained first aid personnel and health facility should be provided on site and in camp site. • Potable water and sanitary facilities should be provided to workers and staff. • The contractor/ subcontractor should incorporate on the health and safety plan the education of workers and staff about sexually transmitted disease (if any).	Included in the program cost	Contractor/ subcontractors' Social and Environmental Safeguards	Local authorities-village/commune/district, PIU and PMU
Generation of employment	Skilled/Unskilled workers are needed/created during the lifespan of civil work implementations	(+)	Short-term	• The contractor/subcontractor should employ from local villages/communes including woman unskilled workers.	Included in construction cost	Contractor/ subcontractors' Social and Environmental Safeguards	Local authorities-village/commune/district, PIU and PMU
Implementation of Construction Workers and Camp	Contamination of water, soil, waste production and social issues	D 2	Short term	1. If a camp for construction workers is required, the contractor will set out a management plan which includes: a) A map showing camp lay out, welfare facilities, and first aid kit locations. b) Accommodation facilities including separate toilets for male and female	Included in the program cost	Contractor/ subcontractors' Social and Environmental Safeguards	Local authorities-village/commune/district, PIU and PMU

Potential impacts and issues	Nature of Impacts	*Significance	Duration	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
				workers, adequate drainage to prevent flooding, security including a no weapons policy and waste disposal areas. c) Pit latrines to be located at least 200m from surface waters, and in areas of suitable soil profiles and above the groundwater levels d) A clean-out or infill schedule for pit latrines must be established and implemented to ensure working latrines are available at all times. e) Firefighting equipment will be provided in all camps and will have adequate signage and prescribed testing intervals. f) Plan of how camp areas will be restored to original condition after construction completed 2. If a construction camp is not required, the contractor will not require a Management Plan but will: g) Provide adequate waste disposal facilities including garbage cans for workers. h) Provide welfare facilities including water for washing, drinking and include facilities for male and female workers i) Provide toilets for male and female construction			

Potential impacts and issues	Nature of Impacts	*Significance	Duration	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
				workers with a cleaning schedule j) The contractor will give priority to local labor force and retain evidence of how local labor recruitment efforts were undertaken. 3. The contractor will ensure training is delivered to construction workers on the following and the contractor will provide a training schedule: k) HIV Aids education awareness l) Cambodian laws for foreign labor regarding: hunting, fishing and traffic rules m) Grievance Redress Mechanism – how to deal with affected people who make a complaint to a worker n) Occupational Health and Safety and Emergency Procedures. o) Prevention of CoVID-19 pandemic; Health and Safety			
Gender based violence	Unsafe workplace environment due to offensive, abusive or violent behaviour	D2	Short-term	• 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:	Included in the program cost	Contractor/ subcontractors' Social and Environmental Safeguards	Local authorities-village/commune/district, PIU and PMU

Potential impacts and issues	Nature of Impacts	*Significance	Duration	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
				- People treat each other with respect and do not discriminate against specific groups such as women, LGBTs, people with disabilities, migrant workers or children. - There is zero tolerance of sexual harassment, which includes unwelcome sexual advances, requests for sexual favours and other unwanted verbal or physical conduct of a sexual nature especially individuals under the age of 18. - There is respectful engagement with the local community and/or APs without intimidation, threats and coercive behaviour. - 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.			

Potential impacts and issues	Nature of Impacts	*Significance	Duration	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
CoVID-19 pandemic	Worldwide and nationwide	D4	Long-term	• The contractor will provide safe, suitable and comfortable accommodation, kitchen, dining and sanitary facilities (toilet and bath); with an ample supply of clean water and the bathrooms have liquid soap provided for hand washing. • First aid supplies and personal protected equipment (PPE) will be provided for workers including face masks. • Camp surroundings will be kept clean to prevent the spread of other vermin and insect vectors of disease. • A trained health & safety (H & S) officer will be designated by the contractor to ensure the proper implementation of the environment, health and safety programs and induction and training of the workforce during the construction phase. • For security and to maintain order in the camp and to avoid social conflicts with the local residents, camp rules will be strictly enforced including a nighttime curfew. • The contractors H&S plans will be updated to	Included in the program cost	Contractor/ subcontractors' Social and Environmental Safeguards	Local authorities-village/commune/district, PIU and PMU

Potential impacts and issues	Nature of Impacts	*Significance	Duration	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
				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 are not from the area they should avoid close interaction with residents in the villages. • All persons who are working on the construction site will be advised to immediately report any symptoms of CoVID-19 to the site manager/H&S Officer immediately and make arrangements to self-			

Potential impacts and issues	Nature of Impacts	*Significance	Duration	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
				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.			
Operations and maintenance							
Road maintenance (after newly concrete casting of RC roads)	The vehicles (all types/kinds) will traverse on the reinforced concrete (RC) road after newly/immediately concrete casting.	D3	Short-term	• Pouring water onto RC road/and use the materials absorbing water to cover and maintain humidity for at least one week. • Use concrete rings/concrete posts to prevent/barricade the vehicles/truck traversing through RC roads (at least for 21 days after concrete casting). For heavy trucks will allow to use after 28 days' concrete casting. Common cars will allow to use RC road after 21 days of concrete casting. For motorbikes (without trailers) are allowed to use the RC road after concrete casting few days (i.e. 2 or 3 days).	Included in construction cost	Contractor/ subcontractors' Social and Environmental Safeguards	Local authorities-village/commune/district, PIU and PMU
Road safety	Regular commuters/ passengers and drivers traversing along the road lines	D2	Long-term	• Providing sufficient road signage, warning ahead of road construction and upgrading.	Included in construction cost	Contractor/ subcontractors' Social and Environmental Safeguards	Local authorities-village/commune/district, PIU and PMU

Potential impacts and issues	Nature of Impacts	*Significance	Duration	Mitigation measures and/or safeguards	Costs	Who is implementing	Who is supervising
				• Provides flag persons to manage the traffic during construction			
Traffic accident	Good roads/smooth roads the drivers, commuters/passengers/operators will drive faster, especially the drink driving/ drunk drivers!	D3	Long term	• Provide traffic sign board at corner or curve road, especially at school, hospital, and pagoda/mosque/church market areas. • Road safety device/furniture including traffic sign board (especially at corner or curve road and school, hospital and market centers) and speed bump (for reducing speed, especially at school, hospital, and pagoda/mosque/church market areas). • Public awareness and campaign on traffic sign and national traffic regulation to educate communities to get understanding on the traffic thus the traffic accident will be reduced or avoided.	Included in construction cost	Local authorities-village/commune/district, PIU and PMU	Local authorities-village/commune/district, PIU and PMU

Annex 13: Environmental and Social Monitoring Plan

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

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

Environmental and Social Monitoring Checklist

MRD Contract Package:……

Inspection Date:……...

Inspector's Name Position

:……..

:……...

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

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

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

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

(**Inspector's Name**) **: Mr.** ហត្ថលេខា **(Signature) :**

(**Agreed by) : PIU Mr.** ហត្ថលេខា **(Signature) :**