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July 2010

VIE: Greater Mekong Subregion Southern Coastal Corridor (Regional)

Socio-Economic Baseline Survey Report

Prepared by SMEC International Pty Ltd

In association with China Engineering Consultants Inc
Bachkhoa Engineering Consultants Company Ltd
SMEC Vietnam JSC

For the Ministry of Transport, Socialist Republic of Viet Nam

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Asian Development Bank

**MINISTRY OF TRANSPORTATION
MY THUAN PROJECT MANAGEMENT UNIT
Grant No. 0095 – VIE(SF)
Contract No. 4207/ PMUMT-HDTV**

SOCIO-ECONOMIC BASELINE SURVEY REPORT

GMS SOUTHERN COASTAL CORRIDOR PROJECT CONSULTING SERVICES

For Project Implementation of the ADB and AusAID Funded Sections

06 August 2010



**SMEC INTERNATIONAL PTY LTD
IN ASSOCIATION WITH
CHINA ENGINEERING CONSULTANTS INC
BACHKHOA ENGINEERING CONSULTANTS COMPANY LTD
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PREPARATION, REVIEW AND AUTHORISATION

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D0.1	06/08/2010	Irene Villapando	Irene Villapando	A Burnside

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For more information on this report please contact:

SMEC International
222-226 Sharp Street Cooma NSW 2630, Australia
PO Box 356 Cooma
Tel : 61 (0)2 64520222
Fax : 02 6452 0380
Email : bob.jenkins@smec.com.au
www.smec.com.au

LIST OF ABBREVIATIONS

ADB	Asian Development Bank
AusAID	Australian Agency for International Development
CBTA	Cross Border Transport Agreement
CPC	Commune People's Committee
DDIS	Detailed Design, Implementation and Supervision Consultant
DPC	District People's Committee
GMS	Greater Mekong Subregion
GoV	Government of Vietnam
GSO	Government Statistics Office
ha	hectare
HH	Household
IRI	International roughness index
km	Kilometre
m	metre
M&E	Monitoring and evaluation
MOT	Ministry of Transport
PAM	Project Administration Memorandum
PMU-MT	My Thuan Project Management Unit
PPC	Province People's Committee
PPTA	Project preparation technical assistance
SCCP	Southern Corridor Coastal Project
t	ton
TOR	Terms of reference
UNIAP	United Nations Inter-Agency Project on Human Trafficking
UNICEF	United Nations Children's Fund
USD	US Dollar
VND	Vietnam Dong

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MAIN REPORT

I. INTRODUCTION

The Greater Mekong Sub-region Southern Coastal Corridor Project (GMS-SCCP) is a project that is supported by the Asian Development Bank (ADB), the Australian Agency for International Development (AusAID) and the Government of Vietnam (GoV) to strengthen connectivity and to improve transportation conditions in an effort to boost the economy of Vietnam and Cambodia. The project is being implemented by the Ministry of Transport (MOT) of Vietnam through the My Thuan Project Management Unit (PMU-MT). SMEC International Pty Ltd (Australia) in cooperation with BAEACCO is the detailed design, implementation and supervision (DDIS) consultant for GMS-CSSP, supporting the PMU-MT in detailed design preparation, implementation and monitoring and evaluation. One of the tasks of the DDIS is to carry out various baseline surveys including a socio-economic baseline survey. The need to conduct baseline surveys is particularly indicated in project documents including the following:

- a. Loan agreement specifically Item 23, Schedule 5, which requires that baseline data be collected within 18 months of the Effective Date, with a second survey to be conducted upon Project completion and a third survey to be conducted five (5) years after Project completion to establish Project impact - The baseline and subsequent surveys shall draw on data collected during Project preparatory activities and data collected from traffic and travel surveys, household socioeconomic sample surveys, participatory rapid appraisals and secondary data from government sources.
- b. Terms of reference (TOR) of SMEC International Pty Ltd (Australia) specifically Item 33, which states that the Consultant will conduct socio-economic and baseline surveys as well as resettlement and environmental surveys.

The Design and Monitoring Framework that is contained in the Project Administration Memorandum (PAM) as well as the M&E Framework that was approved by the ADB provide that baseline surveys be carried so that results could be used during the end-of-project evaluation prior to project completion and the impact evaluation five years after project completion. It also provides the key indicators for measuring Project performance. Two major baseline surveys are required for this Project. One is a traffic baseline survey to measure 'before' project condition of roads based on engineering and economic indicators. Another is a socio-economic baseline survey focusing on the socio-economic conditions of target project beneficiaries. This report focuses on the socio-economic baseline survey.

This report is meant to be brief, concise and systematically organized ensuring that baseline data for each of the key performance indicators are taken up including mentioning environmental and traffic-related indicators that are presented in separate reports. It is organized in 9 sections. This introduction provides the setting for the report. The remaining parts are:

Section II	Objectives
Section III	GMS-SCCP in Brief
Section IV	Project Area
Section V	Survey Design
Section VI	Profile of Households
Section VII	Baseline Data: Impact Indicators
Section VIII	Baseline Data: Outcome Indicators

Section IX

Baseline Data: Output Indicators

II. OBJECTIVES

The general objective of the baseline survey is to establish 'before' GMS-SCC Project conditions of targeted direct beneficiaries in treatment areas and control areas based on key performance indicators described in the Design and Monitoring Framework and M&E Framework (**Annex A**) and various GMS-SCCP documents. The specific objectives are:

- a. To determine the socio-economic conditions of target beneficiaries before the start of Project activities;
- b. To determine conditions with respect to the movement of people and goods and how these affect the economic activities of target beneficiaries;
- c. To ascertain access of target beneficiaries to social services particularly to health and education;
- d. To determine the level of trade at the cross border and to identify transport-related factors that affect trade;
- e. To verify any incidence of HIV/AIDs and human trafficking within the Project area.

III. GMS-SCCP IN BRIEF

The Greater Mekong Subregion Southern Coastal Corridor Project (GMS-SCCP) aims to promote economic growth in the Project area and GMS by strengthening connectivity with neighbouring countries and increasing competitiveness. The project development objective is to reduce transport times and costs, and induce more efficient movement of passengers and goods within the Project area and between GMS countries.

It specifically supports PMU-MT in the following Project interventions:

- a. improvement of the cross border structure in Viet Nam to facilitate passenger and cargo inspection and processing;
- b. improvement of an existing section of road QL80 between the border of Xa Xia and Ha Tien;
- c. construction of part of the transport corridor between Thu Bay and the access road to the Khanh An Industrial Zone in Ca Mau City, particularly from km 170+909 to km 209+445; and
- d. HIV/AIDs and trafficking awareness and prevention program (HAPP/HTPP).

IV. PROJECT AREA**A. Kien Giang Province**

Kien Giang province is located in the Mekong Delta region of southern Vietnam, bordered by An Giang province in the northeast, Can Tho and Hau Giang in the east, Bac Lieu in the southeast and Ca Mau in the south [**Figure IV-1**]. The capital city of Rạch Giá, the town of Hà Tiên, and thirteen (13) districts comprise the province. The province has an area of about 6,346 km². About one-fourth of its total population of 1.68 million lives in the urban areas. About 65 percent of the population belongs to the working age category.

The main economic activities in the province are agriculture, fishing and forestry. At least half a million hectares of land is agricultural, with about 62 percent devoted to paddy production. The long coastline stretching about 200 km makes fishing a major economic activity. The fishing ground is estimated at 63,290 km². Aside from fishing, aquaculture has also become a popular economic activity.

Land, water and air transportation exist in the province. The main roads are NH80, QL61, QL63 including provincial highway 11 and 28. The inter-district, inter-commune and inter-village roads are linked by both road and waterways. Two (2) airports are operational, one in the capital city of Rạch Giá, and another at Phu Quoc Island. There are five (5) sea ports and seven (7) river ports including two (2) ferry stations, the Rach Soi ferry station and Rach Meo ferry station.

There are three (3) industrial zones in the province, namely: (a) Kien Luong – Ba Hon – Hon Chong industrial zone; (b) Rach Gia – Tac Ctau – Ben Nhat industrial zone; and (c) Phu Quoc industrial zone.

B. Ca Mau Province

South of Kien Giang is Ca Mau province, which is also part of the Mekong Delta region. Located about 370 km from Ho Chi Minh City, the province is about 5,332 km² in size and divided into 8 districts including the capital city of Ca Mau. The population is about 1.22 million, with about 60 percent belonging to the working age category.

Agriculture, fishery and forestry play an important role in the economy of Ca Mau. Aside from about 110,000 ha of rice lands, Ca Mau land, weather and environment conditions are suitable for a wide variety of animal and plant species. Its coastline is about 254 km in length and the fishing ground is about 70,000 km². The area for aquaculture is at least 270,000 ha. In 2008, aquaculture output reached over 300,000 tons. In addition, Ca Mau boasts of its mangrove forest in Nam Can and cajuput forest in U Minh Ha.

Ca Mau is connected to its neighbouring provinces and Ho Chi Minh City by three traffic systems --- water, road and airway --- which make the province attractive for business investment. Recent government investments in infrastructure including the Nam Can port, Ca Mau airport and the Ca Mau-Nam Can road have attracted investors in the manufacturing and industrial sectors. The provincial government plans to set up industrial zones such as the Khanh An industrial zone, a small scale industrial area at An Xuyen village, and in Hoa Trung, Song Doc and Nam Can.

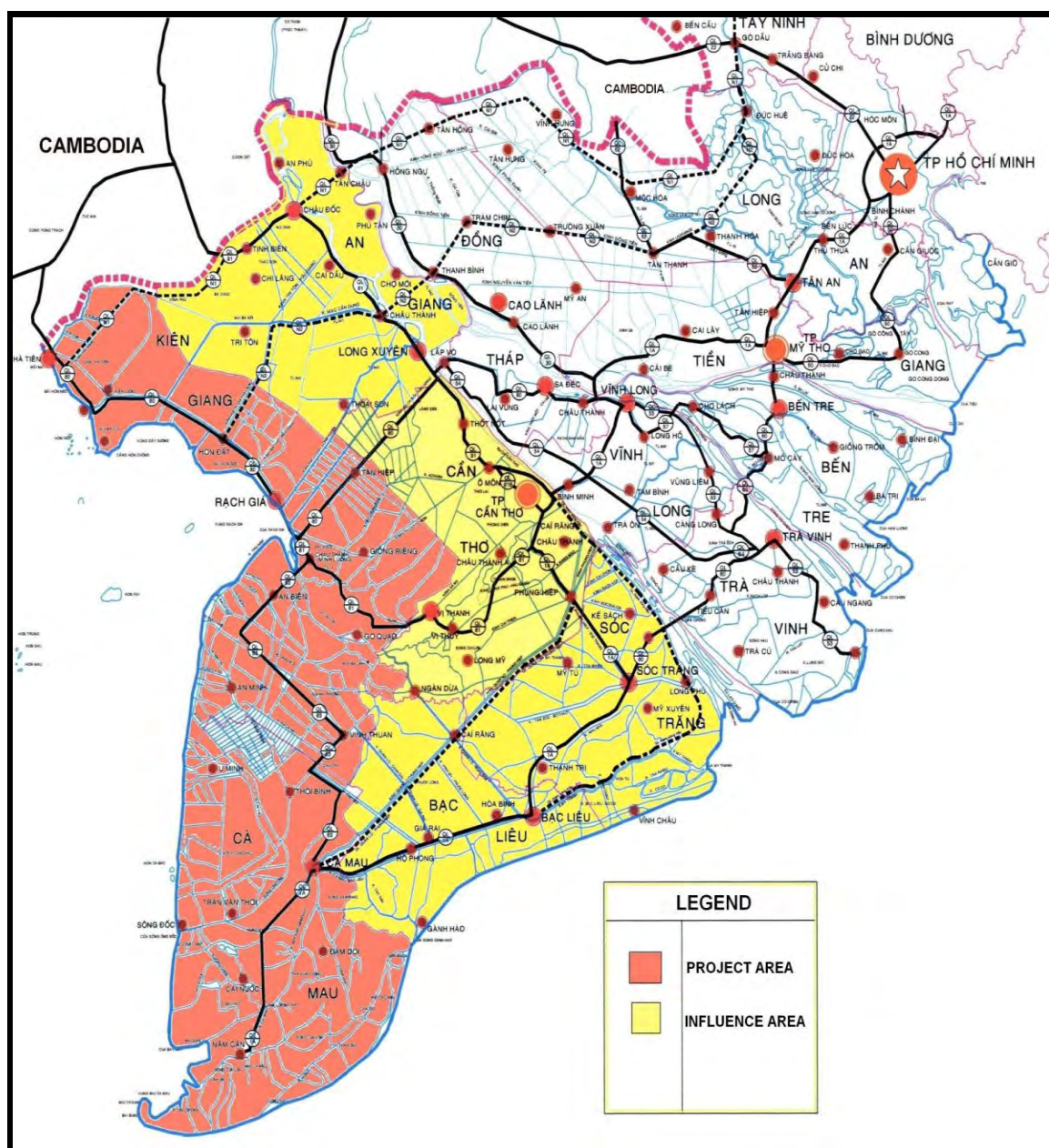


Figure IV-1 Map of project area, GMS-SCCP

V. SURVEY DESIGN

A. Focus of the Survey

The baseline survey focused on the key performance indicators identified in the revised Design and Monitoring Framework as approved by the ADB. These are shown in a schematic diagram of the project framework in **Figure V-1**. The traffic-related indicators as well as environmental indicators are taken up in separate baseline surveys. The focus of this survey report is on the socio-economic indicators of performance.

The survey covers the following sections of the Project, namely: (a) Xa Xia to Ha Tien section; (b) Thu Bay to Nga Bac section; and (c) Nga Bac to Ca Mau section. The two road sectors for improvement and construction and the cross border facility for improvement are in the Xa Xia-Han Tien area in Kien Giang province, and along part of QL80 from km 170+109 to km 209+445 in Ca Mau province. Consistent with the surveys conducted for these sectors during project preparation, the survey areas include towns and communes within the Project area. In addition, there are 3 control communes.

B. Overall approach

The baseline survey employed widely accepted and recognized systematic and participatory approaches. A terms of reference (TOR) that was prepared became the basis of detailed survey works, although its approval experienced some delays. The entire process was interactive and participatory with frequent consultations between the DDIS and PMU-MT and close coordination with local government offices in the provinces, districts and communes.

The user orientation of outputs and the exercise of objectivity were applied especially at in developing the survey design and in preparing the survey instruments. The methodology employs processes to ensure the integrity and reliability of the study findings in general, and of data collected in particular. Lastly, accountability is a guiding principle that was applied through regular consultations with PMU-MT, verbal reporting on the progress of the survey and submission of the required deliverables.

C. Methodology

The baseline survey proper [data collection] was carried out in January and February 2010 after a 3-day training that included hands-on interview and focus group discussion exercises. Editing of survey questionnaires and processing of data for key performance indicators started in March 2010 in time for the joint ADB-AusAID mission in April 2010. Preliminary findings were presented to the Mission. Data cleansing, data processing and desk validation of data continued until completion of close to 100 output tables.

1. Secondary data

Secondary data were collected to enable a comparison of survey data with provincial, regional and national statistics. These were also used as baseline data for some performance indicators particularly those related to impact. Sources of secondary data include the province people's committees [PPCs], the district people's committees

[DPCs], the commune people's committees [CPCs] and the Government Statistics Office [GSO] of Vietnam.

2. Household survey

A household survey was carried out in January and February 2010 to collect primary quantitative data on the socio-economic condition of households such as on incomes and agricultural and economic activities, their experiences in travelling and in transporting goods as well as on knowledge about HIV/AIDS and human trafficking. The survey employed purposive sampling with the commune as sampling unit. Some 48 treatment communes and 3 control communes were selected. Treatment communes are communes within the Project area, also called communes 'with' GMS-SCCP. Control communes are those that are distant from the Project area, therefore are not expected to benefit from GMS-SCCP. These are also called communes 'without' GMS-SCCP. The sample communes are listed in **Table V-1** below and **Figure V-2**.

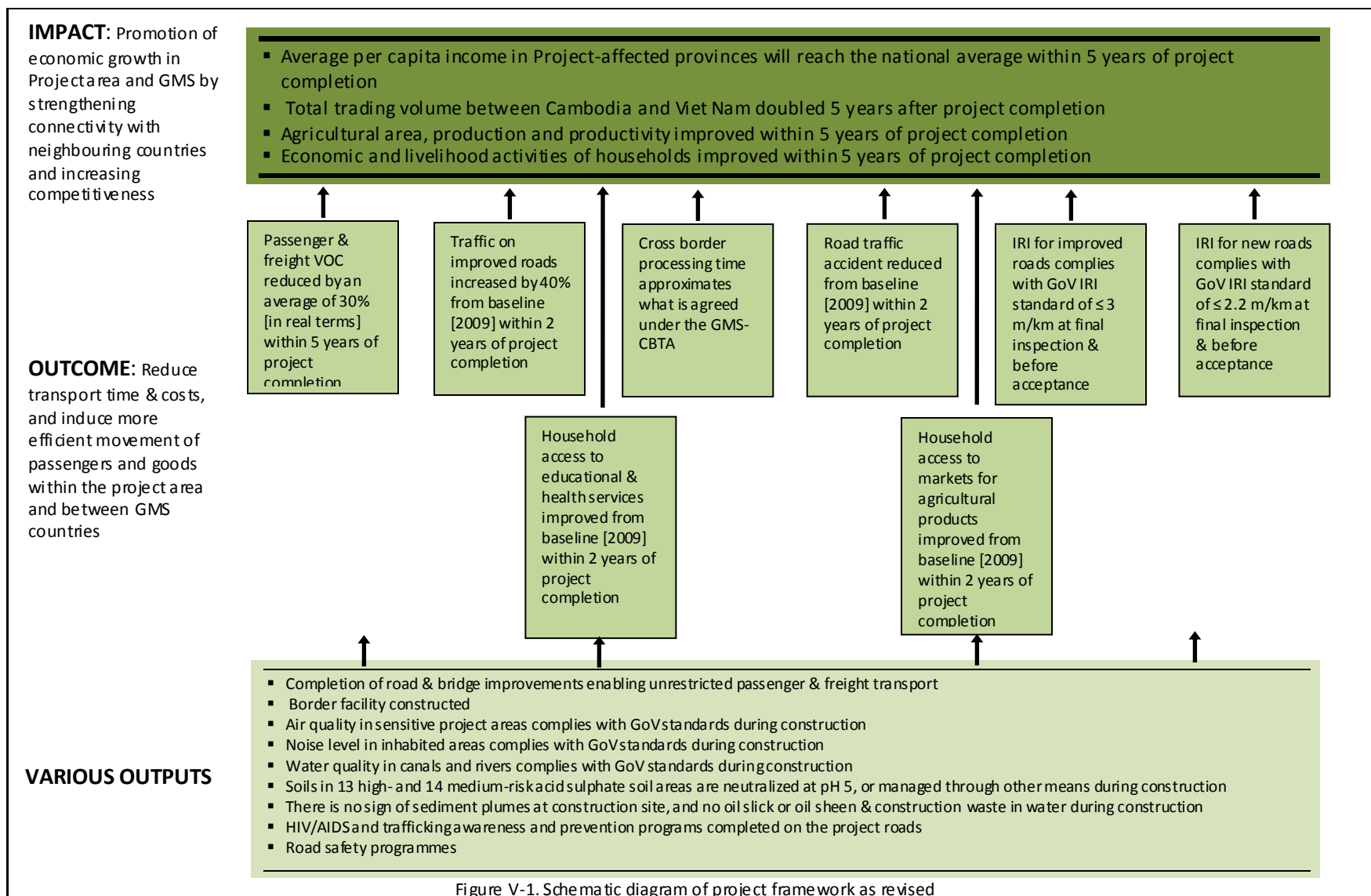


Table V-1. List of sample treatment and control communes by district, Kien Giang and Ca Mau, 2009

Province	District	Commune
		Treatment communes ['with' GMS-SCCP]
Kiên Giang	An Biên	1. Tây Yên
		2. Tây Yên A
		3. Nam Yên
		4. Hưng Yên
		5. Nam Thái
		6. Nam Thái A
		7. Tây Yên
		8. Tây Yên A
		9. Nam Yên
		10. Hưng Yên
		11. Nam Thái
		12. Nam Thái A
		13. Đông Thái
		14. Đông Yên
	An Minh	1. Thuận Hòa
		2. Đông Hòa
		3. Đông Thạnh
		4. Tân Thạnh
		5. Đông Hưng
		6. Đông Hưng A
		7. Đông Hưng B
		8. Vân Khánh
		9. Vân Khánh Đông
		10. Vân Khánh Tây
	Giang Thành	1. Phú Mỹ
	Kiên Lương	1. Hòa Điền
		2. Dương Hòa
	Vĩnh Thuận	1. Vĩnh Bình Bắc
		2. Vĩnh Bình Nam
		3. Vĩnh Thuận
		4. Tân Thuận
		5. Phong Đông
		6. Vĩnh Phong
	Hà Tiên	1. Mỹ Đức
		2. Dong Ho
		3. Thuận Yên
Cà Mau	U Minh	1. Khánh Hòa
		2. Khánh Tiến
		3. Khánh Lâm
		4. Nguyễn Phích
		5. Khánh An
	Thới Bình	1. Biển Bạch
		2. Biển Bạch Đông
		3. Trí Phải

Province	District	Commune
		4. Tân Phú
		5. Thới Bình
		6. Tân Lộc
		7. Tân Lộc Bắc
		8. Tân Lộc Đông
		9. Hồ Thị Kỷ
	Trần Văn Thời	1. Khánh Bình
		2. Khánh Bình Đông
		3. Lợi An
		4. Trần Hợi
		Control Communes ['without' GMS-SCCP]
Kiên Giang	Gò Quao	1. Vĩnh Phước B
	Giang Thành	2. Vĩnh Điều
Cà Mau	Cái Nước	3. Tân Hưng
Treatment communes in two provinces		48
Control communes in two provinces		3
Total number of sample communes		51

Two (02) villages within a commune were selected, one each located relatively close to, and relatively toward the end of a commune. Within a village, households were selected systematically using a random start and a list of households from the commune, which served as sampling frame. Twenty (20) households were selected within each village. An estimated 2,040 sample households were randomly selected for the survey --- 1,920 in treatment communes and 120 in control communes.

Two versions of the survey questionnaire --- English and Vietnamese --- were designed and field-tested before the actual survey. The design of the survey questionnaire considered the following: (i) use of neutral questions to avoid bias; (ii) limiting open-ended questions and providing a range of possible responses for close-ended questions to facilitate data processing; and (iii) the need to cross validate responses.

The survey respondents were the household heads. In case the household head was not available, any member of the household who is knowledgeable on the household's social and economic activities qualified as respondent. The visit to each household was further documented through a photograph of the household head/respondent and household members and house. This is a strategy to facilitate locating interviewed households when a repeat survey is conducted toward the end of the project for an evaluation activity.

The editing of survey questionnaires was done by field team coordinators as interviews are completed at the end of each day. Data from the completed survey questionnaires were processed using the SPSS software. After data encoding, data cleansing was done to check extreme values, to further validate responses to questions with cross references, and to identify and weed out 'bad' questionnaires. Working table formats were designed to facilitate data processing. At least 100 output tables were generated. Where applicable, data were disaggregated by gender.

Before the actual data collection or field work, survey teams attended a 2-day training activity on the mechanics of the survey. The training activity, which included hands-on exercises on personal interviews, was also an opportunity to improve the survey questionnaire.

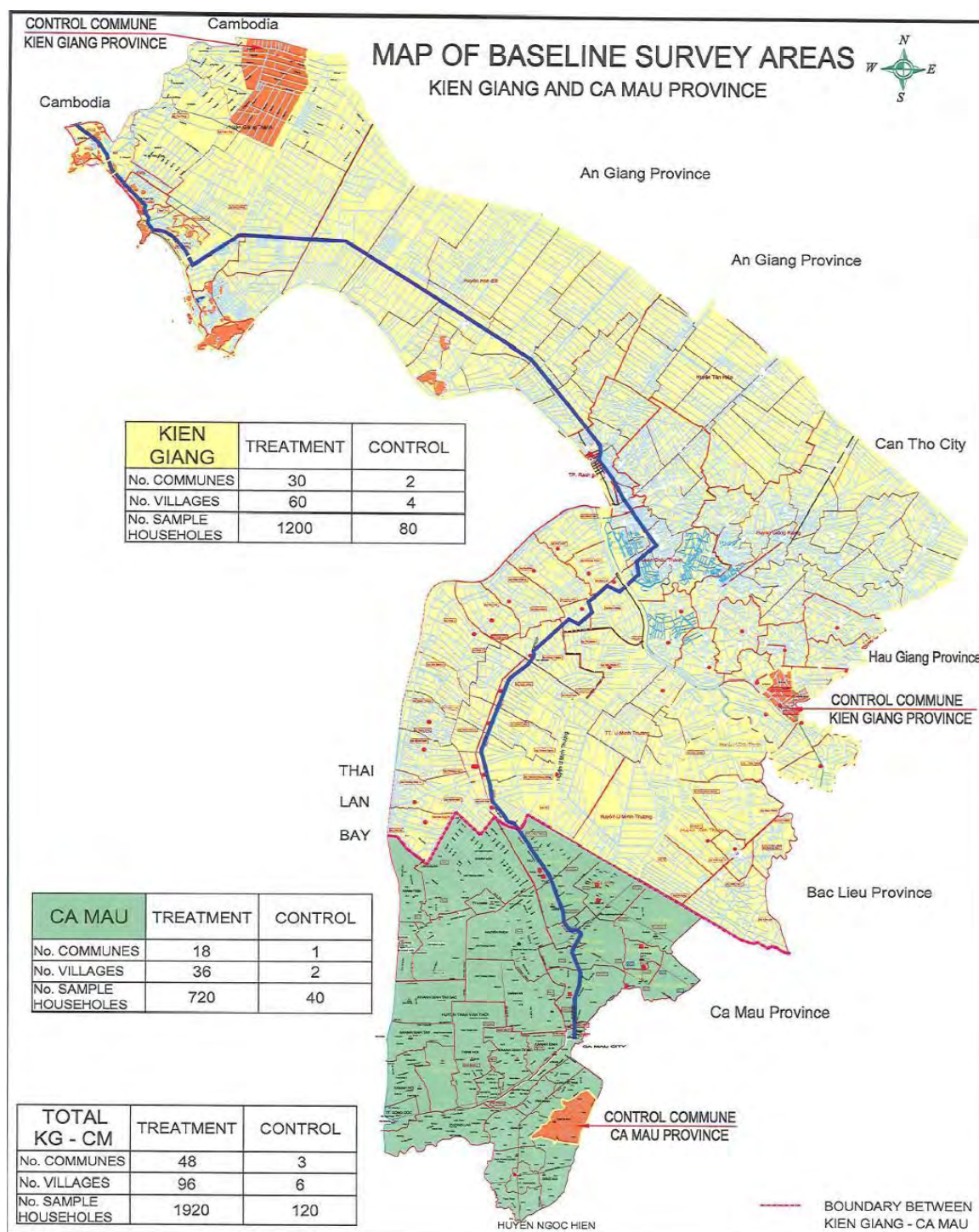


Figure V-2. Map of baseline survey areas, 2009

3. Focus group discussion

In addition to quantitative data from the household survey, qualitative data were collected through flexible, participatory methods such as focus group discussions [FGDs]. The FGDs were attended by vulnerable groups including women, poor households, households headed by women and with dependents, households with disabled household heads. The discussions with vulnerable groups focused on social and economic activities. Some 51 FGDs --- 48 in treatment communes and 3 in control communes --- were conducted with each FGD participated in by about 25 participants including women, youth and the elderly. All FGDs used field-tested guide questions.

VI. PROFILE OF HOUSEHOLDS

Household size - The sample households (HHs) in 48 treatment communes constitute about 1.5 percent of the total households in the sample communes, and those in the 3 control communes is about 1.7 percent. The average household size in treatment

Table VI-1 - Average household size and household members by gender, 2009

Province/ District	No. of Sample Communes	No. of HHs Reporting	Ave HH Size	Ave Female HH Members	Ave Male HH Members
TREATMENT	48	1920	4.6	2.2	2.4
Kiên Giang	30	1200	4.6	2.2	2.4
Cà Mau	18	720	4.6	2.3	2.4
CONTROL	3	120	4.5	2.3	2.2
Kiên Giang	2	80	4.4	2.3	2.1
Cà Mau	1	40	4.6	2.2	2.4
ALL AREAS	51	2040	4.6	2.2	2.4

communes is not significantly different from the household size in control communes, which is between 4.6 and 4.7 members per household. [Table VI-1] This range approximates the national average based on population statistics of the GSO. Female and male household members are distributed almost equally

in both treatment and control communes.

Ethnic association - Majority of the households belong to the Kinh ethnic group, although the proportion is higher in control communes [98.3 percent] than in treatment communes [90 percent]. The minorities belong to the Muong, Hoa and Kho Me ethnic groups.

Household heads – Most of the household heads in treatment communes [81.0 percent] are males. The same is true in control communes, except that the proportion is lower at 68.3 percent (**Table VI-2**). Between Kien Giang and Ca Mau treatment communes, male household heads are more in the latter [83.6 percent]. The highest proportion of female household heads is in Ha Tien, which is a relatively urban area. The female household heads in treatment communes are generally older than the male household heads with the mode falling within the 55 to 64 range. The modal age of male household heads is in the 40 to 54 range. The pattern in control communes is almost similar.

Household heads were also asked about their economic activity, which is defined as the ability to earn a living. Close to 80 percent of household heads in treatment communes are engaged in some kind of economic activities, and almost 78 percent in control communes (**Table VI-2**).

Among the inactive household heads in treatment communes, the two major reasons are: (a) old age or sickness [68.7 percent]; and (b) lack of opportunity for economic activities [27.5 percent]. It could be noted that regardless of gender, the modal age of household heads is in the range of 50 to 59. Physical disability is another reason, but this is only 3.7 percent of the economically inactive household heads.

In the treatment communes, a little over half of the household heads [51.8 percent] completed primary school [Grade 1 to 5], a little over one-fourth [28.2 percent] completed lower secondary high school [Grade 6 to 9], and close to 10 percent did not have any education at all. It appears that households in the control communes are better off in terms of education with 55.0 percent having completed primary school and only 3.8 percent not having attended school at all.

Table VI-2 – Percentage of household heads by gender and economic activity, 2009

Province/ District	No. of HHs Reporting	By Gender		By Economic Activity	
		Female	Male	Active	Inactive
TREATMENT	1920	19.0	81.0	79.0	21.0
Kiên Giang	1200	20.5	79.5	78.6	21.4
Hà Tiên	120	37.5	62.5	75.8	24.2
Kiên Lương	80	21.3	78.8	71.3	28.8
An Biên	320	20.6	79.4	78.8	21.3
An Minh	400	16.0	84.0	78.8	21.3
Vĩnh Thuận	240	18.8	81.3	79.6	20.4
Giang Thành	40	22.5	77.5	92.5	7.5
Cà Mau	720	16.4	83.6	79.7	20.3
U Minh	200	14.0	86.0	84.5	15.5
Thới Bình	360	17.2	82.8	80.0	20.0
Trần Văn Thới	160	17.5	82.5	73.1	26.9
CONTROL	120	31.7	68.3	77.5	22.5
Kiên Giang	80	33.8	66.3	82.5	17.5
Gò Quao	40	32.5	67.5	80.0	20.0
Giang Thành	40	35.0	65.0	85.0	15.0
Cà Mau	40	27.5	72.5	67.5	32.5
Cái Nước	40	27.5	72.5	67.5	32.5
ALL AREAS	2040	19.7	80.3	78.9	21.1

Commune residency, land and house – Some 97.8 percent of households in treatment areas had been living in their respective communes for more than three (3) years, which appears reasonable given that some 95.8 percent own the land and some 99.1 percent own the house. Among those who own the land, one-half acquired it through inheritance, about one-fourth purchased it, while the remaining is either received as donation or reclaimed. Among the house owners, their houses were built by them [75.7 percent].



There is no pronounced type of house, whether owned or not owned by the households. In the treatment communes, the houses of about one-third are categorized as 'temporary', about one-fourth is 'semi permanent', about one-fifth is 'permanent', and the remaining is of the 'permanent wood' type. The distribution pattern of houses in the control communes follows that in the treatment communes (**Box 1**).

Box 1 More temporary houses and lesser permanent houses in control communes		
House Type	Treatment Communes	Control Communes
Temporary	33.9 %	34.2 %
Semi permanent	24.1 %	31.7 %
Permanent wood	22.0 %	18.3 %
Permanent	20.0 %	15.8 %

Water, electricity and sanitation - Electricity is the main source of lighting in most of the households in treatment and control communes, with a very minimal 1.6 percent to 2.5 percent using either kerosene lamp, candle, or generator, or none at all.

The most important source of drinking water is rain water [58.3 percent], followed by well water. The reverse is true in the case of non-drinking water. The river is an alternative source where rain water or well water is not available in sufficient supply.

Related to access to water is the households' access to sanitation services. The absence of safe sanitation seems too prevalent in treatment communes with only 7.7 percent with access to push-flush toilet, 16.0 percent to pour-flush, and 29.0 percent to pit toilet. The use of the river, sea, fishpond and bush for toilet purposes is the most common in treatment communes in general [47.4 percent], although it is slightly lower in Kien Giang [44.8 percent], but slightly higher in Ca Mau [51.7 percent].

Transport facilities – Majority of the households in both treatment and control communes own at least one type of transport facility, but there is still some 14.8 percent of treatment households and 15.0 percent of control households that do not own any. It is common for transport vehicle owners to own more than one type. Among the treatment households, pedal bike [64.4 percent], motorbike [64.1 percent] and motorized boat [34.2 percent] are the most common. The types owned by households in control communes ranked by importance are: (1) motorbike, 61.8 percent; (2) pedal bike, 59.8 percent; and (3) motorized boat, 32.4 percent. A minimal number of treatment households own a passenger car, van or lorry. None among the control households own any of these.





Household appliances – Given that most of the households have access to electricity, it is not unexpected that majority of households own electric-operated household appliances. The most common of these electric-operated

HH Type	Rank 1	Rank 2	Rank 3
Treatment	TV 94.8%	Electric fan 76.0%	DVD/DVD 71.3%
Control	TV 92.9%	DVD/DVD 70.8%	Electric fan 65.5%

household appliances ranked by importance are in the box below. Communication appears to be becoming a necessity among treatment and control households. Mobile phone appears to be becoming a necessity among 45.3 percent of treatment households and 30.1 percent of control households. Between 26.8 percent [treatment households] and 29.2 percent [control households] have landline telephones, and between 10.6 percent [control households] and 11.7 percent [treatment households] own refrigerators. Below 5.0 percent each of treatment and control households owns a computer.



Facilities and equipment for economic activities – While most of the households enjoy the comforts of living given the household appliances owned by a majority, the opposite is apparent in the case of equipment for economic activities. About 75.0 percent of treatment households and 92.5 percent of control households do not own equipment for economic activities. Among the equipment owners, the most popular is water pumps [95.5 percent for treatment households and 5.6 percent for control households]. More control households own sprayers [44.4 percent] and fishing nets [22.2 percent] compared to treatment households [10.9 percent with sprayers and 3.9 percent with fishing nets].

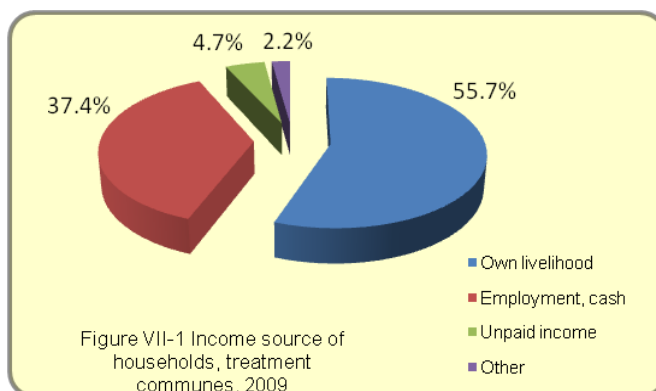
VII. BASELINE DATA: IMPACT INDICATORS

A. Average per capita income

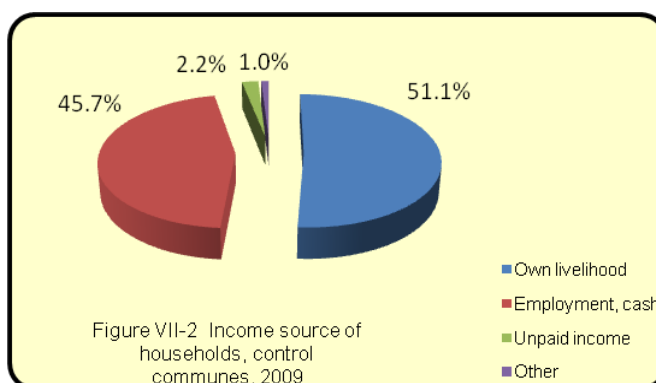
1. Performance indicator: That average per capita income in Project-affected provinces reaches the national average within 5 years of Project completion.
2. Baseline data
 - a. Income is defined as receipts from economic activities including interest income, and non-economic activities such as gifts and donations. It includes

cash and in-kind receipts as well as unpaid income of household members involved in a family business or activity including farming.

- b. In both treatment and control communes, the modal number of earning household members is 2, while the mean and average are estimated at 2.7. The main sources of income are: (a) own livelihood or economic activity; (b) income from employment paid in cash; (c) unpaid income; (d) other cash income; and (e) income from employment paid in kind. Respondents were asked to identify their main and second source of income.

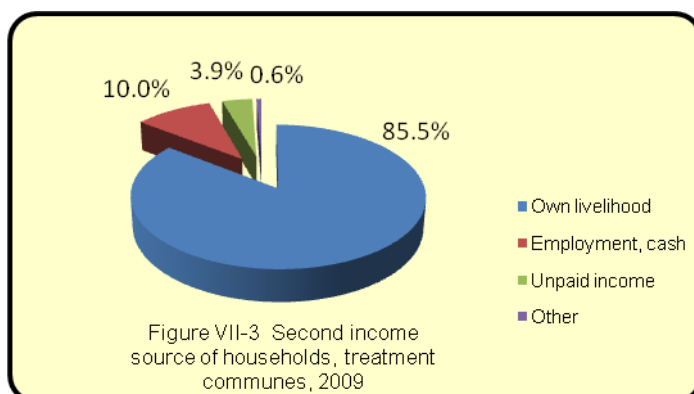


- c. It appears that own livelihood or economic activities play an important role in day-to-day living of households in treatment communes with more than half dependent on it [Figure VII-1]. A similar pattern is observed in control communes except that the proportion of



households with own livelihood or economic activity is slightly lower at 51.1 percent, which is somewhat offset by a higher proportion [45.7 percent] that receives cash from employment [Figure VII-2]. The pattern in treatment communes could change when the GMS-SCCP roads are completed, although it is with optimism that such change is in favour of a higher proportion for the combined own livelihood and employment income sources.

- d. Some 35.9 percent of households in treatment communes have members with a second source of income in contrast to only 6.7 percent in control communes. Income source from own livelihood activity takes the biggest share of 85.5 percent [Figure VII-3] and there are two possible reasons for this. First, the opportunities for employment are very limited.



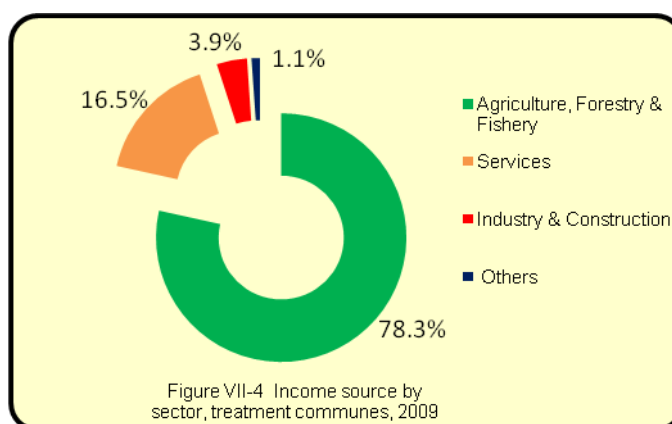
The second is the compelling rising cost of living. It would be interesting to know how this pattern in income source would change when the GMS-SCCP roads are completed.

- e. There is still a third source of income, although this is only for 2.2 percent of households in treatment communes and not a single household in control communes.
- f. In Vietnam, income source is classified based on ownership of source. For purposes of consistency, the survey also gathered data using GSO classification. The categories are: (a) state or government employment; (b) non-state or private sector employment; and (c) foreign investment sector. It is interesting to note that the largest proportion of household members' income in all households is from non-state sources. The results are summarized in **Table VII-1**.

Table VII-1 Percentage of households with income from sources based on ownership of source as classified by GoV, 2009.

Province	State	None State	Foreign Investment Sector
Treatment commune	5.1	94.6	0.3
Kien Giang	4.9	94.8	0.3
Ca Mau	5.4	94.4	0.2
Control commune	6.1	93.9	0
Kien Giang	7.8	92.2	0
Ca Mau	2.7	97.3	0

- g. The survey also gathered data on income sources by sector as categorized by GoV. However, only the major categories are considered, and these are agriculture, forestry and fishery, industry and construction, services and other sectors. In



treatment communes, which are mostly rural areas, the main source of income is the agriculture, forestry and fishery sector [78.3 percent], followed by the industry and construction sector at 16.5 percent [**Figure VII-4**]. The same pattern is observed in control communes and in the second main source of income.

- h. Within the agriculture, forestry and fishery sector, the sources of income ranked according to importance are agriculture, fishery and forestry sub-sectors. These are summarized in **Table VII-2**.

Table VII-2 Percentage of households with income by sub-sector, agriculture, forestry and fishery sector, 2009.

Province	Agriculture	Fishery	Forestry
Treatment commune	64.6	33.4	2.0
Kien Giang	65.7	34.0	1.3
Ca Mau	63.1	34.0	2.9
Control commune	75.5	24.1	0.4
Kien Giang	96.2	3.2	0.6
Ca Mau	37.9	62.1	0

- i. Within the industry and construction sector, the most important source of income in all cases is the construction sub-sector, followed by the manufacturing sub-sector [Table VII-3].

Table VII-3 Percentage of households with income by sub-sector, agriculture, forestry and fishery sector, 2009.

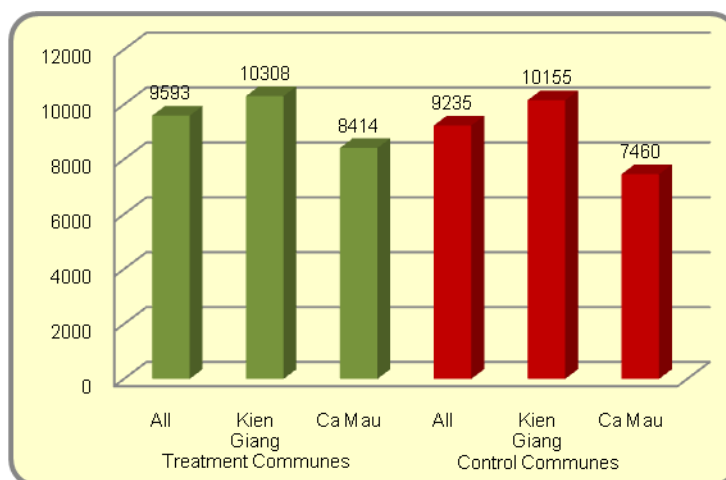
Province	Construction	Manufacturing	Mining & Quarrying	Electricity, Gas & Water
Treatment commune	55.8	22.3	14.0	7.9
Kien Giang	49.7	28.7	14.6	7.0
Ca Mau	67.7	9.7	12.9	9.7
Control commune	93.3	6.7	0	0
Kien Giang	100.0	0	0	0
Ca Mau	91.7	8.3	0	0

- j. Within the services sector, trading ranks first as sub-sector source, followed by others including the banking, transport and storage sub-sectors, etc.

- k. *Average per capita income –*

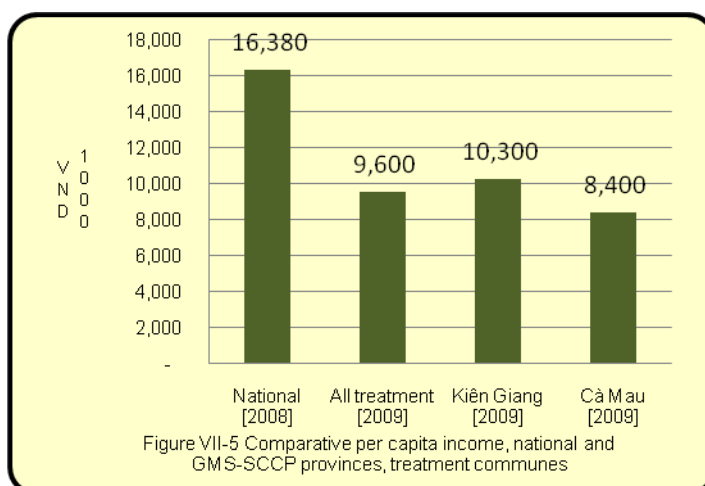
The average per capita income is observed at closes to VND 9,600 per year in all treatment communes, about 7.4 percent higher in Kien Giang and 12.3 percent lower in Ca Mau. The same pattern

is observed in control communes, except that the rates are slightly lower by a range of from 1.5 percent to 11.1 percent.



- l. The national average per capita income based on 2008 data taken from various websites is estimated at VND16,380,000. This will be updated to 2009 data when it becomes available from secondary sources, in time for the final evaluation at the end of project implementation. Based on survey data, the average per capita income in Kien Giang and Ca Mau are lower than the national average by 41.4 percent compared to all treatment communes, by 37.1 percent compared to the average in Kien Giang, and 48.7 percent compared to the average in Ca Mau. The challenge to the implementation of

GMS-SCCP is to reduce the income gap so that provincial incomes approximate the national average within 5 years from project completion.



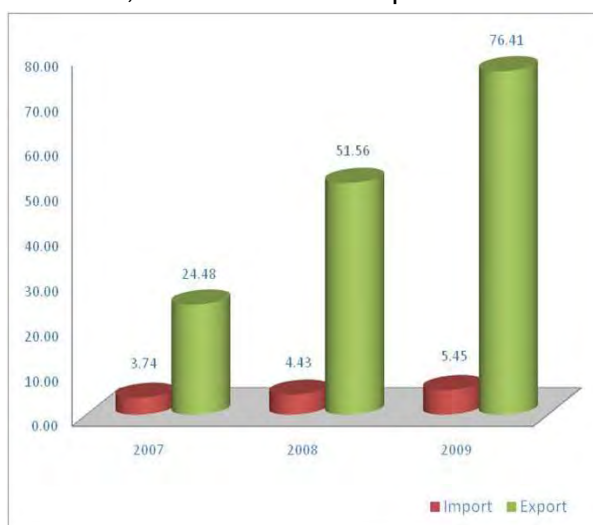
B. Total trading volume between Cambodia and Viet Nam

1. Performance indicator: That the volume of trade between Cambodia and Vietnam doubles 5 years after project completion

2. Baseline data

a. Baseline data on volume of trade is based on secondary data from records of the Kien Giang Customs Office at the cross border in Xa Xia. While the indicator on trade is in terms of volume, baseline data is expressed in value for comparability given the wide range of goods that exchange ownership at the border.

b. The value of imports has been increasing at the rate of 20.7 percent per year over the last three years, from USD 3.74 million in 2007 to USD 5.45 million in 2009. The value of exports has also been increasing, but at a much faster rate of about 80.0 percent per year. From USD 24.48 million in 2007, exports increased to USD 76.41 million in 2009. Vietnam enjoys the advantage of experiencing net exports throughout the 3-year period.



c. If GMS-SCCP is to impact on trade between Cambodia and Vietnam, which will be based on 2009 data of USD 76.41 million, the value of exports, for example, must be in the vicinity of USD 160.0 million in real terms.

C. Agricultural area, production and productivity

1. Performance indicator: That agricultural area, production and productivity improve within 5 years of project completion.

2. Baseline data

- a. As discussed in **Section VIII-D**, paddy ranks first in terms of crops raised by households. For the indicator on area, production and productivity, therefore, the focus is on paddy.

- b. More than half of the households in treatment communes [56.5 percent] are engaged in paddy production.

Some 59.4

percent of those engaged in paddy production are in Kien Giang. About 39.0 percent are engaged in fisheries, and only 2.0 percent are in forestry.

Box 2 Average paddy farm area [ha], 2009						
Province	Winter-Spring Crop		Summer-Autumn Crop		Autumn-Winter Crop	
	Ave	Mean	Ave	Mean	Ave	Mean
Treatment commune	1.41	1.41	1.42	1.42	1.38	1.39
Kien Giang	1.53	1.52	1.57	1.58	1.41	1.46
Ca Mau	1.15	1.15	1.07	1.08	1.34	1.34
Control commune	1.64	1.64	1.73	1.73	nr	nr
Kien Giang	1.64	1.64	1.66	1.66	nr	nr
Ca Mau	nr	nr	5.00	5.00	nr	nr

nr = no report

- c. *Area for paddy production* – The Statistical Yearbooks [Kien Giang and Ca Mau] record the annual growth rates of area for paddy production at 3.3 percent in Kien Giang and 0.8 percent in Ca Mau from 2004 to 2008.

- d. For this baseline survey, three (3) cropping seasons for paddy are considered --- winter-spring crop, summer-autumn crop and autumn-winter crop. The mean and average areas cultivated by each household are not significantly different ranging from 1.38 to 1.42 ha depending on the cropping season as shown in **Box 2**. At end-of-project evaluation, it will be determined if the road projects under GMS-SCCP would have any influence on the average area cultivated.

- e. *Quantity of paddy production* – From 2004 to 2008, the annual growth rate of paddy production in Kien Giang is recorded at 6.8 percent, and 4.9 percent in Ca Mau. In the baseline survey, quantity is defined as the total harvest after threshing and does not consider losses in other post-harvest operations such as storage and transporting. It is likely that the production statistics of government follow the same definition, but this has not been confirmed.

Box 3 Average quantity of paddy production [tons], 2009			
Province	Winter-Spring Crop	Summer-Autumn Crop	Autumn-Winter Crop
Treatment commune	4.30	4.78	3.56
Kien Giang	4.87	5.32	4.43
Ca Mau	2.97	3.58	3.02
Control commune	7.06	6.20	nr
Kien Giang	7.06	6.16	nr
Ca Mau	nr	nr	nr

nr = no report

- f. Given the higher average farm area cultivated per household, it is expected that the quantity of production is also higher as shown in Box 3. A better measure of performance is yield per unit area, and this is discussed in the next paragraph. It could be noted that in both area and quantity of paddy

production, the figures in control communes are higher. This is due to the limited number of observations on households engaged in paddy production.

- g. *Yield of paddy production* – Government statistics show that from 2004 to 2008, paddy yield per hectare has been growing at the rate of 3.4 percent in Kien Giang, and 4.6 percent in Ca Mau [Sources: Statistical yearbooks].

Box 4 Average and mean yield of paddy [tons/ha], 2009						
Province	Winter-Spring Crop		Summer-Autumn Crop		Autumn-Winter Crop	
	Ave	Mean	Ave	Mean	Ave	Mean
Treatment commune	2.30	3.25	2.59	3.68	1.90	2.65
Kien Giang	2.22	3.39	3.32	3.65	2.13	3.12
Ca Mau	2.54	2.92	3.48	3.75	1.74	2.35
Control commune	2.72	2.15	2.24	1.92	nr	nr
Kien Giang	2.72	4.46	2.36	3.92	nr	nr
Ca Mau	2.47	4.79	2.11	4.10	nr	nr

nr = no report

These need to be updated to 2009 and yearly during project implementation for use during the final evaluation.

- h. Meanwhile, it could be gleaned from Box 4 that in the treatment communes, the summer-autumn crop yields highest among three cropping seasons [overall average of 2.59 tons/ha and mean of 3.68 tons/ha], followed by the winter-spring crop. The autumn-winter crop is considered a third cropping season that farmers take advantage of where production resources are available, but the yields are relatively low, could be uneconomical, and it is likely that lands are planted only for food security reasons.
- i. During the winter-spring cropping season, the average yield in Kien Giang and Ca Mau does not differ much, with the yield in the latter only 14.4 percent higher than the former.
- j. Households were also asked on their observed trend in paddy yields over the last five (5) years. More than half of the households in treatment communes opine that trends had been going down in the past 5 years, about one-third think that yields just remained the same, and the remaining 14 percent think that there is an upward trend in yields. These findings are inconsistent with government statistics where yields are reported to have increased by 3.4 percent in Kien Giang and 4.6 percent in Ca Mau. One reason could be the tendency of households to underestimate their observations in favour of perceived assistance from government. On the other hand, it is possible that government statistics are overstated given that any negative findings could reflect on performance. Given these, it is to the best interest of the project to use statistics including the results of this baseline survey with diligence.

VIII. BASELINE DATA: OUTCOME INDICATORS

A. Traffic-related indicators

1. Three (3) of the outcome indicators are traffic-related. These are:
 - a. That passenger and freight vehicle operating costs are reduced by an average of 30 percent [in real terms] within 5 years of project completion;
 - b. That traffic on improved roads increase by 40 percent from baseline [2009] within 2 years of project completion;
 - c. That the international roughness index (IRI) for improved roads complies with the GoV standard of ≤ 3 m/km at final inspection and before acceptance from contractor;
 - d. That the IRI for new roads complies with the GoV standard of ≤ 2.2 m/km at final inspection and before acceptance from contractor;
 - e. That cross border processing time approximates what is agreed under the GMS-Cross Border Transport Agreement (CBTA); and
 - f. That road traffic accident is reduced from baseline [2009] within 2 years of project completion.
2. Baseline data for these indicators are not taken up in this report. The Draft Traffic Baseline Survey Report [31 July 2010], which is available at the My Thuan Project Management Unit (PMU-MT), contains all traffic-related data.
3. However, the matter of road accident was also taken up during the focus group discussions under the socio-economic baseline survey. Majority of the participants to FGDs had observed some kind of road accident in the communes. These are reportedly due to carelessness, driving while drunk, and bad road [see summary of FGD results in **Appendix VIII-1**].

B. Transport access to educational services

1. Performance indicator: That household access to educational services improves from baseline [2009] within 2 years of project completion
2. Baseline data
 - a. Out of the total number of treatment household members of school age, 60.4 percent is accounted for by Kien Giang, and the remaining 49.6 percent, by Ca Mau. About 49.1 percent are not in school --- slightly higher in Kien Giang at 49.6 percent, and slightly lower in Ca Mau at 48.3 percent. The major reasons for not going to school by rank are: (a) working instead of schooling for 60.4 percent of non-schooling members; (b) no money for schooling for 37.6 percent; and (c) do not like to go to school for 5.8 percent.
 - b. Among treatment household members who are actually in school, the most prevalent means of going to school is by walking [40.3 percent overall and 42.4 percent in Ca Mau], and by pedal bike in Kien Giang [41.9 percent]. In the control households, the most prevalent means is by pedal bike [42.5 percent overall and 63.3 percent in Kien Giang], and by motorized boat in Ca Mau [58.3 percent].

- c. The households with members who are actually in school were asked how they rate members' transport access to schools. The results are shown in Figure VIII-1 [see **Appendix VIII-2** for details]. The proportion of those who rated their transport access from good to very good is

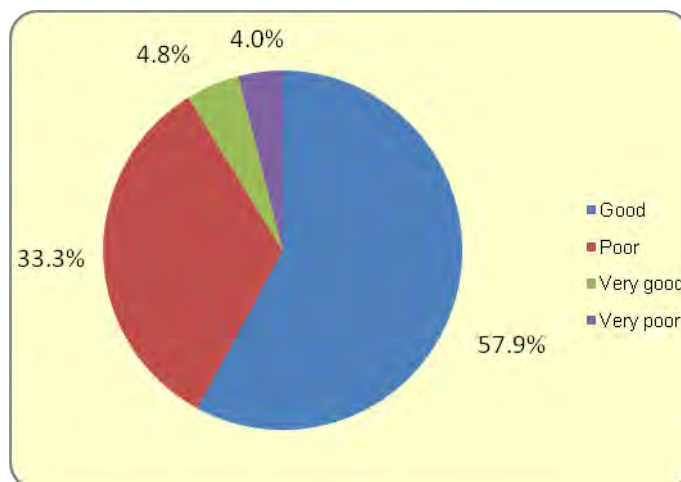


Figure VIII-1 Rating of access to schools, treatment households,

relatively high at already over 60 percent. The challenge to GMS-SCCP implementation is how to improve these ratings when road rehabilitation and construction are completed.

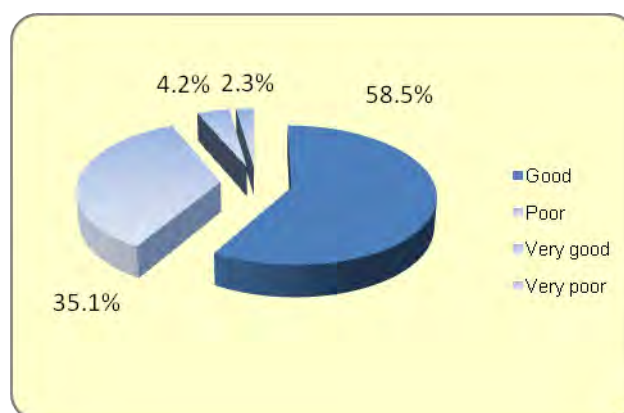
C. Transport access to health services

1. Performance indicator: That household access to health services improves from baseline [2009] within 2 years of project completion
2. Baseline data
 - a. Majority of the households reported that in the past 12 months, at least a member of the household got sick --- 86.0 percent in households of treatment communes and 75.8 percent in control communes. More than 90.0 percent of households in both treatment and control communes take their sick member to a health facility, but the highest proportion is in Ca Mau [98.9 percent] for treatment communes, and in Kien Giang [97.5 percent] for control communes.
 - b. The GoV classifies health establishments or facilities, as follows:
 - i. Medical service unit – A health facility in the commune, precinct or town, the type of facility that is closest to the commune. It provides services such as: (a) examination; (b) simple treatment; (c) caring for patients; (d) first aid; (e) helping in birth delivery; (f) family planning, etc.
 - ii. Regional polyclinic – A health establishment to examine and to treat people in the district, town or a group of communes or precincts.
 - iii. Sanatorium and rehabilitation hospital – A health establishment that accepts patients who are really in bad health or need to rest after treatment.
 - iv. Hospital – A health establishment that provides services including specialized treatments, with equipment for diagnosis and treatment,

and with full health staff. There is a provincial hospital, district hospital, or town hospital, and these are recognized by the Ministry of Health.

- c. In all cases, ranked first or the health facility where a sick household member is usually taken is the medical service unit, and this is likely because the sickness requires from simple treatment to helping in birth delivery. Ranked second is a district hospital, and this is when specialized treatment is required and it is located nearer the household compared to the provincial hospital.
- d. Among households that do not take their sick member to a health facility, the major reasons are: (a) practice of self medication reported by at least 85.0 percent of households in treatment communes; (b) the nearest health facility is too far, by around 3.0 percent; and (c) no road access to health facility, by up to 1.6 percent. It is notable that money is not an expressed constraint to taking a sick member to a health facility, but it could be one of the reasons for practicing self medication.
- e. Among those who bring their sick member to a health facility, the most popular means of transport is the motorbike [62.9 percent in treatment communes and 49.1 percent in control communes. Ranked second most popular means is the motorized boat [13.3 percent in treatment communes and 11.2 percent in control communes].

- f. When asked to rank how they would rate their transport access to health facilities, households in treatment communes rated it as good [58.5 percent] to very good [4.2 percent] [see chart and **Appendix VIII-3**]. For the control communes, the ratings are from good [59.5 percent] to very good [1.7 percent]. The



challenge to GMS-SCCP implementation is how to reverse the poor to very poor ratings of 37.4 percent in all treatment communes, 44.3 percent in Kien Giang treatment communes and 26.3 percent in Ca Mau treatment communes.

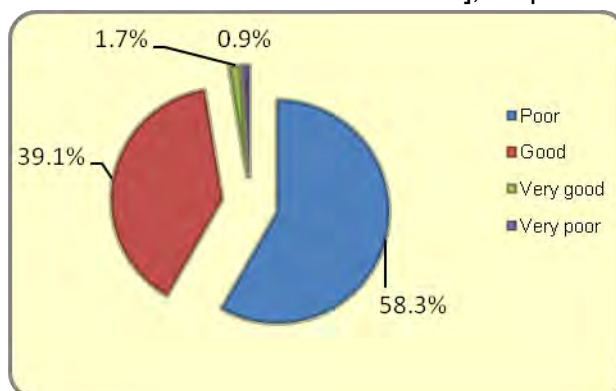
D. Transport access to markets for agricultural products

1. Performance indicator: That household access to markets for agricultural products improves from baseline [2009] within 2 years of project completion
2. Baseline data

In **Section VII**, the agricultural production activities of households are discussed. In this section on access to markets, the survey considered only households with

marketable surplus from their own production activities. It is discussed in two parts. The first part is on crops, while the second is on livestock and poultry.

- a. *Transport access to markets for agricultural crops* – The three most important crops that households in treatment communes plant and sell are rice, coconut and banana. A little over half of the households [51.7 percent] harvested AND sold their produce in part or in whole --- slightly lower at 50.1 percent in Kien Giang and slightly higher [54.3 percent] in Ca Mau. The proportion is lower [40.8 percent] in control communes. The main factors that influence their decision to plant for purposes of selling are: (a) price; (b) presence of buyers; and (c) market demand. The common practice is for buyers to make the purchase on farm [98.0 percent] instead of the households bringing their produce to the nearest place of sale. For majority of the households, buyers purchase on farm up to twice a year, with a few observations of up to 4 times a year. Among those who bring their produce to the nearest market [2.0 percent in all treatment households], a possible reason is the limited volume that is available for sale. In such cases, products are brought to market using motorized boat or motorbike.



- b. The survey also gathered data on the perception of households with respect to their transport access to markets for agricultural products. More than half of the respondents in treatment communes opine that their access to markets is 'poor', while close to 40.0 percent think it is 'good'. When the project is completed, the same respondents will be asked the same question to determine any change in perception arising from the improved and new roads.
- c. *Transport access to markets for livestock and poultry products* – The same questions were asked with respect to the marketing of livestock and poultry products. Chicken and duck are the most common raised by households. But unlike agricultural crops, livestock and poultry are usually raised for home consumption as shown by 65.3 percent of treatment households and 84.2 percent of control households that did not sell in the past 12 months.
- d. Given the limited number of cases of households meaning to sell poultry and animals raised, the observations are not discussed any further in this report.

IX. BASELINE DATA: OUTPUT INDICATORS

A. Environmental indicators and physical indicators

1. A number of environmental indicators --- air, water, noise, soil --- during the construction stage are included as part of the output indicators [see **Figure V-1**]. Baseline data for these indicators had been collected in 2009 and are reported separately under the Environmental Survey: Undertaking of Environmental Data Collection that is available at PMU-MT. In addition, there is a performance monitoring matrix that incorporates environmental baseline data.
2. The key indicators at the output level are indicators of outputs of construction, all of which do not require baseline data. The reporting of physical progress of implementation is part of the project's management information system.

B. HIV/AIDS and trafficking awareness and prevention

1. Performance indicator: The output indicator is that awareness and prevention programs are carried out during project implementation. This will be measured under the regular progress monitoring of project activities. As an added feature of the baseline survey, however, data was gathered on the level of awareness on HIV/AIDS and human trafficking to assist PMU-MT and PCU in designing an awareness program for implementation during the construction period.
2. Baseline data
 - a. *HIV/AIDS awareness in general* - At least one member of over 90 percent of treatment households has heard about HIV/AIDS --- 'heard a little' for 71.1 percent and 'heard a lot' for 20.7 percent of households. More households have not heard about HIV/AIDS at all in Kien Giang [9.5 percent] than in Ca Mau [6.1 percent]. It appears that households in the control households are better aware given the 5.8 percent that know nothing at all, although this is influenced by observations in the control commune in Ca Mau where all surveyed households have either 'heard a little' or have 'heard a lot'.
 - b. *Knowledge about how HIV/AIDS is acquired* - Although majority have heard about HIV/AIDS, the level of knowledge about how it is acquired is relatively low with 69.7 percent of treatment households 'knowing a little', 27.0 percent 'knowing much' and 3.3 percent 'knowing nothing'. Those who 'know nothing' about how HIV/AIDS is acquired is slightly more in Kien Giang [3.7 percent] than in Ca Mau [2.7 percent].

Table IX-1 Percentage of households with and without knowledge about HIV/AIDS, 2009

Province	Awareness in General		On How HIV/AIDS is Acquired		On the Dangers of HIV/AIDS		On How to Avoid HIV/AIDS	
	WK	NK	WK	NK	WK	NK	WK	NK
Treatment	91.8	8.2	96.6	3.3	97.4	2.6	95.0	5.0
Kien Giang	90.5	9.5	96.3	3.7	97.2	2.8	95.3	4.7
Ca Mau	93.9	6.1	97.3	2.7	97.8	2.2	94.5	5.5
Control	94.2	5.8	98.2	1.8	95.6	4.4	93.8	6.2
Kien Giang	91.2	8.8	97.3	2.7	93.2	6.8	90.4	9.6
Ca Mau	100.0	0.0	100.0	0.0	100.0	0.0	100.0	0.0

WK = With knowledge; NK = No knowledge

Source: Appendix IX-1 to IX-2.

- c. *Knowledge about the dangers of HIV/AIDS and how to avoid it* – Among the information that people need to know about HIV/AIDS, the dangers of acquiring the disease appears to be known to most of the treatment households. However, the proportion of treatment households who have knowledge on how to avoid the disease is relatively lower at 95.0 percent. These are significant findings that could be of use in designing the HIV/AIDS awareness and prevention program.
- d. *How information on HIV/AIDS is acquired* – Among households in the treatment communes, television ranks first [86.9 percent] as means of receiving information about HIV/AIDS. Print media ranks second [65.5 percent], and meetings conducted by national and local officials [63.6 percent] ranks third.
- e. *Organizations providing information on HIV/AIDS* – Respondent identified the local authorities as major information provider [83.4 percent] and the others are unnamed organizations including foreign and local civic organizations.
- f. *Human trafficking* – Human trafficking is common along the cross border as reported by various organizations. Excerpts from various reports are included below.
 - i. From the ADAPT Program: Research the Face of Human Trafficking, East Meets West Foundation – Many Vietnamese women and girls are trafficked through Dong Tham, An Giang and Kien Giang to Cambodia for sexual exploitation. In 2004, Cambodian police estimated that more than 50,000 girls were in brothels through Cambodia, many of whom were Vietnamese. The World Human Rights Organization and UNICEF estimate that one-third of the prostitutes in Cambodia under the age of 18, the majority of whom are Vietnamese.
 - ii. From The Children of Vietnam, UNICEF – There are many causes of human trafficking in Vietnam. UNICEF argues that the causes are poverty, little education, lack of awareness of trafficking, family conflict, the demand of Chinese men for wives and the open, shared and difficult-to-police border of the two countries.
 - iii. From Vietnam Overview: UNIAP - The UN Inter-Agency Project on Human Trafficking argues that many of the causes are socio-economic,

such as difficulty finding employment in rural and remote areas, lack of awareness, and low education level.

- g. The accuracy of data gathered on sensitive issues such as on human trafficking is difficult to ascertain. Nonetheless, households were asked if they have heard about human trafficking. Many have heard --- 67.4 percent of treatment households in Kien Giang and 83.2 percent in Ca Mau. This observed difference is somewhat unlikely considering that Kien Giang is closer to the cross border. But when asked about their knowledge of cases on human trafficking, the proportion of households saying that they know of a few cases is higher in Kien Giang [4.6 percent] than in Ca Mau [1.3 percent]. These observations are validated in the focus group discussions [See **Appendix VIII-1**].

ANNEXES

Monitoring and Evaluation Framework

Design Summary	Performance Targets/Indicators ¹	M&E System	Report	Frequency	Responsibility for:		Data Collection and Reporting Tools
					Data Collection and Reporting	Field Validation	
Impact							
Promotion of economic growth in the project area and GMS by strengthening connectivity with neighbouring countries and increasing competitiveness	<ul style="list-style-type: none"> Average per capita income in Project-affected provinces will reach the national average within 5 years of project completion Total trading volume between Cambodia and Viet Nam doubled 5 years after project completion Agricultural area, production and productivity improved within 5 years of project completion Economic and livelihood activities of households improved within 5 years of project completion 	<ul style="list-style-type: none"> Baseline survey End-of-Project Evaluation Impact evaluation 	<ul style="list-style-type: none"> Baseline Survey Report National, provincial and district economic and trade statistics Evaluation Report National, provincial and district economic and trade statistics Impact Evaluation Report National, provincial and district economic and trade statistics 	<ul style="list-style-type: none"> Once before start of construction [2009] Once immediately prior to Project completion Once within 5 years from Project completion 	<ul style="list-style-type: none"> Data collection and data processing by service provider Reporting to PMU-MT by Consultant [SMEC]; to ADB & AusAID by PMU-MT MOT 	<ul style="list-style-type: none"> Consultant [SMEC] & PMU-MT MOT 	<ul style="list-style-type: none"> Household survey questionnaire Focus group discussion guide Guide questions for key informant interviews
Outcome							
Reduce transport times and costs, and induce more efficient movement of passengers and goods within the project area and between GMS countries	<ul style="list-style-type: none"> Passenger and freight vehicle operating costs reduced by an average of 30 percent, in real terms, within 5 years of project completion Traffic on improved roads increased by 40 percent from 	<ul style="list-style-type: none"> Baseline survey End-of Project Evaluation Impact evaluation 	As above	As above	As above	As above	As above

¹ Based on Design and Monitoring Framework, PAM, ADB, June 2009 [Attachment 1]. The other indicators are as listed in the loan covenants. Where applicable, data will be disaggregated by gender, by poverty classification [poor if below the MOLISA poverty threshold of VND200,000/capita/month in rural areas and VND260,000/capita/month in urban areas], and by ethnic minority group.

Design Summary	Performance Targets/Indicators ¹	M&E System	Report	Frequency	Responsibility for:		Data Collection and Reporting Tools
					Data Collection and Reporting	Field Validation	
	baseline [2009] within 2 years of project completion <ul style="list-style-type: none"> Cross-border processing time approximates the agreement at GMS-CBTA Road traffic accident reduced from baseline [2009] within 2 years of project completion IRI for improved roads complies with GoV standard of ≤ 3 m/km at final inspection & before acceptance from contractor IRI for new roads complies with GoV standard of ≤ 2.2 m/km at final inspection & before acceptance from contractor Household access to educational and health services improved from baseline [2009] within 2 years of project completion Household access to markets for agricultural products improved from baseline [2009] 	<ul style="list-style-type: none"> Baseline survey 	<ul style="list-style-type: none"> As above including Customs statistics Baseline survey report Road statistics from RRMU7 and other offices Project completion report 	<ul style="list-style-type: none"> As above including Customs statistics Baseline survey report Road statistics from RRMU7 and other offices Project completion report 	<ul style="list-style-type: none"> As above including Customs statistics Baseline survey report Road statistics from RRMU7 and other offices Project completion report 	<ul style="list-style-type: none"> As above including Customs statistics Baseline survey report Road statistics from RRMU7 and other offices Project completion report 	<ul style="list-style-type: none"> As above including Customs statistics Baseline survey report Road statistics from RRMU7 and other offices Project completion report

Design Summary	Performance Targets/Indicators ¹	M&E System	Report	Frequency	Responsibility for:		Data Collection and Reporting Tools
					Data Collection and Reporting	Field Validation	
	within 2 years of project completion						
Outputs							
1. Completion of the road and bridge improvements enabling unrestricted passenger and freight transport	1.1 Improvement of 4 km of QL80 between Xa Xia and Ha Tien completed by 2015	• Output monitoring	• Implementation Progress Report • Project completion report	• Monthly • Once at project end	• To Consultant [SMEC] by civil works consultants • To PMU-MT by Consultant [SMEC]	• Consultant [SMEC] • PMU-MT	• Implementation Progress Report [format to be designed]
	1.2 Construction of new road from Thu Bay to Nga Bac and from Nga Bac to Ca Mau [km 170+909 to km 209+445] completed by 2016	• Output monitoring	• Implementation Progress Report • Project completion report	• Monthly • Once at project end	• To Consultant [SMEC] by civil works consultants • To PMU-MT by Consultant [SMEC]	• Consultant [SMEC] • PMU-MT	• Implementation Progress Report [format to be designed]
	1.3 Construction of 70 bridges completed by 2015	• Output monitoring	• Implementation Progress Report • Project completion report	• Monthly • Once at project end	• To Consultant [SMEC] by civil works consultants • To PMU-MT by Consultant [SMEC]	• Consultant [SMEC] • PMU-MT	• Implementation Progress Report [format to be designed]
	1.4 Resettlement plans finalized, approved and implemented as scheduled and without delays	• Process monitoring	• Internal resettlement monitoring reports • External resettlement monitoring reports	• Quarterly	• PMU-MT	• PMU-MT	• See Resettlement Plan
	1.5 Environmental Management Plans finalized, approved and implemented as scheduled and without delays	• Process monitoring	• Environmental monitoring reports	• Monthly	• To Consultant [SMEC] by civil works consultants • To PMU-MT by Consultant [SMEC]	• Consultant [SMEC] • PMU-MT	• See EMP

Design Summary	Performance Targets/Indicators ¹	M&E System	Report	Frequency	Responsibility for:		Data Collection and Reporting Tools
					Data Collection and Reporting	Field Validation	
	1.6 Air quality in sensitive project areas complies with GoV standards during construction	• Process monitoring	• Environmental monitoring reports	• Monthly	<ul style="list-style-type: none"> To Consultant [SMEC] by civil works consultants To PMU-MT by Consultant [SMEC] 	<ul style="list-style-type: none"> Consultant [SMEC] PMU-MT 	• See EMP
	1.7 Noise level in inhabited areas complies with GoV standards during construction	• Process monitoring	• Environmental monitoring reports	• Monthly	<ul style="list-style-type: none"> To Consultant [SMEC] by civil works consultants To PMU-MT by Consultant [SMEC] 	<ul style="list-style-type: none"> Consultant [SMEC] PMU-MT 	• See EMP
	1.8 Water quality in canals and rivers complies with GoV standards during construction	• Process monitoring	• Environmental monitoring reports	• Monthly	<ul style="list-style-type: none"> To Consultant [SMEC] by civil works consultants To PMU-MT by Consultant [SMEC] 	<ul style="list-style-type: none"> Consultant [SMEC] PMU-MT 	• See EMP
	1.9 Soils in 13 high- and 14 medium-risk acid sulphate soil areas are neutralized at pH 5, or managed through other means during construction	• Process monitoring	• Environmental monitoring reports	• Monthly	<ul style="list-style-type: none"> To Consultant [SMEC] by civil works consultants To PMU-MT by Consultant [SMEC] 	<ul style="list-style-type: none"> Consultant [SMEC] PMU-MT 	• See EMP
	1.10 There is no sign of sediment plumes at construction site, and no oil slick or oil sheen & construction waste in water during construction	• Process monitoring	• Environmental monitoring reports	• Monthly	<ul style="list-style-type: none"> To Consultant [SMEC] by civil works consultants To PMU-MT by Consultant [SMEC] 	<ul style="list-style-type: none"> Consultant [SMEC] PMU-MT 	• See EMP
	1.11 Civil works contracts awarded within 9 months of invitation for bids	• Process monitoring	• Procurement Report	• Monthly	• PMU-MT		• Procurement Report [format to be designed]
	1.12 Unexploded ordinance cleared prior to start of civil works	• Output monitoring	• Implementation Progress Report	• Monthly	<ul style="list-style-type: none"> To Consultant [SMEC] by civil works consultants To PMU-MT by Consultant [SMEC] 	<ul style="list-style-type: none"> Consultant [SMEC] PMU-MT 	• Implementation Progress Report [format to be designed]
	1.13 Civil works	• Output monitoring	• Implementation	• Monthly	• To Consultant	• Consultant	• Implementation

Design Summary	Performance Targets/Indicators ¹	M&E System	Report	Frequency	Responsibility for:		Data Collection and Reporting Tools
					Data Collection and Reporting	Field Validation	
	contracts completed on schedule, in compliance with conditions of contract, and all defects rectified by end of defects liability period		<ul style="list-style-type: none"> Progress Report Project completion report 	<ul style="list-style-type: none"> Once at project end 	<ul style="list-style-type: none"> [SMEC] by civil works consultants To PMU-MT by Consultant [SMEC] 	<ul style="list-style-type: none"> [SMEC] PMU-MT 	Progress Report [format to be designed]
2. Border facilities constructed	2.1 Construction of border facility at Xia Xia completed by 2015	<ul style="list-style-type: none"> Output monitoring 	<ul style="list-style-type: none"> Implementation Progress Report Project completion report 	<ul style="list-style-type: none"> Monthly Once at project end 	<ul style="list-style-type: none"> To Consultant [SMEC] by civil works consultants To PMU-MT by Consultant [SMEC] 	<ul style="list-style-type: none"> Consultant [SMEC] PMU-MT 	<ul style="list-style-type: none"> Implementation Progress Report [format to be designed]
3. HIV/AIDS and trafficking awareness and prevention programs completed on the project road	3.1 Target groups [communities and contractor personnel] have participated in HIV/AIDS and trafficking awareness and prevention programs	<ul style="list-style-type: none"> Process monitoring 	<ul style="list-style-type: none"> HAPP/HTPP Report 	<ul style="list-style-type: none"> Quarterly 	<ul style="list-style-type: none"> To Consultant [SMEC] by civil works consultants To PMU-MT by Consultant [SMEC] 	<ul style="list-style-type: none"> Consultant [SMEC] PMU-MT 	<ul style="list-style-type: none"> HAPP/HTPP Report [format to be designed]
4. Road safety programmes	4.1 Road safety audits completed during detailed design	<ul style="list-style-type: none"> Process monitoring 	<ul style="list-style-type: none"> Road Safety Audit Report 	<ul style="list-style-type: none"> Once during detailed design preparation 	<ul style="list-style-type: none"> Consultant [SMEC] 		
	4.2 Road safety awareness programs completed during construction period	<ul style="list-style-type: none"> Process monitoring 	<ul style="list-style-type: none"> Road Safety Awareness Program Report 	<ul style="list-style-type: none"> Quarterly 	<ul style="list-style-type: none"> To Consultant [SMEC] by civil works consultants To PMU-MT by Consultant [SMEC] 	<ul style="list-style-type: none"> PMU-MT 	
Activities							
1. Selection of detailed design and construction supervision consultant	Started by Q4, 2007 and completed by Q3, 2008	<ul style="list-style-type: none"> Process monitoring 	Progress Report	Monthly	PMU-MT		
2. Preparation of detailed designs	Started by Q4, 2008 and completed by Q4, 2009	<ul style="list-style-type: none"> Process monitoring 	Progress Report	Monthly	PMU-MT		

Design Summary	Performance Targets/Indicators ¹	M&E System	Report	Frequency	Responsibility for:		Data Collection and Reporting Tools
					Data Collection and Reporting	Field Validation	
and bidding documents							
3. Bidding for civil works contractors	Started by Q4, 2009 and completed by Q4, 2010	<ul style="list-style-type: none"> Process monitoring 	Progress Report	Monthly	PMU-MT		
4. Implementation of resettlement plans	Started by Q4, 2009 and completed by Q4, 2010	<ul style="list-style-type: none"> Process monitoring 	Progress Report	Monthly	PMU-MT		
5. Bidding for implementation of HAPP and HTPP ²	Started by Q2, 2010 and completed by Q3, 2010	<ul style="list-style-type: none"> Process monitoring 	Progress Report	Monthly	Consultant [SMEC]		
6. Civil works for road & bridges	Started by Q4, 2010 and completed by Q4, 2016	See output level					
7. Civil works for cross border facilities	Started by Q4, 2010 and completed by Q4, 2015	See output level					
8. Implementation of HAPP/HTPP	Started by Q4, 2010 and completed by Q4, 2016.	See output level					

² Subject to PMU-MT decision --- for consultant to implement the programs or to sub-contract services.

Attachment 1 - Design and Monitoring Framework

Design Summary	Performance Targets/Indicators	Data Sources/Reporting Mechanisms	Assumptions and Risks
Impact Promotion of economic growth in the project area and GMS by strengthening connectivity with neighbouring countries and increasing competitiveness	<ul style="list-style-type: none"> Average per capita income in project-affected provinces will reach the national average within 5 years of project completion Total trading volume between Cambodia and Viet Nam will double 5 years after project completion 	<ul style="list-style-type: none"> National and regional economic data and statistics International trade statistics Baseline and ex-post surveys of household income levels in project affected areas Project completion report and benefit monitoring and evaluation 	Assumption <ul style="list-style-type: none"> GMS CBTA is fully implemented
Outcome Reduce transport times and costs, and induce more efficient movement of passengers and goods within the project area and between GMS countries	<ul style="list-style-type: none"> Reduction in passenger and freight vehicle operating costs by an average of 30 percent, in real terms, within 5 years of project completion Traffic on improved roads increases by 40 percent from 2008 baseline within 2 years of project completion Cross-border processing times approximate what are agreed in the GMS-CBTA 	<ul style="list-style-type: none"> Baseline traffic and transport cost data Traffic counts at border crossings and strategic points in the transport network Customs statistics Field surveys and interviews of road transport operators and road users 	Assumptions <ul style="list-style-type: none"> GMS CBTA is implemented at pilot sites Reciprocal operating permits are granted to commercial passenger and goods vehicles Risks <ul style="list-style-type: none"> Harmonized cross border inspection are not implemented effectively
Outputs 1. Completion of the road and bridge improvements enabling unrestricted passenger and freight transport	1.1 In Viet Nam, improve: <ul style="list-style-type: none"> 4 km of QL80 between Xa Xia and Ha Tien Transport corridor from Thu Bay to Nga Bac and from Nga Bac to Ca Mau [km 170+909 to km 209+445] 1.2 In Viet Nam, construct 70 bridges 1.3 Finalization, approval and implementation of resettlement plans and environmental management plans without delays	<ul style="list-style-type: none"> Resettlement monitoring reports Civil works bid evaluation and award of contract reports Monthly and quarterly progress reports Project completion report 	Assumptions <ul style="list-style-type: none"> Procurement processes ensure bidders are qualified Quality management and cost control of civil works are effective Provincial authorities have the capacity to Manage resettlement, environmental management, and social action plans Risks <ul style="list-style-type: none"> Insufficient number of bids are received from qualified, eligible bidders Delays in completion of procurement

Design Summary	Performance Targets/Indicators	Data Sources/Reporting Mechanisms	Assumptions and Risks
			or resettlement delay start of construction
	1.4 Civil works contracts awarded within 9 months of invitation for bids 1.5 Unexploded ordinance cleared prior to start of civil works 1.6 Completion of civil works contracts on schedule, in compliance with conditions of contract, and all defects rectified by end of defects liability period		<ul style="list-style-type: none"> Increased construction and resettlement costs reduce the scope of work achievable within the Project Contractors fail to perform as required Increased number and severity of road accidents
2. Border facilities constructed	2.1 In Viet Nam, construct border facilities at Xa Xia.		
3. HIV/AIDS and trafficking awareness and prevention programs completed on the project road	3.1 All vulnerable groups and contractor personnel have participated in HIV/AIDS and trafficking awareness and prevention programs 3.2 Road safety audits undertaken during detailed design and road safety awareness programs undertaken during construction period		

Activities and Milestones	Inputs		
Viet Nam 1.1 Selection of detailed design and construction supervision consultant Target: Begin Q4, 2007 and complete Q3, 2008 – ADB component Target: Begin Q4, 2007 and completed Q3, 2008 – Republic of Korea 1.2 Preparation of detailed designs and bidding documents Target: Begin Q4, 2008 and complete Q4, 2009 – ADB Component Target: Begin Q4, 2008 and complete Q4, 2009 – Republic of Korea 1.3 Bidding for civil works contractors Target: Begin Q4, 2009 and complete Q4, 2010– ADB Component Target: Begin Q2, 2009 and complete Q4, 2010 – Republic of Korea 1.4 Civil works for road and bridges Target: Begin Q4, 2010 and complete Q4, 2016 – ADB Component Target: Begin Q1, 2010 and complete Q4, 2015 – Republic of Korea 1.5 Implement resettlement plans and project specific gender strategy Target: Begin Q4, 2009 and complete Q2, 2010	Consulting services	\$ 9.8 million \$ 4.5 million	Government of Australia Government of Republic of Korea
	Civil works	\$ 75.0 million \$ 15.7 million \$ 45.5 million \$ 64.4 million	ADB Government of Australia Government of Republic of Korea Government of Viet Nam
2.1 Civil works for cross-border facilities Target: Begin Q4, 2010 and complete Q4, 2012			

Activities and Milestones	Inputs		
3.1 Implement HIV/AIDS and trafficking awareness and prevention programs Target: Begin Q4 2010 and complete Q4 2016			
4.1 Project monitoring and evaluation Targets: Initial baseline survey within 18 months of loan effectiveness Second survey immediately prior to project completion Third survey to be conducted 5 years after project completion			

Source: PAM, ADB, June 2009, except for the target dates for ADB component of activities and milestones and the inputs, which are based on recent developments.

Attachment 2 - Performance Monitoring Matrix

Design Summary	Performance Indicators	Unit	Baseline		2009	2010	2011	2012	2013	2014
Impact										
Promotion of economic growth in the project area and GMS by strengthening connectivity with neighbouring countries and increasing competitiveness	Average per capita income in Project-affected areas will reach the national average within 5 years of project completion	VND per capita	To be determined [TBD] from baseline household survey	Target						
				Progress						
	Total trading volume between Cambodia and Viet Nam will double 5 years after project completion	Percent increase	TBD from baseline traffic survey and official trade statistics	Target						
				Progress						
	Agricultural area, production and productivity will improve within 5 years of project completion	ha mt mt/ha	TBD from baseline household survey	Target						
				Progress						
	Economic and livelihood activities of households will improve within 5 years of project completion	Percent increase in households engaged in economic and livelihood activities	TBD from baseline household survey	Target						
				Progress						
Outcome										
Reduced transport times and costs, and induce more efficient movement of passengers and goods within the	<ul style="list-style-type: none"> Passenger and freight vehicle operating costs reduced by an average of 30 percent, in real terms, within 5 years of project completion 	VND per year	TBD from baseline traffic survey	Target						
				Progress						

Design Summary	Performance Indicators	Unit	Baseline		2009	2010	2011	2012	2013	2014
project area and between GMS countries	• Traffic on improved roads increased by 40 percent from baseline [2009] within 2 years of project completion	ADT	TBD from baseline traffic survey	Target						
				Progress						
	• Cross border processing times of under 0.5 hours for passengers and under 2.0 hours for freight by project completion	Hours	TBD from baseline traffic survey	Target						
				Progress						
	• Road traffic accident reduced from baseline [2009] within 2 years of project completion	Percent decrease in road traffic accident	To be collected from secondary sources and TBD from FGD of traffic survey	Target						
				Progress						
	• Household access to educational and health services improves from 2009 baseline within 2 years from project completion	Percent increase in number of school children and households	TBD from baseline household survey	Target						
				Progress						
	• Household access to markets for agricultural products improves from 2009 baseline within 2 years from project completion	Percent increase in number of households	TBD from baseline household survey	Target						
				Progress						
Outputs										
1. Completion of road and bridge improvements enabling unrestricted passenger and freight transport	1.1 Improvement of 4 km of QL80 between Xa Xia and Ha Tien completed by 2015	Percent completion	Not applicable	Target						
				Progress						
	1.2 Construction of new road from km 170+909	Percent completion	Not applicable	Target						

Design Summary	Performance Indicators	Unit	Baseline		2009	2010	2011	2012	2013	2014
	to km 209+445 completed by 2016			Progress						
	1.3 Construction of 70 bridges completed by 2015	Percent completion	Not applicable	Target						
				Progress						
	1.4 Resettlement plans finalized, approved and implemented as scheduled and without delays	Percent of plans finalized and approved	Not applicable	Target						
				Progress						
		Percent of planned compensation implemented	Not applicable	Target						
				Progress						
	1.5 Environmental management plans finalized, approved and implemented without delays	Percent of plans finalized and approved	Not applicable	Target						
				Progress						
		Percent of planned activities implemented	Not applicable	Target						
				Progress						
	1.6 Civil works contracts awarded within 9 months of invitation for bids	Number of contracts awarded	Not applicable	Target						
				Progress						
	1.7 Unexploded ordinance cleared prior to start of civil works		Not applicable	Target						
				Progress						
	1.8 Civil works completed on schedule, in	Percent completion	Not applicable	Target						

Design Summary	Performance Indicators	Unit	Baseline		2009	2010	2011	2012	2013	2014
	compliance with conditions of contract, and all defects rectified by end of defects liability period			Progress						
2. Border facilities constructed	2.1 Construction of border facility at Xa Xia completed by 2015	Percent completion	Not applicable	Target						
				Progress						
3. HIV/AIDS and human trafficking awareness and prevention programs completed on the project road	3.1 Target groups [communities and contractor personnel] have participated in HIV/AIDS and trafficking awareness and prevention programs	Percent of households and contractor personnel	Not applicable	Target						
				Progress						
		Percent of households who have heard about HIV/AIDS and human trafficking	TBD from baseline household survey and official district statistics, if any	Target						
				Progress						
		Number of HIV/AIDS cases	TBD from baseline household survey and official district statistics, if any	Target						
				Progress						
		Number of human trafficking cases	TBD from baseline household survey and official district statistics, if any	Target						
				Progress						
4. Road safety programmes	4.1 Road safety audits completed during detailed design	Number of road safety audits	Not applicable	Target						

Design Summary	Performance Indicators	Unit	Baseline		2009	2010	2011	2012	2013	2014
				Progress						
	4.2 Road safety awareness programs completed during construction period	Number of participants to road safety awareness programs	Not applicable	Target						
				Progress						

Notes:

1. The performance targets/indicators are as indicated in the M&E Framework.
2. The first report to be prepared when the baseline survey is completed and the procurement process for civil works has started. The second report will be prepared when the contracts for civil works have been awarded. Thereafter, reports will be submitted twice a year --- for the period January to June and July to December.

APPENDIX

Appendix VII-1a

Area planted to paddy in the past 12 months, 2009

Area planted to paddy in the past 12 months, 2009

Province	District	Commune	No. of Sample HHs	No. Reporting Engaged in Paddy Production	Area Planted [ha]					
					Winter-Spring Crop			Summer-Autumn Crop		
					No. Reporting	Ave ha	Mean [ha]	No. Reporting	Ave ha	Mean [ha]
TREATMENT AREAS										
	Kiên Giang									
	Hà Tiên									
		Đông Hồ								
		Mỹ Đức								
		Thuận Yên								
	Kiên Lương									
		Hòa Điền								
		Dương Hòa								
	An Biên									
		Tây Yên								
		Tây Yên A								
		Nam Yên								
		Hưng Yên								
		Nam Thái								
		Nam Thái A								
		Đông Thái								
		Đông Yên								
	An Minh									
		Thuận Hòa								
		Đông Hòa								
		Đông Thanh								
		Tân Thanh								
		Đông Hưng								
		Đông Hưng A								
		Đông Hưng B								
		Vân Khánh								

Appendix VII-1a

Province	District	Commune	No. of Sample HHs	No. Report ing Engaged in Paddy Production	Area Planted [ha]									
					Winter-Spring Crop			Summer-Autumn Crop			Autumn-Winter Crop			
					No. Reporting	Ave ha]	Mean [ha]	No. Reporting	Ave ha]	Mean [ha]	No. Reporting	Ave ha]	Mean [ha]	
		Vân Khánh Đông	40	18	1.69	1.69	0				0			
		Vân Khánh Tây	280	187	1.25	1.24	71	1.22	1.24	33	1.16	1.16		
	Vĩnh Thuận		40	35	0.79	0.74	17	1.69	1.80	4	0.63	0.63		
		Vĩnh Bình Bắc	40	21			3	0.93	0.93	21	1.26	1.26		
		Vĩnh Bình Nam	40	35	1.35	1.35	3	2.20	2.20	0				
		Vĩnh Thuận	40	21	1.01	1.01	4	0.80	0.80	0				
		Tân Thuận	40	32	0.93	0.93	31	0.99	0.99	0				
		Phong Đông	40	21	1.88	1.88	0			0				
		Vĩnh Phong	40	22	1.25	1.25	13	1.14	1.14	8	1.16	1.16		
	Giang Thành		40	37	2.20	2.20	37	2.20	2.20	0				
		Phủ Mỹ	40	37	2.20	2.20	37	2.20	2.20	0				
Cà Mau			720	441	1.15	1.15	124	1.07	1.08	229	1.34	1.34		
	U Minh		200	115	1.42	1.39	16	1.61	1.61	60	1.07	1.09		
		Khánh Hòa	40	18	1.38	1.38	6	1.57	1.57	4	0.90	0.90		
		Khánh Tiến	40	31	2.23	1.68				28	1.15	1.19		
		Nguyễn Phích	40	22	1.56	1.56	3	1.13	1.13	11	1.22	1.22		
		Khánh Lâm	40	25	1.32	1.32	7	1.84	1.84	0				
		Khánh An	40	19	1.00	1.00				17	0.90	0.90		
Thới Bình			360	224	1.06	1.06	61	0.92	0.92	127	1.42	1.42		
		Tân Lộc	40	15	0.83	0.83	14	1.15	1.15	6	1.25	1.25		
		Biển Bạch	40	31			0			31	1.56	1.56		
		Trí Phái	40	32	1.09	1.09	10	0.70	0.70	15	1.19	1.19		
		Biển Bạch Đông	40	32	1.48	1.48	0			7	2.86	2.86		
		Thới Bình	40	21			1	0.40	0.40	20	1.35	1.35		
		Tân Phú	40	26	0.96	0.96	5	1.24	1.24	6	0.47	0.47		
		Tân Lộc Bắc	40	34	0.91	0.91	31	0.84	0.84	18	1.18	1.18		
		Tân Lộc Đông	40	9	0.54	0.54	0			0				
		Hồ Thị Kỳ	40	24			0			24	1.49	1.49		

Appendix VII-1a
Area planted to paddy in the past 12 months, 2009

Province	District	Commune	No. of Sample HHs	No. Reporting in Paddy Production	Area Planted [ha]								
					Winter-Spring Crop			Summer-Autumn Crop			Autumn-Winter Crop		
					No. Reporting	Ave ha	Mean [ha]	No. Reporting	Ave ha	Mean [ha]	No. Reporting	Ave ha	Mean [ha]
	Trần Văn Thời		160	102	59	1.07	1.07	47	1.08	1.10	42	1.47	1.43
		Trần Hợi	40	25	12	1.01	1.01	12	1.01	1.01	13	1.69	1.69
		Khánh Bình	40	27	23	1.36	1.36	22	1.25	1.31	0		4.00
		Khánh Bình Đông	40	36	12	0.98	0.98	13	0.86	0.86	27	1.29	1.29
		Lợi An	40	14	12	0.68	0.68	0			2	0.43	0.43
CONTROL AREAS													
Kiên Giang			120	48	47	1.64	1.64	48	1.73	1.73	0		0.00
			80	47	47	1.64	1.64	47	1.66	1.66	0		0.00
	Gò Quao		40	16	16	1.05	1.05	16	1.12	1.12	0		0.00
		Vĩnh Phước B	40	16	16	1.05	1.05	16	1.12	1.12	0		0.00
	Giang Thành		40	31	31	1.94	1.94	31	1.94	1.94	0		0.00
		Vĩnh Điều	40	31	31	1.94	1.94	31	1.94	1.94	0		0.00
Cà Mau			40	1	0		0.00	1	5.00	5.00	0		0.00
	Cái Nước		40	1	0		0.00	1	5.00	5.00	0		0.00
		Tân Hưng	40	1	0		0.00	1	5.00	5.00	0		0.00

Appendix VII-1b
Quantity harvested for paddy in the past 12 months, 2009

Quantity harvested for paddy in the past 12 months, 2009

Province	District	Commune	No. of Sample HHs	No. Reporting Engaged in Paddy Production	Quantity Harvested [tons]										
					Winter-Spring Crop			Summer-Autumn Crop			Autumn-Winter Crop				
					No. Reporting	Ave Qty Harvested [tons]	Mean [tons]	No. Reporting	Ave Qty Harvested [tons]	Mean [tons]	No. Reporting	Ave Qty Harvested [tons]	Mean [tons]		
TREATMENT AREAS				1920	1085	617	4.3	4.3	4.3	399	4.8	4.8	371	3.6	3.6
Kiên Giang				1200	644	432	4.9	4.9	4.9	275	5.3	5.3	142	4.4	4.5
	Hà Tiên			120	9	1	4.0	4.0	4.0	8	3.4	3.4	0		0.0
		Đông Hồ		40	0								0		0.0
		Mỹ Đức		40	9	1	4.0	4.0	4.0	8	3.4	3.4	0		0.0
		Thuận Yên		40	0								0		0.0
	Kiên Lương			80	10	9	8.9	8.9	8.9	6	8.3	8.3	1	4.0	4.0
		Hòa Điền		40	6	6	12.3	12.3	12.3	5	9.8	9.8	0		
		Dương Hòa		40	4	3	2.0	2.0	2.0	1	0.4	0.4	1	4.0	4.0
	An Biên			320	183	153	5.6	5.7	5.7	126	5.7	5.7	21	6.8	6.8
		Tây Yên		40	20	16	4.0	4.0	4.0	18	3.7	3.7	3	4.0	4.0
		Tây Yên A		40	29	28	6.7	6.7	6.7	29	5.8	5.8	1	3.0	3.0
		Nam Yên		40	13	13	6.5	6.5	6.5	6	6.3	6.3	0		
		Hưng Yên		40	17	17	5.0	5.0	5.0	14	5.0	5.0	0		
		Nam Thái		40	28	12	4.0	4.0	4.0	7	6.9	6.9	9	6.0	6.0
		Nam Thái A		40	24	23	5.8	5.8	5.8	1	5.0	5.0	0		
		Đông Thái		40	20	20	5.1	5.1	5.1	20	4.6	4.6	0		
		Đông Yên		40	32	24	6.7	7.0	7.6	31	7.6	7.6	8	9.2	9.2
	An Minh			360	218	113	3.2	3.3	3.1	27	3.1	3.1	87	4.1	4.2
		Thuận Hòa		40	23	0				0			23	2.7	2.8
		Đông Hòa		40	16	16	3.4	3.4	3.4	9	2.7	2.7	0		
		Đông Thạnh		40	33	14	5.6	5.6	5.6	8	2.7	2.7	11	6.5	6.5
		Tân Thạnh		40	22	0				1	2.0	2.0	21	3.5	3.5
		Đông Hưng		40	20	14	4.8	4.8	4.1	6	4.1	4.1	0		
		Đông Hưng A		40	22	22	0.5	0.5		0			0		
		Đông Hưng B		40	34	0				2	5.5	5.5	32	4.8	4.8
		Vân Khánh		40	30	29	4.0	4.2	0.5	1	0.5	0.5	0		

Appendix VII-1b
Quantity harvested for paddy in the past 12 months, 2009

Province	District	Commune	No. of Sample HHs	No. Report ing Engaged in Paddy Production	Quantity Harvested [tons]								
					Winter-Spring Crop			Summer-Autumn Crop			Autumn-Winter Crop		
					No. Reporting	Ave Qty Harvested [tons]	Mean [tons]	No. Reporting	Ave Qty Harvested [tons]	Mean [tons]	No. Reporting	Ave Qty Harvested [tons]	Mean [tons]
		Vân Khánh Đông	40	18	18	2.1	2.1	0			0		
		Vân Khánh Tây	280	187	119	3.7	3.7	71	4.5	4.5	33	3.7	3.7
	Vĩnh Thuận		40	35	14	0.7	0.7	17	5.0	5.4	4	0.6	0.6
		Vĩnh Bình Bắc	40	21	0			3	2.0	2.0	21	3.9	3.9
		Vĩnh Bình Nam	40	35	33	5.0	5.0	3	7.5	7.5	0		
		Vĩnh Thuận	40	21	17	4.2	4.2	4	1.4	1.4	0		
		Tân Thuận	40	32	20	5.0	5.0	31	4.4	4.4	0		
		Phong Đông	40	21	21	1.1	1.1	0			0		
		Vĩnh Phong	40	22	14	5.4	5.4	13	4.8	4.8	8	5.0	5.0
	Giang Thành		40	37	37	9.5	9.5	37	7.1	7.1	0		0.0
		Phú Mỹ	40	37	37	9.5	9.5	37	7.1	7.1	0		0.0
Cà Mau			720	441	185	3.0	2.9	124	3.6	3.6	229	3.0	3.0
	U Minh		200	115	45	3.0	2.9	16	2.3	2.3	60	2.0	2.0
		Khánh Hòa	40	18	8	3.1	3.1	6	2.4	2.4	4	4.3	4.3
		Khánh Tiến	40	31	3	7.1	5.3				28	2.4	2.5
		Nguyễn Phích	40	22	8	0.7	0.7	3	3.1	3.1	11	2.1	2.1
		Khánh Lâm	40	25	24	3.3	3.3	7	1.9	1.9	0		
		Khánh An	40	19	2	2.0	2.0				17	0.9	0.9
	Thới Bình		360	224	81	2.1	2.1	61	3.4	3.4	127	3.3	3.3
		Tân Lộc	40	15	8	3.1	3.1	14	5.5	5.5	6	6.9	6.9
		Biển Bạch	40	31	0			0			31	4.1	4.1
		Trí Phái	40	32	7	5.1	5.1	10	2.7	2.7	15	3.6	3.6
		Biển Bạch Đông	40	32	25	0.9	0.9	0			7	3.9	3.9
		Thới Bình	40	21	0			1	0.8	0.8	20	2.6	2.6
		Tân Phú	40	26	17	2.5	2.5	5	2.5	2.5	6	1.5	1.5
		Tân Lộc Bắc	40	34	15	2.7	2.7	31	2.9	2.9	18	3.6	3.6
		Tân Lộc Đông	40	9	9	0.7	0.7	0			0		
		Hồ Thị Kỳ	40	24	0			0			24	1.7	1.7

Appendix VII-1b
Quantity harvested for paddy in the past 12 months, 2009

Province	District	Commune	No. of Sample HHs	No. Reporting Engaged in Paddy Production	Quantity Harvested [tons]								
					Winter-Spring Crop			Summer-Autumn Crop			Autumn-Winter Crop		
					No. Reporting	Ave Qty Harvested [tons]	Mean [tons]	No. Reporting	Ave Qty Harvested [tons]	Mean [tons]	No. Reporting	Ave Qty Harvested [tons]	Mean [tons]
	Trần Văn Thời		160	102	59	4.1	4.1	47	4.2	4.3	42	3.6	3.5
		Trần Hợi	40	25	12	3.8	3.8	12	3.3	3.3	13	2.3	2.3
		Khánh Bình	40	27	23	5.0	5.0	22	4.7	4.9	0		5.0
		Khánh Bình Đông	40	36	12	4.7	4.7	13	4.2	4.2	27	3.1	3.1
		Lợi An	40	14	12	1.9	1.9	0			2	16.8	16.8
CONTROL AREAS			120	48	47	7.1	3.2	48	6.2	6.2	0		0.0
Kiên Giang			80	47	47	7.1	6.4	47	6.2	6.2	0		0.0
	Gò Quao		40	16	16	4.4	4.4	16	4.2	4.2	0		0.0
		Vĩnh Phước B	40	16	16	4.4	4.4	16	4.2	4.2	0		0.0
	Giang Thành		40	31	31	8.4	8.4	31	7.2	7.2	0		0.0
		Vĩnh Điều	40	31	31	8.4	8.4	31	7.2	7.2	0		0.0
Cà Mau			40	1	0		0.0	1	8.0	8.0	0		0.0
	Cái Nước		40	1	0		0.0	1	8.0	8.0	0		0.0
		Tân Hưng	40	1	0		0.0	1	8.0	8.0	0		0.0

Appendix VII-1c

Yield of paddy in the past 12 months, 2009

Yield of paddy in the past 12 months, 2009

Province	District	Commune	No. of Sample HHs	Yield									
				Winter-Spring Crop			Summer-Autumn Crop			Autumn-Winter Crop			
				No. Reporting	Ave Yield [tons /ha]	Mean [tons/ha]	No. Reporting	Ave Yield [tons /ha]	Mean [tons/ha]	No. Reporting	Ave Yield [tons /ha]	Mean [tons/ha]	
TREATMENT AREAS				1920	617	2.30	3.25	399	2.59	3.68	371	1.90	2.65
Kiên Giang			1200	432	2.22	3.39	275	2.32	3.65	142	2.13	3.12	3.12
	Hà Tiên		120	1	8.57	6.00	8	1.80	2.79	0		0.00	0.00
		Đông Hồ	40								0		0.00
		Mỹ Đức	40	1	8.57	6.00	8	1.80	2.79	0			0.00
		Thuận Yên	40								0		0.00
	Kiên Lương		80	9	1.82	3.94	6	2.09	4.00	1	4.00	4.00	4.00
		Hòa Điền	40	6	1.78	4.83	5	1.86	4.20	0			
		Dương Hòa	40	3	2.03	2.17	1	15.00	3.00	1	4.00	4.00	4.00
	An Biên		320	153	2.67	3.99	126	2.62	4.00	21	2.78	4.17	4.17
		Tây Yên	40	16	6.69	4.93	18	7.08	4.88	3	5.58	4.83	4.83
		Tây Yên A	40	28	2.24	3.99	29	2.03	3.61	1	1.33	2.00	2.00
		Nam Yên	40	13	1.92	3.75	6	1.11	2.97	0			
		Hưng Yên	40	17	2.75	3.70	14	2.99	3.92	0			
		Nam Thái	40	12	3.63	3.92	7	3.43	4.86	9	2.87	4.05	4.05
		Nam Thái A	40	23	2.38	3.74	1	2.43	3.50	0			
		Đông Thái	40	20	1.89	3.05	20	1.66	2.68	0			
		Đông Yên	40	24	3.06	4.80	31	2.91	4.75	8	2.35	4.33	4.33
	An Minh		360	113	1.38	2.23	27	1.58	2.73	87	1.79	2.82	2.82
		Thuận Hòa	40	0			0			23		2.64	2.64
		Đông Hòa	40	16	2.64	3.61	9	2.30	3.04	0			
		Đông Thạnh	40	14	1.08	2.69	8	1.69	2.51	11	1.71	3.40	3.40
		Tân Thạnh	40	0			1		1.30	21		2.69	2.69
		Đông Hưng	40	14	1.28	2.52	6	1.10	2.83	0			
		Đông Hưng A	40	22	0.50	0.52	0			0			
		Đông Hưng B	40	0			2			0			
		Vân Khánh	40	29	2.00	3.13	1	0.32	4.50	32		2.83	2.83
		Vân Khánh Đông	40	18	0.67	1.13	0			0			

Appendix VII-1c

Yield of paddy in the past 12 months, 2009

Province	District	Commune	No. of Sample HHs	Yield											
				Winter-Spring Crop				Summer-Autumn Crop				Autumn-Winter Crop			
				No. Reporting	Ave Yield [tons/ha]	Mean [tons/ha]	No. Reporting	Ave Yield [tons/ha]	Mean [tons/ha]	No. Reporting	Ave Yield [tons/ha]	No. Reporting	Ave Yield [tons/ha]	Mean [tons/ha]	
		Vân Khánh Tây	280	119	2.72	3.36	71	2.97	3.68	33	2.75	33	2.75	3.19	
	Vĩnh Thuận		40	14	1.48	1.10	17	1.52	2.74	4	1.08	4	1.08	0.68	
		Vĩnh Bình Bắc	40	0			3		2.33	21		21		3.23	
		Vĩnh Bình Nam	40	33	2.86	3.86	3	1.52	3.33	0		0			
		Vĩnh Thuận	40	17	4.15	4.20	4	2.19	1.75	0		0			
		Tân Thuận	40	20	5.80	5.38	31	4.34	4.29	0		0			
		Phong Đông	40	21	0.53	0.99	0			0		0			
		Vĩnh Phong	40	14	3.39	4.23	13	3.82	4.37	8	3.74	8	3.74	4.35	
	Giang Thành		40	37	1.98	4.36	37	1.47	3.23	0		0		0.00	
		Phú Mỹ	40	37	1.98	4.36	37	1.47	3.23	0		0		0.00	
Cà Mau			720	185	2.54	2.92	124	3.48	3.75	229	1.74	229	1.74	2.35	
	U Minh		200	45	1.74	2.47	16	1.04	1.66	60	1.80	60	1.80	1.97	
		Khánh Hòa	40	8	1.91	2.63	6	1.02	1.60	4	5.19	4	5.19	4.68	
		Khánh Tiến	40	3	2.23	3.73				28	1.79	28	1.79	2.14	
		Nguyễn Phích	40	8	0.48	0.86	3	2.06	2.33	11	1.60	11	1.60	1.95	
		Khánh Lâm	40	24	2.07	2.73	7	0.78	1.43	0		0			
		Khánh An	40	2	2.00	2.00				17	1.18	17	1.18	1.06	
	Thới Bình		360	81	2.38	2.53	61	4.39	4.09	127	1.79	127	1.79	2.57	
		Tân Lộc	40	8	5.35	4.45	14	4.04	4.66	6	4.12	6	4.12	5.15	
		Biển Bạch	40	0			0			31		31		2.44	
		Trí Phải	40	7	3.56	3.89	10	5.23	3.66	15	2.30	15	2.30	2.73	
		Biển Bạch Đông	40	25	0.45	0.66	0			7	0.53	7	0.53	1.50	
		Thới Bình	40	0			1		4.00	20		20		2.00	
		Tân Phú	40	17	2.91	2.80	5	1.53	1.90	6	7.05	6	7.05	3.29	
		Tân Lộc Bắc	40	15	4.84	4.40	31	4.98	4.33	18	3.52	18	3.52	4.41	
		Tân Lộc Đông	40	9	2.49	1.36	0			0		0			
		Hồ Thị Kỳ	40	0			0			24		24		1.29	

Appendix VII-1c
Yield of paddy in the past 12 months, 2009

Province	District	Commune	No. of Sample HHs	Yield											
				Winter-Spring Crop				Summer-Autumn Crop				Autumn-Winter Crop			
				No. Reporting	Ave Yield [tons/ha]	Mean [tons/ha]	No. Reporting	Ave Yield [tons/ha]	Mean [tons/ha]	No. Reporting	Ave Yield [tons/ha]	Mean [tons/ha]	No. Reporting	Ave Yield [tons/ha]	Mean [tons/ha]
	Trần Văn Thời		160	59	3.54	3.80	47	3.72	4.02	42	1.53	2.25			
		Trần Hợi	40	12	3.92	3.94	12	3.33	3.35	13	0.85	1.43			
		Khánh Bình	40	23	2.96	4.02	22	3.30	4.12	0					
		Khánh Bình Đông	40	12	4.65	4.53	13	5.17	4.46	27	2.01	2.60			
		Lợi An	40	12	3.66	2.47	0			2	6.59	2.80			
CONTROL AREAS															
Kiến Giang			120	47	2.72	2.15	48	2.24	1.92	0		0.00			
			80	47	2.72	4.46	47	2.36	3.92	0		0.00			
	Gò Quao		40	16	3.62	3.81	16	3.19	3.56	0		0.00			
		Vĩnh Phước B	40	16	3.62	3.81	16	3.19	3.56	0		0.00			
	Giang Thành		40	31	2.47	4.79	31	2.11	4.10	0		0.00			
		Vĩnh Điều	40	31	2.47	4.79	31	2.11	4.10	0		0.00			
Cà Mau			40	0		0.00	1	1.60	1.60	0		0.00			
	Cái Nước		40	0		0.00	1	1.60	1.60	0		0.00			
		Tân Hưng	40	0		0.00	1	1.60	1.60	0		0.00			

Appendix VII-1c

Yield of paddy in the past 12 months, 2009

Yield of paddy in the past 12 months, 2009

Province	District	Commune	No. of Sample HHs	Yield									
				Winter-Spring Crop			Summer-Autumn Crop			Autumn-Winter Crop			
				No. Reporting	Ave Yield [tons /ha]	Mean [tons/ha]	No. Reporting	Ave Yield [tons /ha]	Mean [tons/ha]	No. Reporting	Ave Yield [tons /ha]	Mean [tons/ha]	
TREATMENT AREAS				1920	617	2.30	3.25	399	2.59	3.68	371	1.90	2.65
Kiên Giang			1200	432	2.22	3.39	275	2.32	3.65	142	2.13	3.12	
	Hà Tiên		120	1	8.57	6.00	8	1.80	2.79	0		0.00	
		Đông Hồ	40							0		0.00	
		Mỹ Đức	40	1	8.57	6.00	8	1.80	2.79	0		0.00	
		Thuận Yên	40							0		0.00	
	Kiên Lương		80	9	1.82	3.94	6	2.09	4.00	1	4.00	4.00	
		Hòa Điền	40	6	1.78	4.83	5	1.86	4.20	0			
		Dương Hòa	40	3	2.03	2.17	1	15.00	3.00	1	4.00	4.00	
	An Biên		320	153	2.67	3.99	126	2.62	4.00	21	2.78	4.17	
		Tây Yên	40	16	6.69	4.93	18	7.08	4.88	3	5.58	4.83	
		Tây Yên A	40	28	2.24	3.99	29	2.03	3.61	1	1.33	2.00	
		Nam Yên	40	13	1.92	3.75	6	1.11	2.97	0			
		Hưng Yên	40	17	2.75	3.70	14	2.99	3.92	0			
		Nam Thái	40	12	3.63	3.92	7	3.43	4.86	9	2.87	4.05	
		Nam Thái A	40	23	2.38	3.74	1	2.43	3.50	0			
		Đông Thái	40	20	1.89	3.05	20	1.66	2.68	0			
		Đông Yên	40	24	3.06	4.80	31	2.91	4.75	8	2.35	4.33	
	An Minh		360	113	1.38	2.23	27	1.58	2.73	87	1.79	2.82	
		Thuận Hòa	40	0			0			23		2.64	
		Đông Hòa	40	16	2.64	3.61	9	2.30	3.04	0			
		Đông Thạnh	40	14	1.08	2.69	8	1.69	2.51	11	1.71	3.40	
		Tân Thạnh	40	0			1		1.30	21		2.69	
		Đông Hưng	40	14	1.28	2.52	6	1.10	2.83	0			
		Đông Hưng A	40	22	0.50	0.52	0			0			
		Đông Hưng B	40	0			2		4.50	32		2.83	
		Vân Khánh	40	29	2.00	3.13	1	0.32	0.80	0			
		Vân Khánh Đông	40	18	0.67	1.13	0			0			

Appendix VII-1c

Yield of paddy in the past 12 months, 2009

Province	District	Commune	No. of Sample HHs	Yield											
				Winter-Spring Crop			Summer-Autumn Crop			Autumn-Winter Crop					
				No. Reporting	Ave Yield [tons /ha]	Mean [tons/ha]	No. Reporting	Ave Yield [tons /ha]	Mean [tons/ha]	No. Reporting	Ave Yield [tons /ha]	Mean [tons/ha]			
		Vân Khánh Tây	280	119	2.72	3.36	71	2.97	3.68	33	2.75	3.19			
	Vĩnh Thuận		40	14	1.48	1.10	17	1.52	2.74	4	1.08	0.68			
		Vĩnh Bình Bắc	40	0			3		2.33	21		3.23			
		Vĩnh Bình Nam	40	33	2.86	3.86	3	1.52	3.33	0					
		Vĩnh Thuận	40	17	4.15	4.20	4	2.19	1.75	0					
		Tân Thuận	40	20	5.80	5.38	31	4.34	4.29	0					
		Phong Đông	40	21	0.53	0.99	0			0					
		Vĩnh Phong	40	14	3.39	4.23	13	3.82	4.37	8	3.74	4.35			
	Giang Thành		40	37	1.98	4.36	37	1.47	3.23	0		0.00			
		Phú Mỹ	40	37	1.98	4.36	37	1.47	3.23	0		0.00			
Cà Mau			720	185	2.54	2.92	124	3.48	3.75	229	1.74	2.35			
	U Minh		200	45	1.74	2.47	16	1.04	1.66	60	1.80	1.97			
		Khánh Hòa	40	8	1.91	2.63	6	1.02	1.60	4	5.19	4.68			
		Khánh Tiến	40	3	2.23	3.73				28	1.79	2.14			
		Nguyễn Phích	40	8	0.48	0.86	3	2.06	2.33	11	1.60	1.95			
		Khánh Lâm	40	24	2.07	2.73	7	0.78	1.43	0					
		Khánh An	40	2	2.00	2.00				17	1.18	1.06			
	Thới Bình		360	81	2.38	2.53	61	4.39	4.09	127	1.79	2.57			
		Tân Lộc	40	8	5.35	4.45	14	4.04	4.66	6	4.12	5.15			
		Biển Bạch	40	0			0			31		2.44			
		Trí Phải	40	7	3.56	3.89	10	5.23	3.66	15	2.30	2.73			
		Biển Bạch Đông	40	25	0.45	0.66	0			7	0.53	1.50			
		Thới Bình	40	0			1		4.00	20		2.00			
		Tân Phú	40	17	2.91	2.80	5	1.53	1.90	6	7.05	3.29			
		Tân Lộc Bắc	40	15	4.84	4.40	31	4.98	4.33	18	3.52	4.41			
		Tân Lộc Đông	40	9	2.49	1.36	0			0					
		Hồ Thị Kỳ	40	0			0			24		1.29			

Appendix VII-1c

Yield of paddy in the past 12 months, 2009

Province	District	Commune	No. of Sample HHs	Yield									
				Winter-Spring Crop			Summer-Autumn Crop			Autumn-Winter Crop			
				No. Reporting	Ave Yield [tons /ha]	Mean [tons/ha]	No. Reporting	Ave Yield [tons /ha]	Mean [tons/ha]	No. Reporting	Ave Yield [tons /ha]	Mean [tons/ha]	
	Trần Văn Thời		160	59	3.54	3.80	47	3.72	4.02	42	1.53	2.25	
		Trần Hợi	40	12	3.92	3.94	12	3.33	3.35	13	0.85	1.43	
		Khánh Bình	40	23	2.96	4.02	22	3.30	4.12	0			
		Khánh Bình Đông	40	12	4.65	4.53	13	5.17	4.46	27	2.01	2.60	
		Lợi An	40	12	3.66	2.47	0			2	6.59	2.80	
CONTROL AREAS			120	47	2.72	2.15	48	2.24	1.92	0		0.00	
Kiên Giang			80	47	2.72	4.46	47	2.36	3.92	0		0.00	
	Gò Quao		40	16	3.62	3.81	16	3.19	3.56	0		0.00	
		Vĩnh Phước B	40	16	3.62	3.81	16	3.19	3.56	0		0.00	
	Giang Thành		40	31	2.47	4.79	31	2.11	4.10	0		0.00	
		Vĩnh Điều	40	31	2.47	4.79	31	2.11	4.10	0		0.00	
Cà Mau			40	0		0.00	1	1.60	1.60	0		0.00	
	Cái Nước		40	0		0.00	1	1.60	1.60	0		0.00	
		Tân Hưng	40	0		0.00	1	1.60	1.60	0		0.00	

Summary of FGD Results

SUMMARY OF FOCUS GROUP DISCUSSION (FGD) RESULTS

Item	Women	Relatively Poor Households	Relatively Not Poor Households	Other Vulnerable Households
GENERAL	<p><u>Treatment areas:</u> About 23 percent of the total number of participants in 48 FGDs are women. The highest participation of women were recorded in Vinh Binh Bac commune of Vinh Thuan district (about 40 percent) and in Tan Thanh commune of An Minh district (40 percent). The lowest were in Tay Yen A of An Bien district (about 14 percent) and in Loi An of Tran Van Thoi district (about 9 percent). <u>Control areas:</u> Women comprise about 25 percent of the total number of participants in 3 FGDs. The highest participation of women was recorded in Vinh Dieu commune of Giang Thanh district (about 31 percent). The lowest was in Vinh Phuoc B of Go Quao district (about 14 percent).</p>	<p><u>Treatment areas:</u> About 24 percent of the total number of participants in 48 FGDs belong to relatively poor HHs. The highest participation of poor HHs is recorded in Tay Yen commune of An Bien district (about 33 percent) and Tan Loc Dong of Thoi Binh district (about 33 percent). The lowest are in Bien Bach commune of Thoi Binh district (4 percent) and in Ho Thi Ky of Thoi Binh one (8 percent). <u>Control areas:</u> The relatively poor HHs comprises about 30 percent of the total number of participants in 3 FGDs. The highest participation of poor HHs is recorded in Vinh Phuoc B commune of Go Quao district (about 41 percent). The lowest is in Tan Hung of Cai Nuoc district (about 23 percent).</p>	<p><u>Treatment areas:</u> About 30 percent of the total number of participants in 48 FGDs are considered relatively not poor HHs. The highest participation of not poor HHs is recorded in Tay Yen A commune of An Bien district (61 percent) and Thuan Yen of Ha Tien district (40 percent). The lowest is in Vinh Phong commune of Vinh Thuan district (13 percent) and in Dong Hung of An Minh district (10 percent). <u>Control areas:</u> About 28 percent of the total number of participants in 3 FGDs comprise the relatively not poor HHs. The highest participation of not poor HHs is recorded in Vinh Phuoc B commune of Go Quao district (about 32 percent). The lowest is in Vinh Dieu of Giang Thanh district (about 24 percent).</p>	<p><u>Treatment areas:</u> About 23 percent of the total number of participants in 48 FGDs belong to the other vulnerable HHs. The highest participation of vulnerable HHs is recorded in Vinh Phong commune of Vinh Thuan district (48 percent) and in My Duc of Ha Tien district (40 percent). The lowest are in Tay Yen commune of An Bien district (10 percent) and in Bien Bach of Thoi Binh district (4 percent). <u>Control areas:</u> About 17 percent of the total number of participants in 3 FGDs are vulnerable HHs. The highest participation of vulnerable HHs is recorded in Tan Hung commune of Cai Nuoc district (about 20 percent). The lowest is in Vinh Phuoc B of Go Quao district (about 14 percent).</p>
1. Economic and livelihood activities	<p><u>Treatment areas:</u> According to most of the women participants, the main source of livelihood is farming. These women are based in communes that are agriculture-dependent such as in Van Khanh Tay, Nguyen Phich, Bien Bach Dong and Dong Hung A communes. A few of</p>	<p><u>Treatment areas:</u> According to most of the poor HH-participants, the main source of livelihood is to work for somebody (they do not have land to farm and raise). Their work cuts across various sectors including agriculture, aquaculture and services. <u>Control areas:</u></p>	<p><u>Treatment areas:</u> According to most of the relatively not poor HH-participants, the main source of livelihood is farming and aquaculture. The HHs who live in communes in Ca Mau province and the districts of Kien Giang bordering Ca Mau, in a year, harvest one rice crop</p>	<p><u>Treatment areas:</u> According to most of the vulnerable HH-participants, the main source of livelihood are farming and raising. A few of them are hired labour in other farms. <u>Control areas:</u> The main sources of livelihood</p>
1.1 What is the main source of livelihood of HHs?				

Summary of FGD Results

Item	Women	Relatively Poor Households	Relatively Not Poor Households	Other Vulnerable Households
	<p>they are hired labour.</p> <p><u>Control areas:</u></p> <p>The main sources of livelihood are farming and as hired labour.</p>	<p>Same as above.</p>	<p>and the remaining time is devoted to raising shrimps. A few communes which belong to Kien Giang such as My Duc, Thuan Yen, Phu My only plant rice.</p> <p><u>Control areas:</u></p> <p>The main source of livelihood of not poor HHs, who live in Tan Hung commune of Cai Nuoc district, is to plant one rice crop, and then shrimps for remaining time. The rest only plant rice.</p>	<p>are farming and hired labour.</p>
1.2 How important are roads in the main source of livelihood of HHs? Explain how roads are used.	<p><u>Treatment areas:</u></p> <p>According to most of the participants, the roads are very important in their main source of livelihood. Roads help in terms of: (i) easy and fast movement; (ii) saves time; (iii) to promote economic development.</p> <p><u>Control areas:</u></p> <p>As above.</p>	<p><u>Treatment areas:</u></p> <p>According to most of the participants, the roads are very important in their main source of livelihood. Roads help in terms of: (i) easy and fast movement; (ii) saves time; (iii) to promote economic development.</p> <p><u>Control areas:</u></p> <p>As above.</p>	<p><u>Treatment areas:</u></p> <p>According to most of the participants, the roads are very important in their main source of livelihood. Roads help in terms of: (i) easy and fast movement; (ii) saves time; (iii) to promote economic development.</p> <p><u>Control areas:</u></p> <p>As above.</p>	
2. Transport access to educational services				
2.1 How important are roads in going to school & other educational services? Explain.	<p><u>Treatment areas:</u></p> <p>The roads are a very important role in going to school and other education services because: (i) it is safer than waterway; (ii) saves time and money; and (iii) reduces drop outs from school due to no way to school or difficulty in movement among schooling household members.</p> <p><u>Control areas:</u></p> <p>As above.</p>	<p><u>Treatment areas:</u></p> <p>The roads are a very important role in going to school and other education services because: (i) it is safer than waterway; (ii) saves time and money; and (iii) reduces drop outs from school due to no way to school or difficulty in movement among schooling household members.</p> <p><u>Control areas:</u></p> <p>As above.</p>	<p><u>Treatment areas:</u></p> <p>The roads are a very important role in going to school and other education services because: (i) it is safer than waterway; (ii) saves time and money; and (iii) reduces drop outs from school due to no way to school or difficulty in movement among schooling household members.</p> <p><u>Control areas:</u></p> <p>As above.</p>	<p><u>Treatment areas:</u></p> <p>The roads are a very important role in going to school and other education services because: (i) it is safer than waterway; (ii) saves time and money; and (iii) reduces drop outs from school due to no way to school or difficulty in movement among schooling household members.</p> <p><u>Control areas:</u></p> <p>As above.</p>

Summary of FGD Results

Item	Women	Relatively Poor Households	Relatively Not Poor Households	Other Vulnerable Households
2.2 Have there been instances when HH members of school age cannot go to school because of roads? Explain.	<p><u>Treatment areas:</u> In general, there was not instance of HH members of school age not attending school because of roads. Nowadays, local people live along the road or waterway, thus, they can use one of two ways to move. But the difficulty in movement is one of the causes of low education level of people.</p> <p><u>Control areas:</u> As above</p>	<p><u>Treatment areas:</u> In general, there was not instance of HH members of school age not attending school because of roads. Nowadays, local people live along the road or waterway, thus, they can use one of two ways to move. But the difficulty in movement is one of the causes of low education level of people.</p> <p><u>Control areas:</u> As above</p>	<p><u>Treatment areas:</u> In general, there was not instance of HH members of school age not attending school because of roads. Nowadays, local people live along the road or waterway, thus, they can use one of two ways to move. But the difficulty in movement is one of the causes of low education level of people.</p> <p><u>Control areas:</u> As above</p>	
3. Transport access to health services				
3.1 How important are roads in going to clinics, hospitals & other health services? Explain.	<p><u>Treatment areas:</u> All of them stated that the roads are a important in going to clinics, hospitals and other health services because: (i) movement is easy; (ii) in case of emergencies, a sick member is taken to the nearest hospital fast by road.</p> <p><u>Control areas:</u> As above.</p>	<p><u>Treatment areas:</u> All of them stated that the roads are a important in going to clinics, hospitals and other health services because: (i) movement is easy; (ii) in case of emergencies, a sick member is taken to the nearest hospital fast by road.</p> <p><u>Control areas:</u> As above.</p>	<p><u>Treatment areas:</u> All of them stated that the roads are a important in going to clinics, hospitals and other health services because: (i) movement is easy; (ii) in case of emergencies, a sick member is taken to the nearest hospital fast by road.</p> <p><u>Control areas:</u> As above.</p>	
3.2 Have there been instances when sick HH members were not brought to a clinic or hospital because of roads? Explain	<p><u>Treatment areas:</u> There was not any instance. Most of the local people live along the road or waterway, thus, they can use one of two ways to move.</p> <p><u>Control areas:</u> As above.</p>	<p><u>Treatment areas:</u> There was not any instance. Most of the local people live along the road or waterway, thus, they can use one of two ways to move.</p> <p><u>Control areas:</u> As above.</p>	<p><u>Treatment areas:</u> There was not any instance. Most of the local people live along the road or waterway, thus, they can use one of two ways to move.</p> <p><u>Control areas:</u> As above.</p>	
4. Transport access to markets for agricultural, fishery & forestry products				
4.1 How important are roads in producing and selling	<p><u>Treatment areas:</u> The roads are important in</p>	<p><u>Treatment areas:</u> The roads are important in</p>	<p><u>Treatment areas:</u> The roads are important in</p>	<p><u>Treatment areas:</u> The roads are important in</p>

Summary of FGD Results

Item	Women	Relatively Poor Households	Relatively Not Poor Households	Other Vulnerable Households
agricultural, fishery & forestry products? Explain.	producing and selling agricultural, fishery & forestry products: (i) Farmers can carry their products to market fast and avoid deterioration and spoilage; (ii) increase in goods traffic will promote farming and raising. <u>Control areas:</u> As above	producing and selling agricultural, fishery & forestry products: (i) Farmers can carry their products to market fast and avoid deterioration and spoilage; (ii) increase in goods traffic will promote farming and raising. <u>Control areas:</u> As above	producing and selling agricultural, fishery & forestry products: (i) Farmers can carry their products to market fast and avoid deterioration and spoilage; (ii) increase in goods traffic will promote farming and raising. <u>Control areas:</u> As above	producing and selling agricultural, fishery & forestry products: (i) Farmers can carry their products to market fast and avoid deterioration and spoilage; (ii) increase in goods traffic will promote farming and raising. <u>Control areas:</u> As above
4.2 Have there been instances when HH was not able to produce or market agricultural, fishery or forestry products because of poor or lack of roads? Explain.	<u>Treatment areas:</u> There was not any instance. Most of the local people live along the road or waterway, thus, they can use one of two ways to move. <u>Control areas:</u> As above.	<u>Treatment areas:</u> There was not any instance. Most of the local people live along the road or waterway, thus, they can use one of two ways to move. <u>Control areas:</u> As above.	<u>Treatment areas:</u> There was not any instance. Most of the local people live along the road or waterway, thus, they can use one of two ways to move. <u>Control areas:</u> As above.	<u>Treatment areas:</u> There was not any instance. Most of the local people live along the road or waterway, thus, they can use one of two ways to move. <u>Control areas:</u> As above.
5. Incidence of traffic accident				
5.1 In the past 12 months, do you know of any traffic accident in existing roads? Explain what kind of traffic accident and in what road.	<u>Treatment areas:</u> Most of the women participants to the FGDs noted that they had seen traffic accidents in the past 12 months in a commune. They often happen in rural roads. <u>Control areas:</u> As above.	<u>Treatment areas:</u> Most of the relatively poor household participants to the FGDs noted that they had seen traffic accidents in the past 12 months in a commune. They often happen in rural roads. <u>Control areas:</u> As above.	<u>Treatment areas:</u> Most of the relatively not poor household participants to the FGDs noted that they had seen traffic accidents in the past 12 months in a commune. They often happen in rural roads. <u>Control areas:</u> As above.	<u>Treatment areas:</u> Most of the participants belonging to other vulnerable groups noted that they had seen traffic accidents in the past 12 months in a commune. They often happen in rural roads. <u>Control areas:</u> As above.
5.2 What do you think caused these traffic accidents?	<u>Treatment areas:</u> The causes are: (i) carelessness; (ii) drunk; (iii) bad road <u>Control areas:</u> As above.	<u>Treatment areas:</u> The causes are: (i) carelessness; (ii) drunk; (iii) bad road <u>Control areas:</u> As above.	<u>Treatment areas:</u> The causes are: (i) carelessness; (ii) drunk; (iii) bad road <u>Control areas:</u> As above.	<u>Treatment areas:</u> The causes are: (i) carelessness; (ii) drunk; (iii) bad road <u>Control areas:</u> As above.
6. Planning of road projects				
6.1 Did you participate in any	<u>Treatment areas:</u>	<u>Treatment areas:</u>	<u>Treatment areas:</u>	<u>Treatment areas:</u>

Summary of FGD Results

Item	Women	Relatively Poor Households	Relatively Not Poor Households	Other Vulnerable Households
way in the planning or identification of road projects under GMS-SCCP? How did you participate?	Most of the women who live in communes where the southern coast corridor road passes had heard about the project through meetings carried out by local authorities and consultant agencies. Some did not even hear about the project. <u>Control areas:</u> As above.	Most of the relatively poor households who live in communes where the southern coast corridor road passes had heard about the project through meetings carried out by local authorities and consultant agencies. Some did not even hear about the project. <u>Control areas:</u> As above.	Most of the not relatively poor households who live in communes where the southern coast corridor road passes had heard about the project through meetings carried out by local authorities and consultant agencies. Some did not even hear about the project. <u>Control areas:</u> As above.	Most of the other participants who live in communes where the southern coast corridor road passes had heard about the project through meetings carried out by local authorities and consultant agencies. Some did not even hear about the project. <u>Control areas:</u> As above.
7. Operation and maintenance of roads				
7.1 Based on what you have seen, are present roads being maintained? What kind of maintenance? Who maintains the roads?	<u>Treatment areas:</u> The present roads are being maintained frequently by local authorities. They are repaired or upgraded. <u>Control areas:</u> As above.	<u>Treatment areas:</u> The present roads are being maintained frequently by local authorities. They are repaired or upgraded. <u>Control areas:</u> As above.	<u>Treatment areas:</u> The present roads are being maintained frequently by local authorities. They are repaired or upgraded. <u>Control areas:</u> As above.	<u>Treatment areas:</u> The present roads are being maintained frequently by local authorities. They are repaired or upgraded. <u>Control areas:</u> As above.
7.2 If HHs are asked to contribute or participate in maintaining roads, would you agree to participate? How do you intend to contribute or participate?	<u>Treatment areas:</u> All of them agreed to participate in maintaining roads. <u>Control areas:</u> The same above	<u>Treatment areas:</u> All of them agreed to participate in maintaining roads. <u>Control areas:</u> The same above	<u>Treatment areas:</u> All of them agreed to participate in maintaining roads. <u>Control areas:</u> The same above	<u>Treatment areas:</u> All of them agreed to participate in maintaining roads. <u>Control areas:</u> The same above
8. HIV/AIDS and Human Trafficking				
8.1 How many in the group have heard of HIV/AIDS?	<u>Treatment areas:</u> All the participants have heard about HIV/AIDS <u>Control areas:</u> All the participants have heard about HIV/AIDS.	<u>Treatment areas:</u> All the participants have heard about HIV/AIDS <u>Control areas:</u> All the participants have heard about HIV/AIDS.	<u>Treatment areas:</u> All the participants have heard about HIV/AIDS <u>Control areas:</u> All the participants have heard about HIV/AIDS.	<u>Treatment areas:</u> All the participants have heard about HIV/AIDS <u>Control areas:</u> All the participants have heard about HIV/AIDS.
8.2 How many in the group have heard of human trafficking?	<u>Treatment areas:</u> All the participants have heard about human trafficking. <u>Control areas:</u> All the participants have heard about human trafficking.	<u>Treatment areas:</u> All the participants have heard about human trafficking. <u>Control areas:</u> All the participants have heard about human trafficking.	<u>Treatment areas:</u> All the participants have heard about human trafficking. <u>Control areas:</u> All the participants have heard about human trafficking.	<u>Treatment areas:</u> All the participants have heard about human trafficking. <u>Control areas:</u> All the participants have heard about human trafficking.

Appendix VIII-1

Summary of FGD Results

Item	Women	Relatively Poor Households	Relatively Not Poor Households	Other Vulnerable Households
8.3 How many in the group know of any member of the commune who has HIV/AIDS	About human trafficking. Treatment areas: 17 of 257 participants [7 percent] know a commune member with HIV/AIDS. Control areas: 4 of 19 participants [21 percent] know of a commune member with HIV/AIDS.	About human trafficking. Treatment areas: 26/273 participants [9.5 percent] know a commune member with HIV/AIDS. Control areas: 2/23 participants know [8.7 percent] a commune member with HIV/AIDS.	About human trafficking. Treatment areas: 29/335 participants [8 percent] know a commune member with HIV/AIDS. Control areas: 7/22 participants [32 percent] know a commune member with HIV/AIDS.	About human trafficking. Treatment areas: 18/263 participants [7 percent] know a commune member with HIV/AIDS. Control areas: Nobody knows of a commune member with HIV/AIDS.
8.4 How many in the group know of any member of the commune who is a victim of human trafficking?	Treatment areas: 4/257 participants [2 percent] know a commune member who has been a victim of human trafficking. Control areas: Nobody knows	Treatment areas: 7/273 participants [3 percent] know a commune member who has been a victim of human trafficking. Control areas: Nobody knows	Treatment areas: 9/335 participants [3 percent] know a commune member who has been a victim of human trafficking. Control areas: Nobody knows	Treatment areas: 3/263 participants [11 percent] know a commune member who has been a victim of human trafficking. Control areas: Nobody knows

Appendix VIII-2

Rating of transport access to school, 2009

Rating of transport access to school, 2009

Province	District	Commune	Rating of Transport Access to School									
			Total Reporting	Number Reporting				Percent				
				Very Good	Good	Poor	Very Poor	Very Good	Good	Poor	Very Poor	
	TREATMENT AREAS		1,131	54	655	377	45	4.8	57.9	33.3	4.0	
Kiên Giang			695	26	360	271	38	3.7	51.8	39.0	5.5	
	Hà Tiên		74	5	67	2	-	6.8	90.5	2.7	-	
		Đông Hồ	28	4	23	1	-	14.3	82.1	3.6	-	
		Mỹ Đức	27	-	27	-	-	-	100.0	-	-	
		Thuận Yên	19	1	17	1	-	5.3	89.5	5.3	-	
	Kiên Lương		56	6	48	2	-	10.7	85.7	3.6	-	
		Hòa Điền	31	6	24	1	-	19.4	77.4	3.2	-	
		Dương Hòa	25	-	24	1	-	-	96.0	4.0	-	
	An Biên		168	10	83	70	5	6.0	49.4	41.7	3.0	
		Tây Yên	17	-	4	8	5	-	23.5	47.1	29.4	
		Tây Yên A	20	-	8	12	-	-	40.0	60.0	-	
		Nam Yên	17	-	14	3	-	-	82.4	17.6	-	
		Hưng Yên	21	-	-	21	-	-	-	100.0	-	
		Nam Thái	23	4	15	4	-	17.4	65.2	17.4	-	
		Nam Thái A	20	-	3	17	-	-	15.0	85.0	-	
		Đông Thái	23	-	23	-	-	-	100.0	-	-	
		Đông Yên	27	6	16	5	-	22.2	59.3	18.5	-	
	An Minh		235	-	65	141	29	-	27.7	60.0	12.3	
		Thuận Hòa	20	-	-	20	-	-	-	100.0	-	
		Đông Hòa	22	-	19	3	-	-	86.4	13.6	-	
		Đông Thạnh	28	-	8	12	8	-	28.6	42.9	28.6	
		Tân Thạnh	25	-	-	25	-	-	-	100.0	-	
		Đông Hưng	21	-	18	3	-	-	85.7	14.3	-	
		Đông Hưng A	25	-	-	23	2	-	-	92.0	8.0	
		Đông Hưng B	20	-	1	19	-	-	5.0	95.0	-	
		Vân Khánh	21	-	6	12	3	-	28.6	57.1	14.3	
		Vân Khánh Đông	22	-	1	7	14	-	4.5	31.8	63.6	
		Vân Khánh Tây	31	-	12	17	2	-	38.7	54.8	6.5	

Appendix VIII-2

Rating of transport access to school, 2009

Province	District	Commune	Rating of Transport Access to School									
			Total Reporting	Number Reporting				Percent				
				Very Good	Good	Poor	Very Poor	Very Good	Good	Poor	Very Poor	
	Vĩnh Thuận		136	5	82	45	4		60.3	33.1	2.9	
		Vĩnh Bình Bắc	25	-	4	21	-	-	16.0	84.0	-	
		Vĩnh Bình Nam	21	-	14	7	-	-	66.7	33.3	-	
		Vĩnh Thuận	23	-	22	1	-	-	95.7	4.3	-	
		Tân Thuận	25	1	24	-	-	4.0	96.0	-	-	
		Phong Đông	22	-	4	14	4	-	18.2	63.6	18.2	
		Vĩnh Phong	20	4	14	2	-	20.0	70.0	10.0	-	
	Giang Thành		26	-	15	11	-	-	57.7	42.3	-	
		Phú Mỹ	26	-	15	11	-	-	57.7	42.3	-	
Cà Mau			436	28	295	106	7	6.4	67.7	24.3	1.6	
	U Minh		121	5	84	30	2	4.1	69.4	24.8	1.7	
		Khánh Hòa	25	-	17	8	-	-	68.0	32.0	-	
		Khánh Tiến	17	-	-	15	2	-	-	88.2	11.8	
		Nguyễn Phích	24	1	23	-	-	4.2	95.8	-	-	
		Khánh Lâm	23	-	18	5	-	-	78.3	21.7	-	
		Khánh An	32	4	26	2	-	12.5	81.3	6.3	-	
	Thới Bình		212	22	144	41	5	10.4	67.9	19.3	2.4	
		Tân Lộc	27	-	27	-	-	-	100.0	-	-	
		Biển Bạch	23	-	9	14	-	-	39.1	60.9	-	
		Trí Phải	25	9	16	-	-	36.0	64.0	-	-	
		Biển Bạch Đông	19	-	14	-	5	-	73.7	-	26.3	
		Thới Bình	29	-	16	13	-	-	55.2	44.8	-	
		Tân Phú	18	-	16	2	-	-	88.9	11.1	-	
		Tân Lộc Bắc	22	12	9	1	-	54.5	40.9	4.5	-	
		Tân Lộc Đông	21	1	20	-	-	4.8	95.2	-	-	
		Hồ Thị Kỳ	28	-	17	11	-	-	60.7	39.3	-	
	Trần Văn Thời		103	1	67	35	-	1.0	65.0	34.0	-	
		Trần Hợi	27	-	21	6	-	-	77.8	22.2	-	
		Khánh Bình	26	-	24	2	-	-	92.3	7.7	-	
		Khánh Bình Đông	24	-	6	18	-	-	25.0	75.0	-	

Appendix VIII-2

Rating of transport access to school, 2009

Province	District	Commune	Rating of Transport Access to School									
			Total Reporting	Number Reporting				Percent				
				Very Good	Good	Poor	Very Poor	Very Good	Good	Poor	Very Poor	
		Lợi An	26	1	16	9	-	3.8	61.5	34.6	-	
		CONTROL AREAS	73	2	43	25	3	2.7	58.9	34.2	4.1	
Kiên Giang			49	1	42	6	-	2.0	85.7	12.2	-	
	Gò Quao		29	-	29	-	-	-	100.0	-	-	
		Vĩnh Phước B	29	-	29	-	-	-	100.0	-	-	
	Giang Thành		20	1	13	6	-	5.0	65.0	30.0	-	
		Vĩnh Điều	20	1	13	6	-	5.0	65.0	30.0	-	
Cà Mau			24	1	1	19	3	4.2	4.2	79.2	12.5	
	Cái Nước		24	1	1	19	3	4.2	4.2	79.2	12.5	
		Tân Hưng	24	1	1	19	3	4.2	4.2	79.2	12.5	

Appendix VIII-3

Rating of transport access to health facilities

Rating of transport access to health facilities

Province	District	Commune	Rating of Transport Access to Health Facility									
			Total Reporting	Number Reporting			Percent					
				Very Good	Good	Poor	Very Poor	Very Good	Good	Poor	Very Poor	
TREATMENT AREAS												
Kiên Giang			1,851	78	1,082	649	42	4.2	58.5	35.1	2.3	
			1,139	36	599	479	25	3.2	52.6	42.1	2.2	
	Hà Tiên		98	9	87	2	-	9.2	88.8	2.0	-	
		Đồng Hồ	37	7	29	1	0	18.9	78.4	2.7	-	
		Mỹ Đức	25	1	24	0	0	4.0	96.0	-	-	
		Thuận Yên	36	1	34	1	0	2.8	94.4	2.8	-	
	Kiên Lương		80	8	68	4	-	10.0	85.0	5.0	-	
		Hòa Điền	40	8	30	2	0	20.0	75.0	5.0	-	
		Dương Hòa	40	0	38	2	0	-	95.0	5.0	-	
	An Biên		298	6	161	126	5	2.0	54.0	42.3	1.7	
		Tây Yên	31	0	8	20	3	-	25.8	64.5	9.7	
		Tây Yên A	40	0	20	18	2	-	50.0	45.0	5.0	
		Nam Yên	39	0	34	5	0	-	87.2	12.8	-	
		Hưng Yên	40	0	9	31	0	-	22.5	77.5	-	
		Nam Thái	34	1	17	16	0	2.9	50.0	47.1	-	
		Nam Thái A	40	0	11	29	0	-	27.5	72.5	-	
		Đồng Thái	40	0	40	0	0	-	100.0	-	-	
		Đồng Yên	34	5	22	7	0	14.7	64.7	20.6	-	
	An Minh		390	-	112	264	14	-	28.7	67.7	3.6	
		Thuận Hòa	40	0	4	36	0	-	10.0	90.0	-	
		Đồng Hòa	40	0	34	6	0	-	85.0	15.0	-	
		Đồng Thành	36	0	9	21	6	-	25.0	58.3	16.7	
		Tân Thành	40	0	1	39	0	-	2.5	97.5	-	
		Đồng Hưng	39	0	33	6	0	-	84.6	15.4	-	
		Đồng Hưng A	40	0	1	34	5	-	2.5	85.0	12.5	
		Đồng Hưng B	40	0	0	40	0	-	-	100.0	-	

Appendix VIII-3

Rating of transport access to health facilities

Province	District	Commune	Rating of Transport Access to Health Facility									
			Total Reporting	Number Reporting				Percent				
				Very Good	Good	Poor	Very Poor	Very Good	Good	Poor	Very Poor	
		Vân Khánh	40	0	11	27	2	-	27.5	67.5	5.0	
		Vân Khánh Đông	35	0	0	34	1	-	-	97.1	2.9	
		Vân Khánh Tây	40	0	19	21	0	-	47.5	52.5	-	
	Vĩnh Thuận		233	12	146	69	6	5.2	62.7	29.6	2.6	
		Vĩnh Bình Bắc	40	0	10	30	0	-	25.0	75.0	-	
		Vĩnh Bình Nam	40	0	29	11	0	-	72.5	27.5	-	
		Vĩnh Thuận	40	0	39	1	0	-	97.5	2.5	-	
		Tân Thuận	33	1	32	0	0	3.0	97.0	-	-	
		Phong Đông	40	0	10	24	6	-	25.0	60.0	15.0	
		Vĩnh Phong	40	11	26	3	0	27.5	65.0	7.5	-	
	Giang Thành		40	1	25	14	-	2.5	62.5	35.0	-	
		Phú Mỹ	40	1	25	14	0	2.5	62.5	35.0	-	
Cà Mau			712	42	483	170	17	5.9	67.8	23.9	2.4	
	U Minh		194	6	126	55	7	3.1	64.9	28.4	3.6	
		Khánh Hòa	40	0	28	12	0	-	70.0	30.0	-	
		Khánh Tiến	40	0	3	30	7	-	7.5	75.0	17.5	
		Nguyễn Phích	37	2	35	0	0	5.4	94.6	-	-	
		Khánh Lâm	40	0	30	10	0	-	75.0	25.0	-	
		Khánh An	37	4	30	3	0	10.8	81.1	8.1	-	
	Thới Bình		360	33	257	60	10	9.2	71.4	16.7	2.8	
		Tân Lộc	40	0	39	1	0	-	97.5	2.5	-	
		Biển Bạch	40	0	16	24	0	-	40.0	60.0	-	
		Trí Phái	40	15	25	0	0	37.5	62.5	-	-	
		Biển Bạch Đông	40	0	28	2	10	-	70.0	5.0	25.0	
		Thới Bình	40	0	24	16	0	-	60.0	40.0	-	
		Tân Phú	40	0	39	1	0	-	97.5	2.5	-	
		Tân Lộc Bắc	40	16	24	0	0	40.0	60.0	-	-	
		Tân Lộc Đông	40	2	38	0	0	5.0	95.0	-	-	

Appendix VIII-3

Rating of transport access to health facilities

Province	District	Commune	Rating of Transport Access to Health Facility									
			Total Reporting	Number Reporting				Percent				
				Very Good	Good	Poor	Very Poor	Very Good	Good	Poor	Very Poor	
		Hồ Thị Kỳ	40	0	24	16	0	-	60.0	40.0	-	

Appendix VIII-3

Rating of transport access to health facilities

Province	District	Commune	Rating of Transport Access to Health Facility									
			Total Reporting	Number Reporting				Percent				
				Very Good	Good	Poor	Very Poor	Very Good	Good	Poor	Very Poor	
	Trần Văn Thời		158	3	100	55	-	1.9	63.3	34.8	-	
		Trần Hợi	40	0	30	10	0	-	75.0	25.0	-	
		Khánh Bình	40	0	40	0	0	-	100.0	-	-	
		Khánh Bình Đông	38	0	7	31	0	-	18.4	81.6	-	
		Lợi An	40	3	23	14	0	7.5	57.5	35.0	-	
CONTROL AREAS			116	2	69	40	5	1.7	59.5	34.5	4.3	
Kiến Giang			76	2	68	6	-	2.6	89.5	7.9	-	
	Gò Quao		40	-	40	-	-	-	100.0	-	-	
		Vĩnh Phước B	40	0	40	0	0	-	100.0	-	-	
	Giang Thành		36	2	28	6	-	5.6	77.8	16.7	-	
		Vĩnh Điều	36	2	28	6	0	5.6	77.8	16.7	-	
Cà Mau			40	-	1	34	5	-	2.5	85.0	12.5	
	Cái Nước		40	-	1	34	5	-	2.5	85.0	12.5	
		Tân Hưng	40	0	1	34	5	-	2.5	85.0	12.5	

Appendix IX-1 Human Trafficking

About Human Trafficking

Province	District	Commune	Have Heard About Human Trafficking					Knowledge About Number of Cases of Human Trafficking										
			Number Reporting			Percent		Number Reporting					Percent Reporting					
			Total Reporting	Yes	No	Yes	No	Total Reporting	Very Few	Few	Many	Very Many	None	Very Few	Few	Many	Very Many	None
TREATMENT AREAS			1,920	1,408	512	73.3	26.7	1,408	45	35	3	1	1,324	3.2	2.5	0.2	0.1	94.0
	Kiên Giang		1,200	809	391	67.4	32.6	809	37	31	3	-	738	4.6	3.8	0.4	-	91.2
	Hà Tiên		120	63	57	52.5	47.5	63	23	7	1	-	32	36.5	11.1	1.6	-	50.8
		Đông Hồ	40	25	15	62.5	37.5	25	3	3	-	-	19	12.0	12.0	-	-	76.0
		Mỹ Đức	40	23	17	57.5	42.5	23	13	2	-	-	8	56.5	8.7	-	-	34.8
		Thuận Yên	40	15	25	37.5	62.5	15	7	2	1	-	5	46.7	13.3	6.7	-	33.3
	Kiên Lương		80	37	43	46.3	53.8	37	2	2	-	-	33	5.4	5.4	-	-	89.2
		Hòa Điền	40	19	21	47.5	52.5	19	-	-	-	-	19	-	-	-	-	100.0
		Dương Hòa	40	18	22	45.0	55.0	18	2	2	-	-	14	11.1	11.1	-	-	77.8
	An Biên		320	214	106	66.9	33.1	214	8	5	-	-	201	3.7	2.3	-	-	93.9
		Tây Yên	40	23	17	57.5	42.5	23	3	2	-	-	18	13.0	8.7	-	-	78.3
		Tây Yên A	40	28	12	70.0	30.0	28	-	-	-	-	28	-	-	-	-	100.0
		Nam Yên	40	18	22	45.0	55.0	18	1	-	-	-	17	5.6	-	-	-	94.4
		Hưng Yên	40	29	11	72.5	27.5	29	2	-	-	-	27	6.9	-	-	-	93.1
		Nam Thái	40	25	15	62.5	37.5	25	-	2	-	-	23	-	8.0	-	-	92.0
		Nam Thái A	40	29	11	72.5	27.5	29	1	1	-	-	27	3.4	3.4	-	-	93.1
		Đông Thái	40	34	6	85.0	15.0	34	-	-	-	-	34	-	-	-	-	100.0
		Đông Yên	40	28	12	70.0	30.0	28	1	-	-	-	27	3.6	-	-	-	96.4
	An Minh		400	300	100	75.0	25.0	300	2	8	1	-	289	0.7	2.7	0.3	-	96.3
		Thuận Hòa	40	32	8	80.0	20.0	32	-	-	1	-	31	-	-	3.1	-	96.9
		Đông Hòa	40	30	10	75.0	25.0	30	1	1	-	-	28	3.3	3.3	-	-	93.3
		Đông Thanh	40	27	13	67.5	32.5	27	1	1	-	-	25	3.7	3.7	-	-	92.6
		Tân Thanh	40	32	8	80.0	20.0	32	-	-	-	-	32	-	-	-	-	100.0
		Đông Hưng	40	34	6	85.0	15.0	34	-	-	-	-	34	-	-	-	-	100.0
		Đông Hưng A	40	34	6	85.0	15.0	34	-	-	-	-	34	-	-	-	-	100.0
		Đông Hưng B	40	22	18	55.0	45.0	22	-	2	-	-	20	-	9.1	-	-	90.9
		Vân Khánh	40	28	12	70.0	30.0	28	-	-	-	-	28	-	-	-	-	100.0
		Vân Khánh Đông	40	30	10	75.0	25.0	30	-	4	-	-	26	-	13.3	-	-	86.7
		Vân Khánh Tây	40	31	9	77.5	22.5	31	-	-	-	-	31	-	-	-	-	100.0
	Vĩnh Thuận		240	173	67	72.1	27.9	173	2	7	-	-	164	1.2	4.0	-	-	94.8
		Vĩnh Bình Bắc	40	35	5	87.5	12.5	35	-	-	-	-	35	-	-	-	-	100.0
		Vĩnh Bình Nam	40	23	17	57.5	42.5	23	-	-	-	-	23	-	-	-	-	100.0
		Vĩnh Thuận	40	33	7	82.5	17.5	33	2	-	-	-	31	6.1	-	-	-	93.9
		Tân Thuận	40	25	15	62.5	37.5	25	-	5	-	-	20	-	20.0	-	-	80.0
		Phong Đông	40	24	16	60.0	40.0	24	-	-	-	-	24	-	-	-	-	100.0
		Vĩnh Phong	40	33	7	82.5	17.5	33	-	2	-	-	31	-	6.1	-	-	93.9

Appendix IX-1 Human Trafficking

Province	District	Commune	Have Heard About Human Trafficking				Knowledge About Number of Cases of Human Trafficking									
			Number Reporting		Percent		Number Reporting					Percent Reporting				
			Total Reporting	Yes	No	Yes	Total Reporting	Very Few	Few	Many	Very Many	None	Very Few	Few	Many	Very Many
Cà Mau	Giang Thành		40	22	18	55.0	45.0	22	-	2	1	19	-	9.1	4.5	-
		Phú Mỹ	40	22	18	55.0	45.0	22	-	2	1	19	-	9.1	4.5	-
			720	599	121	83.2	16.8	599	8	4	-	586	1.3	0.7	-	0.2
	U Minh		200	159	41	79.5	20.5	159	3	-	-	156	1.9	-	-	98.1
		Khánh Hòa	40	32	8	80.0	20.0	32	1	-	-	31	3.1	-	-	96.9
		Khánh Tiến	40	27	13	67.5	32.5	27	-	-	-	27	-	-	-	100.0
		Nguyễn Phích	40	32	8	80.0	20.0	32	1	-	-	31	3.1	-	-	96.9
		Khánh Lâm	40	34	6	85.0	15.0	34	1	-	-	33	2.9	-	-	97.1
		Khánh An	40	34	6	85.0	15.0	34	-	-	-	34	-	-	-	100.0
	Thới Bình		360	305	55	84.7	15.3	305	2	4	-	299	0.7	1.3	-	98.0
		Tân Lộc	40	32	8	80.0	20.0	32	-	-	-	32	-	-	-	100.0
		Biển Bạch	40	32	8	80.0	20.0	32	-	-	-	32	-	-	-	100.0
		Trí Phái	40	33	7	82.5	17.5	33	-	-	-	33	-	-	-	100.0
		Biển Bạch Đông	40	35	5	87.5	12.5	35	-	-	-	35	-	-	-	100.0
		Thới Bình	40	34	6	85.0	15.0	34	-	-	-	34	-	-	-	100.0
		Tân Phú	40	33	7	82.5	17.5	33	-	1	-	32	-	3.0	-	97.0
		Tân Lộc Bắc	40	32	8	80.0	20.0	32	-	-	-	32	-	-	-	100.0
		Tân Lộc Đông	40	36	4	90.0	10.0	36	2	-	-	34	5.6	-	-	94.4
		Hồ Thị Kỳ	40	38	2	95.0	5.0	38	-	3	-	35	-	7.9	-	92.1
	Trần Văn Thời		160	135	25	84.4	15.6	135	3	-	-	131	2.2	-	-	0.7
		Trần Hợi	40	31	9	77.5	22.5	31	-	-	1	30	-	-	-	3.2
		Khánh Bình	40	31	9	77.5	22.5	31	3	-	-	28	9.7	-	-	90.3
		Khánh Bình Đông	40	36	4	90.0	10.0	36	-	-	-	36	-	-	-	100.0
		Lợi An	40	37	3	92.5	7.5	37	-	-	-	37	-	-	-	100.0
CONTROL AREAS			120	86	34	71.7	28.3	86	3	1	-	82	3.5	1.2	-	95.3
Kiên Giang			80	52	28	65.0	35.0	52	-	1	-	51	-	1.9	-	98.1
		Gò Quao	40	36	4	90.0	10.0	36	-	-	-	36	-	-	-	100.0
		Vĩnh Phước B	40	36	4	90.0	10.0	36	-	-	-	36	-	-	-	100.0
	Giang Thành		40	16	24	40.0	60.0	16	-	1	-	15	-	6.3	-	93.8
		Vĩnh Điều	40	16	24	40.0	60.0	16	-	1	-	15	-	6.3	-	93.8
Cà Mau			40	34	6	85.0	15.0	34	3	-	-	31	8.8	-	-	91.2
	Cái Nước		40	34	6	85.0	15.0	34	3	-	-	31	8.8	-	-	91.2
		Tân Hưng	40	34	6	85.0	15.0	34	3	-	-	31	8.8	-	-	91.2

Knowledge of Households About the Dangers of HIV/AIDS and How to Avoid It

Province	District	Commune	No. of Sample HHs	Knowledge About Dangers of Having HIV/AIDS						Knowledge About How to Avoid HIV/AIDS							
				Number Reporting			Percent Reporting			Number Reporting			Percent Reporting				
				Total	Know Much	Know a Little	Know Nothing	Know Much	Know a Little	Know Nothing	Total	Know Much	Know a Little	Know Nothing	Know Much	Know a Little	Know Nothing
TREATMENT AREAS				1920	509	1208	45	28.9	68.6	2.6	1762	487	1187	88	27.6	67.4	5.0
Kiên Giang			1200	304	752	30	28.0	69.2	2.8	1086	286	749	51	26.3	69.0	4.7	
	Hà Tiên		120	26	74	3	25.2	71.8	2.9	103	25	70	8	24.3	68.0	7.8	
		Đồng Hồ	40	15	22	1	39.5	57.9	2.6	38	14	21	3	36.8	55.3	7.9	
		Mỹ Đức	40	7	24	1	21.9	75.0	3.1	32	8	23	1	25.0	71.9	3.1	
		Thuận Yên	40	4	28	1	12.1	84.8	3.0	33	3	26	4	9.1	78.8	12.1	
	Kiên Lương		80	17	48	2	25.4	71.6	3.0	67	17	48	2	25.4	71.6	3.0	
		Hòa Điền	40	11	22	2	31.4	62.9	5.7	35	11	22	2	31.4	62.9	5.7	
		Dương Hòa	40	6	26	0	18.8	81.3	0.0	32	6	26	0	18.8	81.3	0.0	
	An Biên		320	95	183	10	33.0	63.5	3.5	288	89	182	17	30.9	63.2	5.9	
		Tây Yên	40	14	16	1	45.2	51.6	3.2	31	11	17	3	35.5	54.8	9.7	
		Tây Yên A	40	8	32	0	20.0	80.0	0.0	40	8	32	0	20.0	80.0	0.0	
		Nam Yên	40	12	15	4	38.7	48.4	12.9	31	12	14	5	38.7	45.2	16.1	
		Hưng Yên	40	1	36	1	2.6	94.7	2.6	38	1	37	0	2.6	97.4	0.0	
		Nam Thái	40	14	19	2	40.0	54.3	5.7	35	11	19	5	31.4	54.3	14.3	
		Nam Thái A	40	9	28	0	24.3	75.7	0.0	37	12	25	0	32.4	67.6	0.0	
		Đồng Thái	40	17	21	0	44.7	55.3	0.0	38	16	22	0	42.1	57.9	0.0	
		Đồng Yên	40	20	16	2	52.6	42.1	5.3	38	18	16	4	47.4	42.1	10.5	
	An Minh		400	101	269	4	27.0	71.9	1.1	374	94	271	9	25.1	72.5	2.4	
		Thuận Hòa	40	12	28	0	30.0	70.0	0.0	40	14	26	0	35.0	65.0	0.0	
		Đồng Hòa	40	13	22	0	37.1	62.9	0.0	35	13	21	1	37.1	60.0	2.9	
		Đồng Thạnh	40	12	20	3	34.3	57.1	8.6	35	7	23	5	20.0	65.7	14.3	
		Tân Thạnh	40	6	34	0	15.0	85.0	0.0	40	6	34	0	15.0	85.0	0.0	
		Đồng Hưng	40	6	31	0	16.2	83.8	0.0	37	6	31	0	16.2	83.8	0.0	
		Đồng Hưng A	40	5	34	0	12.8	87.2	0.0	39	5	34	0	12.8	87.2	0.0	
		Đồng Hưng B	40	14	25	0	35.9	64.1	0.0	39	14	25	0	35.9	64.1	0.0	
		Vân Khánh	40	14	21	0	40.0	60.0	0.0	35	14	21	0	40.0	60.0	0.0	
		Vân Khánh Đông	40	19	16	1	52.8	44.4	2.8	36	15	18	3	41.7	50.0	1.8	

Appendix IX-2

Knowledge of Households About HIV/AIDS

Province	District	Commune	No. of Sample HHs	Knowledge About Dangers of Having HIV/AIDS						Knowledge About How to Avoid HIV/AIDS					
				Number Reporting			Percent Reporting			Number Reporting			Percent Reporting		
				Total	Know Much	Know a Little	Know Nothing	Know Much	Know a Little	Know Nothing	Total	Know Much	Know a Little	Know Nothing	Know Nothing
		Vân Khánh Tây	40	38	0	38	0	0.0	100.0	0.0	38	0	38	0	0.0
															0.0

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Knowledge of Households About HIV/AIDS

Province	District	Commune	No. of Sample HHs	Knowledge About Dangers of Having HIV/AIDS										Knowledge About How to Avoid HIV/AIDS									
				Number Reporting				Percent Reporting			Number Reporting				Percent Reporting								
				Total	Know Much	Know a Little	Know Nothing	Know Much	Know a Little	Know Nothing	Total	Know Much	Know a Little	Know Nothing	Know Much	Know a Little	Know Nothing						
	Vĩnh Thuận		240	214	60	146	8	28.0	68.2	3.7	214	53	149	12	24.8	69.6	5.6						
		Vĩnh Bình Bắc	40	40	5	35	0	12.5	87.5	0.0	40	5	35	0	12.5	87.5	0.0						
		Vĩnh Bình Nam	40	34	4	29	1	11.8	85.3	2.9	34	4	28	2	11.8	82.4	5.9						
		Vĩnh Thuận	40	36	10	25	1	27.8	69.4	2.8	36	4	31	1	11.1	86.1	2.8						
		Tân Thuận	40	33	16	13	4	48.5	39.4	12.1	33	15	15	3	45.5	45.5	9.1						
		Phong Đông	40	34	8	26	0	23.5	76.5	0.0	34	8	26	0	23.5	76.5	0.0						
		Vĩnh Phong	40	37	17	18	2	45.9	48.6	5.4	37	17	14	6	45.9	37.8	16.2						
	Giang Thành		40	40	5	32	3	12.5	80.0	7.5	40	8	29	3	20.0	72.5	7.5						
		Phú Mỹ	40	40	5	32	3	12.5	80.0	7.5	40	8	29	3	20.0	72.5	7.5						
Cà Mau			720	676	205	456	15	30.3	67.5	2.2	676	201	438	37	29.7	64.8	5.5						
	U Minh		200	185	53	127	5	28.6	68.6	2.7	185	51	123	11	27.6	66.5	5.9						
		Khánh Hòa	40	36	10	25	1	27.8	69.4	2.8	36	10	21	5	27.8	58.3	13.9						
		Khánh Tiến	40	37	7	27	3	18.9	73.0	8.1	37	7	27	3	18.9	73.0	8.1						
		Nguyễn Phích	40	39	9	29	1	23.1	74.4	2.6	39	9	30	0	23.1	76.9	0.0						
		Khánh Lâm	40	39	14	25	0	35.9	64.1	0.0	39	14	25	0	35.9	64.1	0.0						
		Khánh An	40	34	13	21	0	38.2	61.8	0.0	34	11	20	3	32.4	58.8	8.8						
	Thới Bình		360	344	108	232	4	31.4	67.4	1.2	344	106	225	13	30.8	65.4	3.8						
		Tân Lộc	40	38	16	21	1	42.1	55.3	2.6	38	17	19	2	44.7	50.0	5.3						
		Biển Bạch	40	40	6	34	0	15.0	85.0	0.0	40	6	34	0	15.0	85.0	0.0						
		Trí Phái	40	35	19	16	0	54.3	45.7	0.0	35	17	16	2	48.6	45.7	5.7						
		Biển Bạch Đông	40	38	6	31	1	15.8	81.6	2.6	38	7	30	1	18.4	78.9	2.6						
		Thới Bình	40	39	12	27	0	30.8	69.2	0.0	39	12	27	0	30.8	69.2	0.0						
		Tân Phú	40	37	15	22	0	40.5	59.5	0.0	37	15	17	5	40.5	45.9	13.5						
		Tân Lộc Bắc	40	37	17	18	2	45.9	48.6	5.4	37	15	19	3	40.5	51.4	8.1						
		Tân Lộc Đông	40	40	10	30	0	25.0	75.0	0.0	40	10	30	0	25.0	75.0	0.0						
		Hồ Thị Kỳ	40	40	7	33	0	17.5	82.5	0.0	40	7	33	0	17.5	82.5	0.0						
	Trần Văn Thời		160	147	44	97	6	29.9	66.0	4.1	147	44	90	13	29.9	61.2	8.8						
		Trần Hợi	40	40	6	34	0	15.0	85.0	0.0	40	6	34	0	15.0	85.0	0.0						
		Khánh Bình	40	34	10	19	5	29.4	55.9	14.7	34	10	17	7	29.4	50.0	20.6						
		Khánh Bình Đông	40	33	19	14	0	57.6	42.4	0.0	33	15	12	6	45.5	36.4	31.8						

Appendix IX-2 Knowledge of Households About HIV/AIDS

Province	District	Commune	No. of Sample HHs	Knowledge About Dangers of Having HIV/AIDS						Knowledge About How to Avoid HIV/AIDS							
				Number Reporting			Percent Reporting			Number Reporting			Percent Reporting				
				Total	Know Much	Know a Little	Know Nothing	Know Much	Know a Little	Know Nothing	Total	Know Much	Know a Little	Know Nothing			
		Lợi An	40	40	9	30	1	22.5	75.0	2.5	40	13	27	0	32.5	67.5	0.0

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Knowledge of Households About HIV/AIDS

Province	District	Commune	No. of Sample HHs	Knowledge About Dangers of Having HIV/AIDS										Knowledge About How to Avoid HIV/AIDS									
				Number Reporting					Percent Reporting					Number Reporting					Percent Reporting				
				Total	Know Much	Know a Little	Know Nothing	Know Much	Know a Little	Know Nothing	Total	Know Much	Know a Little	Know Nothing	Know Much	Know a Little	Know Nothing	Know Much	Know a Little	Know Nothing			
CONTROL AREAS				120	24	84	5	21.2	74.3	4.4	113	22	84	7	19.5	74.3	6.2	19.5	74.3	6.2			
Kiên Giang			80	73	14	54	5	19.2	74.0	6.8	73	15	51	7	20.5	69.9	9.6	20.5	69.9	9.6			
	Gò Quao		40	40	1	39	0	2.5	97.5	0.0	40	1	39	0	2.5	97.5	0.0	2.5	97.5	0.0			
		Vĩnh Phước B	40	40	1	39	0	2.5	97.5	0.0	40	1	39	0	2.5	97.5	0.0	2.5	97.5	0.0			
	Giang Thành		40	33	13	15	5	39.4	45.5	15.2	33	14	12	7	42.4	36.4	21.2	42.4	36.4	21.2			
		Vĩnh Điều	40	33	13	15	5	39.4	45.5	15.2	33	14	12	7	42.4	36.4	21.2	42.4	36.4	21.2			
Cà Mau			40	40	10	30	0	25.0	75.0	0.0	40	7	33	0	17.5	82.5	0.0	17.5	82.5	0.0			
	Cái Nước		40	40	10	30	0	25.0	75.0	0.0	40	7	33	0	17.5	82.5	0.0	17.5	82.5	0.0			
		Tân Hưng	40	40	10	30	0	25.0	75.0	0.0	40	7	33	0	17.5	82.5	0.0	17.5	82.5	0.0			