

# Social Monitoring Report

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# 3 Annual Report  
June 2018

## Bhutan: SASEC Road Connectivity Project

Pasakha Access Road

Prepared by Department of Roads for the Government of Bhutan and the Asian Development Bank.

### **CURRENCY EQUIVALENTS**

(as of 9 April 2018)

Currency unit	–	Bhutanese Ngultrum (Nu)
Nu1.00	=	\$0.0154
\$1.00	=	Nu 64.93

### **ABBREVIATIONS**

ADB	–	Asian Development Bank
CDCL	–	Construction Development Corporation Limited
DOR	–	Department of Roads
JV	–	Joint Venture
ROW	–	Right of way
SMR	–	Social Monitoring Report

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## I. BACKGROUND

1. This social monitoring report has been compiled for the ADB supported SASEC Road Connectivity Project. This includes the improvement of the 1.2 km section of the existing Rinchening-Pasakha highway at Allay and the concrete bridge at Bhalujhora. The previous contractors M/s Gaseb-SPML-Maccaferri JV was terminated due to serious delays in the project (refer to Social Monitoring Report for the same project, October 2017). All construction works for the project was suspended in January 2017 and the civil works construction for this component was retendered.

2. Civil works have now been categorized into the three packages and the construction works were awarded to the following construction companies:

Package number	Name of Project	Contractor	Contract Amount (Nu.)	Date of Start	Date of Completion
Package I	Construction of Bhalujhora Bridge	M/s Construction Development Corporation Ltd (CDCL), Thimphu	77,201,627.20	01/01/2018	31/03/2019
Package II	Construction of Multi-cellular box culvert, road works, LCS and gabion structures	M/s Bhutan Builders Pvt. Ltd. Thimphu	99,628,321.53	01/03/2018	31/05/2019
Package III	Construction of Gabion structures	M/s Druk Chapchab Construction Pvt. Ltd. & Gyalcon Infrastructure Pvt. Ltd. (JV), Phuentsholing	132,139,443.27	01/01/2018	31/03/2019

## II. RESETTLEMENT IMPACTS

3. There is only one semi-permanent structure affected by the project road's right of way (ROW) which serves as both residential and commercial purposes for its residents. However, this falls under the category of illegal settlement as the land belongs to the Government. Bhutan's Road Act does not permit 'unauthorized structures within the road right of way and road control area', stating that any illegal structures within the ROW must be demolished and the cost should be borne by the occupants of the illegal structure. However, as this relocation is a result of an ADB financed project, the Royal Government of Bhutan, who is the client, will have to compensate for the involuntary displacement of the affected household as per the ADB's Safeguard Policy Statement 2009. The compensation should include for loss of assets other than land, such as dwellings and also for other improvements to the land, at full replacement costs.

4. Removing the family from this area will render them poor and vulnerable since they do not own any other assets or land in Bhutan (refer to Social Monitoring Reports 1,2 and 3). Accordingly, a series of discussions and consultations were held between the affected family (Ap Nala), the Construction Supervision Consultants (CSC), the contractors and the Department of Roads. Different options was explored (refer to Social Monitoring Report 2, April 2016) so as to have minimum impact on the affected household. It was then decided that building and relocating only a section of the structure would allow the family to continue their daily lives without any disruptions. However, since the last reporting (October 2017) changes have been made to the

resettlement plan for Mr. Nala. The recent proposal is to construct a retaining wall on northern side of the house. This retaining wall will stabilize the slope, prevent erosion and support the affected structure. This will not have any impact on Mr. Nala and his family.

5. Other than the above issue, there are no land acquisition or involuntary resettlement required in this project and all the road construction works are being taken within the available ROW. There is adequate access to the communities or factories in Pasakha with no disruptions to their livelihood.

### **III. SOCIAL SAFEGUARD MONITORING**

6. This Social Monitoring Report (SMR) intends to monitor the social safeguards being implemented at all the project sites as per ADB's guidelines. In order to identify any social issues due to project implementation, a number of site visits and consultations have been carried out in the project areas during the reporting period. Based on these site visits and consultations, the following social activities have been observed at each site:

#### **A. Package I – Construction of the Bhalujhora Bridge**

7. The works has been awarded to M/s Construction Development Corporation Ltd (CDCL), a state-owned enterprise. The construction camp has been leased from the Phuentsholing Thromde and is located below the road, close to the actual construction site. The land for the previous construction camp has been leased out to a business person since the lease contract with the DOR had expired.

8. There are currently 39 workers, all nationals, including four female workers who work as lab technicians and store in charge. Each person works about 54 hours a week starting from 8 am till 6 pm (with a 1 hour lunch break), everyday of the week excluding Sunday. As per the rules and regulations laid out in the Project Implementation Manual of the CDCL, all workers are provided with proper working gears – a full set uniform which includes helmets, boots and working gloves. They salary or wages are also governed by the Company's regulations and each person is paid a daily wage (for 8 hour work) between Nu. 300 to Nu.500 depending on the level of skill and training qualification. Additional payments are made for each extra hour worked on site. Lunch is provided by the company on all working days.

9. The CDCL has made provisions for accommodation at the campsite. These are temporary houses made using particle boards with CGI roofing. All the sheds have a ceiling fan to help distribute and circulate the air in each room. Each of these sheds accommodates two workers. Sanitary and toilet facilities are also being constructed behind the camps. There are separate sanitary facilities for female workers. The workers cook their own morning and evening meals, however, lunch is provided by CDCL at the central kitchen/dining hall every working day.



**Figure 1: Worker camps at CDCL construction site**



**Figure 2: Toilets under construction**

**B. Package II - Construction of Multi-cellular box culvert, road works, LCS and gabion structures**

10. This work has been awarded to M/s Bhutan Builders Pvt. Ltd., Thimphu. During the site visit, there were 29 workers at site. All the workers are from India. The construction company provides all the workers with accommodation. During the first site visit on April 5<sup>th</sup>, the workers camps are still under construction (see photo below) since the civil works for this package started only in March 2018. The contractor was advised to improvise on the campsite so that it becomes fit for human habitation. These are temporary sheds made using bamboo mats and CGI sheet roofing and each shed is shared between 4-5 labourers. Provisions have been set for other amenities such as for kitchen, toilets and bath rooms. The disposal pits are also segregated into recyclable waste and household organic wastes.



**Figure 3: Workers camp still under construction**

11. Each labourer works about 6 days a week and the working times are from 8 am till 6 pm. Daily wages range anywhere between Nu. 300<sup>1</sup> to Nu. 550, depending on the skill of the person. Workers are paid at the end of each week (on Saturdays). Recruitment of laborers are done through a labour contractor for a certain fee. The labour contractor acts as an intermediary between the contractor and the workers and also manages the payment of labourers. The payments made to the labourers are monitored by both the contractor and CSC.

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<sup>1</sup> Nu. 300 = USD 4.62; Nu. 350 = USD 5.39; Nu. 500 = USD 7.70; Nu. 550 = USD 8.47



### C. Package III - Construction of Gabion structures

12. The works have been awarded to M/s Druk Chapchab Construction Pvt. Ltd. & Gyalcon Infrastructure Pvt. Ltd. (JV), Phuentsholing. According to the site engineers, the number of workers on site fluctuates from 120 to 160 workers. All the workers are Indians. Only about 40 of the workers live within the construction camp. The remaining are day workers from across the border, Jaigaon. For those workers who live in the construction camps, temporary housing has been provided, including other amenities such as kitchen, toilet, bath rooms and separate disposal pits for different wastes.



**Figure 4: Workers campsite**

13. The working time is from 8 am till 6 pm from Mondays till Saturdays. Unskilled workers are paid a daily wage of Nu. 300 – Nu. 350 and skilled workers earn more than Nu. 500. Workers are paid at the end of each week (on Saturdays). The workers here are hired by a labour contractor. He/she acts as an intermediary between the contractor and the workers and also manages the payment of labourers. The payments made to the labourers are monitored by both the contractor and CSC.

### IV. MONITORING OF THE CONSTRUCTION SITES

14. Barrier nets have been raised in areas around the construction sites to prevent dust and dirt pollution. In other areas, where it is impossible to barricade the sites, the contractor has ensured that water trucks ply the roads to minimize the dust pollution. Watering the roads on a

regular basis helps cool down these areas and also provided a better environment for workers and the public who use these roads. According to the site engineers, these water trucks ply these roads at least twice daily.



**Figure 5: Barricade nets along the existing Bhalujhora Bridge**



**Figure 6: Water trucks ply the roads twice daily to control dust pollution**

15. There are some sign boards, barricade tapes and message boards/posters used around all the construction sites. However, the contractors have been advised to use more visible signage



at appropriate places. A signage maybe in the form of a board, barricade tape or poster, but they are useful in any construction sites as they provide safety and security to the workplace. A signage can also signal new road markings, changes in road surfaces and mark an unstable or hazardous area. Barricade tapes around construction openings which have been destroyed also need to be replaced.



**Figure 7: Occupational health and Safety message posters seen outside the CDCL site office**



**Figure 8: Barricade tapes are being used around big openings/gaps**

## **V. AWARENESS PROGRAMS**

16. No awareness programs were conducted during the reporting period due to unfavourable weather conditions and the unavailability of a medical team to conduct the programs on the site. It has been decided that the awareness programs shall be conducted at a suitable time and will be reflected in the next social monitoring report.