

Social Monitoring Report

Project Number: 41444-013
Semesteral Report
September 2021

Lao PDR: Second Northern GMS Transport Network Improvement

Prepared by the Project Coordination Unit of the Ministry of Public Works and Transport (Department of Road) for the Lao Peoples' Democratic and the Asian Development Bank.

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Lao People's Democratic Republic
Ministry of Public Work and Transport

**LAO: SECOND NORTHERN GMS TRANSPORT NETWORK IMPROVEMENT
PROJECT**

**Asian Development Bank Grant 0234-LAO and
OPEC Fund for International Development (OFID) Loan 1392P and Supplementary
Loan 1650P**

Social Monitoring Report: January – June 2021

(Updated – 30 August 2021)

Prepared by the Department of Roads

July 2021

CURRENCY EQUIVALENTS

(as of 14 August 2020,
<http://www.bol.gov.la/english/index1.php>)

Currency Unit	-	Lao Kip (Kip)
	-	US Dollar (\$)
LAK 9.599	=	\$1.00

ABBREVIATIONS

ADB	-	Asian Development Bank
AP/AH	-	affected person/affected
household COI	-	corridor of impact
DMS	-	detailed measurement survey
DED	-	detailed engineering design
DOR	-	Department of Roads
DRC	-	District Resettlement Committee
EA	-	executing agency
GMS	-	Greater Mekong Sub-region
GRM	-	grievance redress mechanism
LAK	-	Lao Kip
Lao PDR	-	Lao People's Democratic Republic MPWT
	-	Ministry of Public Works and Transport
OFID	-	OPEC Funds for International
Development		
OPEC	-	Organization of Petroleum Exporting Countries
OPWT	-	Office of Public Works and Transport (district
office) PIC	-	Project Implementation Consultants
PMU	-	Project Management Unit
QRN	-	quarterly report number
ROW	-	right-of-way
RP	-	resettlement plan
URP	-	updated resettlement plan

WEIGHTS AND MEASURES

km	-	kilometer
m	-	meter
m ²	-	square m

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I. Background

1. The Government of Lao People’s Democratic Republic (Lao PDR), with assistance from the Asian Development Bank (ADB), is implementing the Second Northern GMS (Greater Mekong Sub-region) Transport Network Improvement Project through ADB Grant 0234-Lao and OPEC Fund for International Development (OFID) Loan 1392P/1650P. The Project (referred hereinafter as ADB12) is part of the Second Northern GMS Transport Network Improvement Project that aims to connect the northern provinces of Lao PDR to Vietnam. ADB12 includes upgrading of 3 national roads (NR) in Huaphanh Province, namely, NR6A, located in Viengxai District and in Sopbao District (61 km long); NR6B, located in Sopbao District (26 km long); and, NR6-1 in Viengxai District (55 km long).
2. The Department of Roads (DOR) and ADB in 2017 agreed to extend the scope of NR6A by an additional 9 km, starting from Ban Samphanxay (i.e., km 0+000 of NR6A) going towards Viengxai Town until it joins NR6-1 in Ban Longkhou. This road section is referred to as NR6A+9km. (See **Figure I-1** for the Project Location Map).
3. The goal of ADB12 is to improve NR6A, NR6A+9km, NR6B, and NR6-1 as a modified Class IV road with a minimum of 5.5m carriageway, a shoulder of 0.5 m to 2m, and a design speed of 40 km/hour. ADB12 also includes pavement strengthening, shoulder restoration, embankment improvement, provision and improvement of drainage structures and bridges.
4. The indicative corridor of impact (COI)¹ ranges from 15 m in built-up and flat areas to 50 m in mountainous sections. (See **Figure I-2** for the Typical Section of the Project Roads).

Table I-1 Project Road Sections

Road Number	End Points	Length
NR6-1	Viengxai–Nam Soi (Km 119 – Km 174.33)	55.33
NR6A	Hang Long-Sop Bao (Km 0 – Km 60.78)	60.78
NR6A+9km	Ban Samphanxay- Ban Longkhou (Km 0 of NR6A – Km 9.00)	9.00
NR6B	Sop Bao-Pahang (Km 0-Km 26.1 + Nam Ma Bridge)	26.10
	Total	151.21

Source: Quarterly Progress Report No. 11 (pp. 11 and 19).

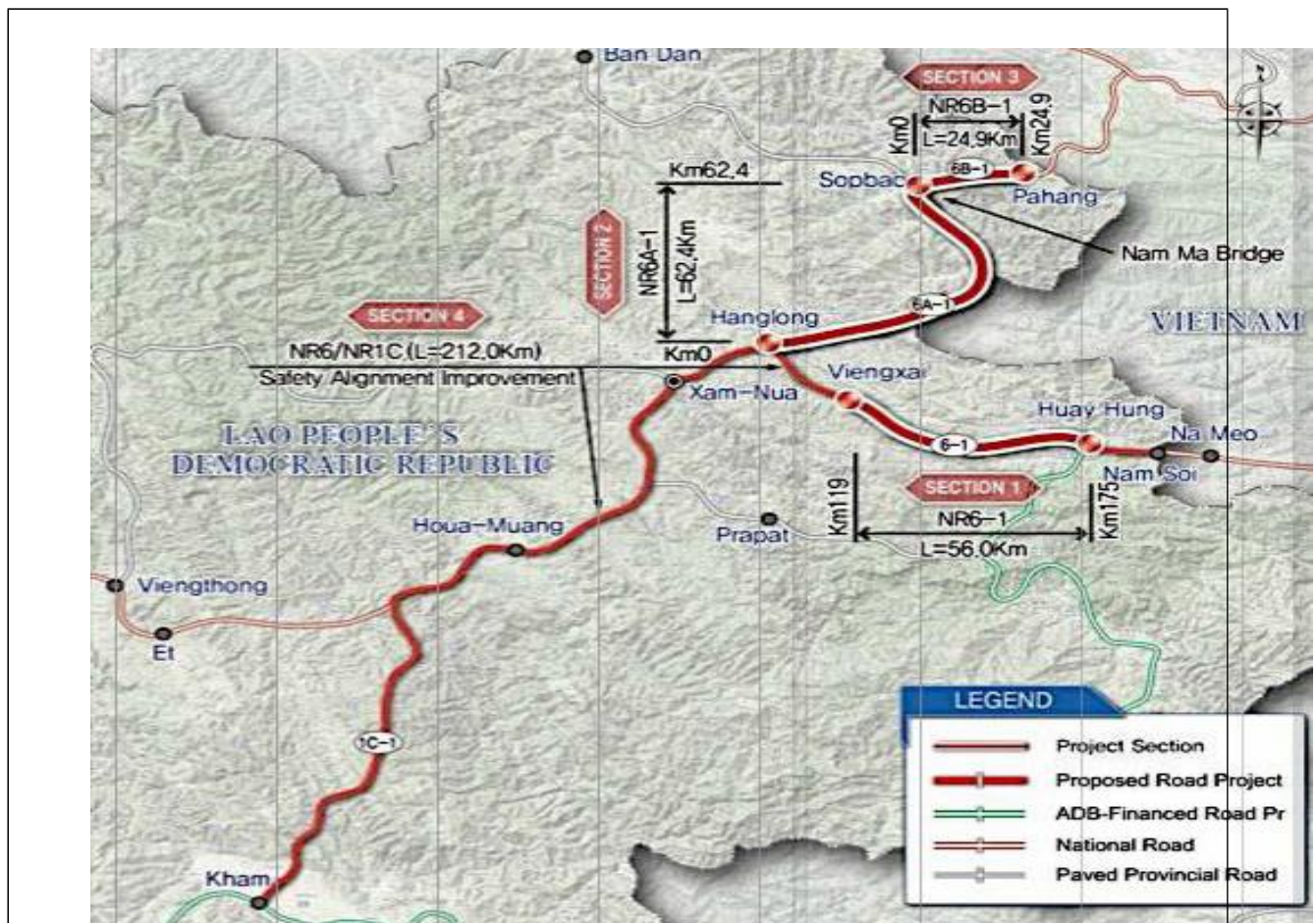
5. The Ministry of Public Works and Transport (MPWT) is the executing agency (EA), while the DOR is the implementing agency (IA). The DOR set up a Project Management Unit (PMU) each for NR6A, NR6B, and NR6-1. The PMU of NR6A covers NR6A+9km also. A manager from the DOR heads each PMU with an assistant manager provided by the district Office of Public Works and Transport (OPWT).
6. A task force has been formed within the PMU to oversee the preparation, updating, and implementation of the resettlement plan (RP) prepared for each road section, in

¹ Actual width of the right-of-way (ROW) to be cleared (i.e., construction limit) is defined by the contractor’s drawing that is usually narrower than the COI indicated in the approved detailed engineering design (DED). The construction limit may not exceed the prescribed COI without prior approval by the PMU, however. The established road right-of-way (ROW) of NR6A, NR6A+9km, NR6B, and NR6-1 is 50 m (i.e., 25 m each way from the centerline) per the Road Law of 1999.

addition to monitoring RP implementation. This task force provides overall guidance and technical support to the Provincial Resettlement Committee (PRC) and to the District Resettlement Committee (DRC) that has been set up each in Viengxai District and Sopbao District.

7. The PRC is responsible for (i) conducting consultations and meetings; (ii) establishing compensation rates at replacement cost for affected assets; (iii) conducting, reviewing and confirming the results of the detailed measurement survey (DMS); (iv) approving the amounts of compensation agreed between the affected households (AHs) and the DRC; (v) managing funds for compensation that the PMU disburses through the Provincial Department of Finance; (vi) monitoring all RP activities; and (vii) acting as grievance officer. The DRCs provide support to the PRC.

Figure I-1: Project Location Map



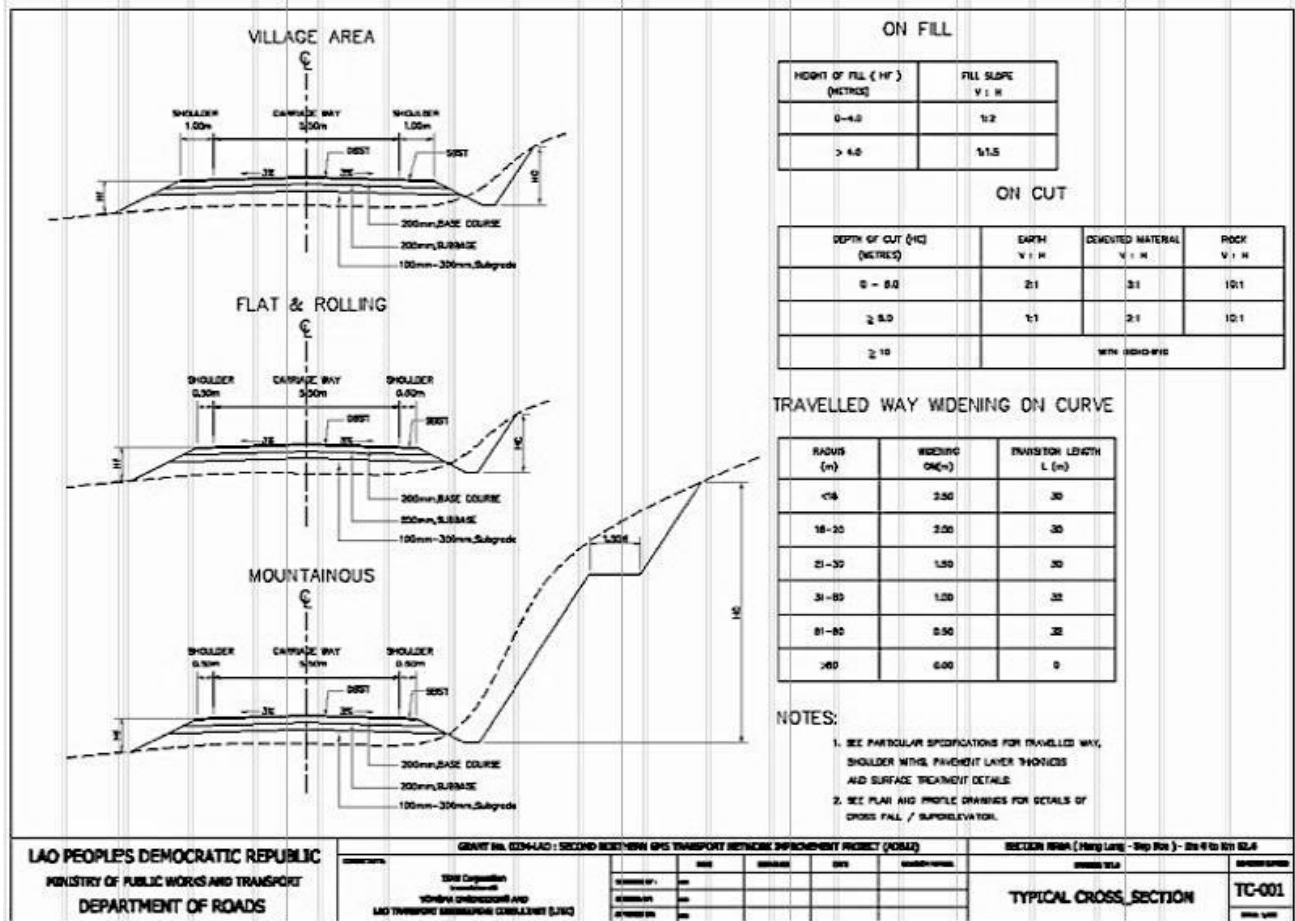
Source: Project Design Consultants

II. Objectives of the Social Monitoring Report

8. The agreed 2010 resettlement framework tasks the PMU to look into the following concerns in its monitoring activities:
 - a. Compensation and/or other entitlements are provided as per the final RP, with no

- discrimination according to gender, ethnicity, vulnerability, or any other factor;
- b. Livelihood restoration measures are designed and implemented including modifications in the programs and provision of additional cash and in-kind assistance to the participating affected households as and when necessary;

Figure II-1: Typical Section of the Project Roads



Source: Project Design Consultants

- c. Public information, public consultation and grievance redress procedures are followed;
- d. APs/AHs are able to restore/re-establish livelihoods and living standards. Special attention is given to severely affected and vulnerable households;
- e. Affected public facilities and infrastructure are restored promptly; and the transition between relocation or site clearing and commencement of civil works is smooth and that sites are not handed over for civil works until affected households have been satisfactorily compensated, assisted and relocated.

III. Scope and Methodology

9. The Project activity during Jan-Jun 2021 overall project road has been completed for civil works, moreover, social-Monitoring which conducted by local authorities include DPWT of Houaphanh Province, during this period also have outbreak of COVID-19 . The provincial staff used telecommunication network contact persons between DPWT and Districts concerns of the project and affected persons along the NR6-1 by monthly basic. If local peoples have any complaint concern previous project activities Viengxai district will solved the problem and coordinate closely with PWT Office to clarified as soon as necessary.

IV. January to June 2021 Social Monitoring Report

10. **NR6A** construction 100% completed on 21 September 2019 and Performance Certificate dated 21st October 2020.
11. No additional land acquisition and Resettlement occurred. All APs were satisfied about the effectiveness of Resettlement Implementation by GoL due to the restoration of living standards, livelihoods, and income generation in this region.
12. For **NR6-1 Viengxai-Namsoi** there are no additional construction activity and resettlement as all construction works are 100% completed and Taking – Over Certificate dated 31st August 2020. There is no additional land acquisition and involuntary resettlement occurrences.
13. The following Road furniture has been completed as below:
 - Traffic signboards completed
 - Guard rails installation completed
 - Guide posts completed
 - Road making completed
14. **External Monitoring** covered (please see separate report from EMR):
 - (i) Resettlement Implementation
 - (ii) Restoration of living standards and income generation
 - (iii) Effectiveness of GRM procedure
 - (iv) Effectiveness of resettlement Planning
 - (v) Resettlement Impacts
15. **Grievance Solution.** There are no outstanding complaints from AHs and other stakeholders as of since December 2020 to the reporting period (Janury to June 2021) lists and pre the complaints raised by residents relative to construction activities of the civil works contractor.

VI. Conclusion

16. In this period from January- June 2021 all construction sites were stopped. Compensation of all AHs have been paid completed. All Affected Persons living along the Project corridor are satisfied with resettlement implementation that was carried out

by District resettlement committee and other related organization concerns. The local people are satisfied with project activities and improved road conditions - the travelling time to social facilities has decrease. Several Project villages having restored their living standards and increased income generation.

17. In conclusion, all construction works are completed 100% and **the Project is prepared for closing at the end of 2021**. There will no additional construction activities onto December 2021, hence no room for additional land acquisition and resettlement.