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Cambodia: Flood Damage Emergency Reconstruction Project

First Annual Report on Resettlement

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For the Kingdom of Cambodia
Inter-Ministerial Resettlement Committee
Ministry of Economy and Finance

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Resettlement Annual Report 2012



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Caption for front cover:

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| Photo taken during public consultation meeting at MPWT-CW6a: Provincial Road No.270 in Kampong Cham Province | Photo taken from MPWT-CW6a: Voluntary donation verified by independent consultant | Photo taken during public consultation meeting at MPWT-CW8: Provincial Road No.159 in Banteay Meanchey and Battambang Provinces |
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I. Introduction

The Flood Damage Emergency Reconstruction Project (FDERP) will restore critical public infrastructure assets that were affected by 2011 flood in order to restore livelihood, access in project provinces. The Project focused on (i) roads (national, provincial, and rural), including bridges and culverts; (ii) irrigation facilities; and (iii) strengthen the Government's flood management capacity. The reconstruction of damaged infrastructures concentrates in Prey Veng, Kampong Cham, Kampong Thom, Siem Reap, Banteay Meanchey, and Battambang provinces. The Ministry of Economy and Finance (MEF) is the executing agency (EA) of the project. Ministry of Public Works and Transport (MPWT); Ministry of Rural Development (MRD); and Ministry of Water Resources and Meteorology (MOWRAM) are the implementing agencies (IAs). As a framework for structuring the Project activities, the restoration of flood damaged infrastructure has been divided into three stages as follows:

- (i) Stage 1 - Immediate repairs to reestablish use of the infrastructure on a temporary basis and restore minimum functioning levels. The most urgent work has already been implemented by the RGC using its own resources.
- (ii) Stage 2 - Fast track repairs where it is necessary to substantially repair the damage before the next wet season to secure the existing (undamaged) works and thus avoid more extensive damage in the coming wet season. Due to time constraint, only resettlement category C subprojects were included in this stage.
- (iii) Stage 3 - Remaining flood damage restoration to complete the remaining damage repairs, preferably within the following two dry season construction periods.

As the scope of emergency reconstruction works is to restore the damaged infrastructures to the pre-flood level conditions, only minor environmental and social impacts were encountered. In additions, subprojects which do not have land acquisition and involuntary resettlement impacts were prioritized to ensure that the implementation can be completed within the project period. So far, the reconstruction of 3 bridges and 2-km of ring road under stage 2 subprojects were implemented by MPWT, the emergency repair of 275.2 km of rural road under stage 2 subprojects were implemented by MRD and the emergency repair of 10 irrigation schemes under stage 2 subprojects were implemented by MoWRAM. All the implemented subprojects are in category C for resettlement with a small number of voluntary contributions. Thus, no compensation, nor resettlement plan was required during implementation. Hence, this monitoring report, which is the annual monitoring report on resettlement, will focus on monitoring results of the voluntary donations during civil works construction.

II. Subprojects Description and Implementation Progress

The project is aimed at restoring livelihoods and access in the project provinces. The project had three main components:

2.1 Component 1: National and provincial road restoration

The project will reconstruct flood damaged national and provincial roads in 4 provinces. In Prey Veng, 2 km of a ring road, which also serves as a flood protection dyke for Prey Veng City, will be strengthened, and 5 bridges along National Road 11 which were severely weakened by the floods will be replaced and improved. In Kampong Cham, Banteay Meanchey and Battambang provinces, 72 km of provincial roads will be repaired and upgraded, and seven structures and five bridges replaced. From the start of the project till the end of 2012, the following stage-2 subprojects are under construction, which scheduled to be completed by March 2013:

- Emergency repair of 2-km detour road in Prey Veng province: the 2-km detour road of Prey Veng city connecting the two sections of the National Road No.11 from one end to another bypassing Prey Veng city serves as dyke to protect the city from inundation in rainy season. Due to 2011 flood, the detour road was severely damaged. Many leaks were observed while flood levels were high, requiring full time surveillance and rapid on the spot repairs to prevent piping failure. Scouring holes also developed at various locations of the dyke embankment which left the dyke in critical condition. If the detour road collapses the whole Prey Veng city would be flooded, affecting more than 33,000 people and thousands of businesses which resulted in huge economic losses. Another major benefit of this detour road is to divert heavy traffic on National Road 11 from the city center, which would significantly reduce the traffic congestion and traffic accident in the city. The emergency stage 2 repair of this dyke is to strengthen the existing embankment with proper slope and scour protection, restore the existing detour road with proper shoulders at both sides of the road. The contract for this subproject was awarded in May 2012. The construction works were extensively progressed during the first three months, but were slowed down for the last three months due to rainy season. The overall progress was estimated to be 60% as of the end of December.
- The Construction of Krong Prey Veng and Baray Lex Bridges: the bridges are located on National Road No.11, which is a principal road that traverses two provinces (Kampong Cham and Prey Veng) in south-eastern Cambodia, and also links the National Road No.7 and National Road No.1 connecting Vietnam Border. The existing project bridge, constructed in 1993, was severely damaged by flood. Scouring and huge settlements of the bridges foundations were observed during flooding. The existing wooden-steel composite bridges are in unstable conditions and prone to collapse during next floods. If the bridges collapse, the National road No.11 would be cut and the Prey Veng provincial city would be isolated. In addition, traffic flow from Kampong Cham to Vietnam border would be diverted to about 200 km, which resulted in increase in travel time, vehicle operating cost leading to huge economic losses. Thus, it is critical to start the reconstruction of these deteriorate bridges to make sure that the National Road No.11 will not be cut during the next rainy season. The bridges will be 2-lane with a total length of 163.7 m. It will have piled foundation, reinforced Concrete (RC) substructure, box beams set on crossheads and on abutments as superstructure. The contracts for these two bridges were awarded in May 2012, with the overall construction progress of 48% as of December 2012.
- Reconstruction of Koh Roka Bridge: the bridge is located about a few kilometers away from Kampong Cham city on Provincial Road No.270, which is one of the main provincial roads connecting the provincial city to Kang Meas District. Kampong Cham, one of the most flood-affected provinces, has strong potential for agriculture (rice, vegetables and fruit plantations), fishery and industry development, but the recent flooding ruined the already-inadequate existing infrastructure for sustainable development. The existing reinforced concrete bridge, constructed in 1954, was critically damaged by the 2011 flood. It was observed that scouring around the bridge abutments during the flood caused the bridge to significantly settle and thereby generating structural cracks on the main structural components of the bridge. Soon after the flood, the Koh Roka bridge was temporarily repaired by filling scouring holes and covering the deck holes by steel sheets. The existing bridge is in unstable condition and heavy traffic was temporarily prohibited for safety reason. Consequently, transportation of

agricultural products as well as other economic activities are on hold in the region of the province. Therefore, it is critical to start the reconstruction of this deteriorate bridge in order to promptly restore the traffic and economic activities to normal condition. The new 2-lane bridge will be constructed on its existing alignment. The bridge, with an overall length of 45 m, will be prestressed concrete bridge. The contract for this subproject was awarded in May 2012 with the construction progress of 74.3% as of December 2012.

2.2 Component 2: Rural roads restoration

The Project will reconstruct about 450 km of flood damaged rural roads in five provinces of Prey Veng, Kampong Cham, Kampong Thom, Siem Reap and Banteay Meanchey. Of the 450km rural road, 275.2 km rural roads in five provinces awarded in stage 2 are under emergency repair. Most of the restoration works have been completed during the last quarter of 2012, except some repair works in Banteay Meanchey province, which was delayed due to 2012 flood.

2.3 Component 3: Irrigation and flood control

Under this component, about 26 flood damaged irrigation schemes covering about 25,000 ha will be repaired in at least 5 provinces: Prey Veng, Kampong Cham, Kampong Thom, Siem Reap, and Battambang. From the start of the project till the end of 2012, the following stage-2 subprojects are under construction, which scheduled to be completed by March 2013:

- Lam Laong canal system: The irrigation system, located in Prey Veng Province, was first constructed in Pol Pot regime and rehabilitated in 2003 under the World Bank Fund. The irrigation scheme was severely affected by 2011 flood as most parts of reservoir and canal embankments were hugely damaged. The contract was awarded in June 2012 with the construction progress of 42% as of December 2012.
- Toul Skear canal system: The irrigation scheme, located approximately 2km east of Prey Veng town, was constructed during Pol Pot's regime. Most parts of the main canal embankments were severely damaged during the 2011 flooding, which need urgent restoration works. The contract was awarded in June 2012 with the construction progress of 58% as of December 2012.
- Ork Ambok main canal system: The irrigation scheme, located in Prey Veng province, was constructed during Pol Pot's regime. Most parts of the main canal embankments were severely damaged during the 2011 flooding, which need urgent restoration works. The contract was awarded in June 2012 with the construction progress of 80% as of December 2012.
- Boeung Kamplienh dam: the dam, located in Prey Veng province, was constructed during 1970s. Most parts of the existing embankments were severely damaged during the 2011 flooding, which need urgent restoration works. The contract was awarded in June 2012 with the construction progress of 95% as of December 2012.
- Srok Dam: The dam, located in Kampong Cham province, was constructed during Pol Pot's regime. Some parts of the dam embankments were severely damaged during the 2011 flooding, which need urgent restoration works. The contract was awarded in June 2012 and the restoration works were completed in October 2012.
- Boeung Kak canal scheme: The irrigation scheme, located in Kampong Cham province, was constructed during Pol Pot's regime. Some parts of the existing embankments were severely damaged during the 2011 flooding, which need urgent restoration works. The contract was awarded in June 2012 and the restoration works were completed in October 2012.
- Hun Sen Baray Main Canal System: the main canal system, located in Kampong Thom province, was constructed during 2007 by military engineering team. Some parts of the existing embankments were severely damaged during the 2011 flooding, which need urgent restoration works. The contract was awarded in June 2012 with the construction progress of 60% as of December 2012.
- Kamping Pouy Irrigation Scheme: the Kamping Pouy irrigation scheme, located in Battambang province, was constructed in Pol Pot's regime and rehabilitated during the 1990s. The head regulator would have been washed away during the 2011 flooding if construction of temporary dyke in front of the head regulator could not be completed on time. In additions, most parts of the main canal embankments were severely damaged by 2011 flood. Urgent reconstruction of the head regulator and restoration of the main canal existing embankments

are needed. The contract for this subproject was awarded in June 2012 with construction progress of 35% as of December 2012.

- Boeung Kanseng dyke and Kang Piseh canal: The dyke and canal system was constructed during Pol Pot regime in 1977 by mobilized labor forces and is located approximately 3 km to the east of National 5 road and adjacent to the Chrouy Sdaoy village and lies within Chrouy Sdaoy commune in Thmor Koul District in Battambang Province. The contract was awarded in June 2012 with the overall construction progress of 71% as of December 2012.

III. Resettlement Categorization

3.1 ADB's classification system

Prior to civil works implementation, all the subprojects described in the above section have been screened and classified using ADB's classification system as follows:

- Category A. A proposed subproject is likely to have significant involuntary resettlement impacts, 200 or more persons will be physically displaced from home, 200 or more persons lose 10% or more of their productive or income generating assets, or 200 or more persons experience a combination of both.
- Category B. A proposed subproject includes involuntary resettlement impacts that are not deemed significant.
- Category C. A proposed subproject has no involuntary resettlement impact.

In additions, any voluntary donation was verified by an independent third party to in accordance with the project resettlement framework.

3.2 Subprojects Category

Under component (i), all of the four subprojects implemented under stage 2 are in category C for resettlement, which can be briefed as follows:

- Emergency repair of 2-km detour road in Prey Veng Province: The road is being reconstructed on the existing alignment (see photo 1) in order to minimize the impact. As the road also served as a dyke, it is required to raise the embankment which resulted in widening the bottom width of the road. The road was designed to minimize the impact by widening to the non-affected area within the right of way. As a result, no land acquisition was required. Although there was no involuntary resettlement, minor impacts, which were voluntarily contributed, were encountered. About 0.5m of a house extension was affected. Two pump wells and four movable stores were also affected. All the seven affected assets were voluntarily contributed to the project as there was a provision in the contractor's contract for shifting movable shops away from the affected area, for replacing the affected wells and for cutting the house's extension. The voluntary contributions were also confirmed by an independent consultant.
- Emergency reconstruction of Krong Prey Veng bridge: The existing bridge (see photo 2) was temporarily maintained during construction in order to keep normal traffic flow. Parallel to this bridge within the right of way, the new bridge will be constructed. No land acquisition was required.



Photo 1: Existing conditions of 2-km detour road



Photo 2- Existing conditions of Krong Prey Veng Bridge

No affected household was encountered. Thus, there were no involuntary resettlement, nor voluntary resettlement for this subproject.

- Emergency reconstruction of Baray Lex bridge: The bridge is being reconstructed on existing alignment with no affected property at all. However, three households had their three houses and two pump wells temporarily affected by the bridge temporary bypass. All the three affected households voluntarily shifted their affected properties backward at no cost as there was a provision in the contractor's contract. Under the contractor contract's provision, the houses will be also shifted back to the original location after construction. The voluntary agreements were also confirmed by an independent consultant.
- Emergency reconstruction of Koh Roka Bridge: The bridge is being reconstructed on existing alignment. Two houses were affected by the subproject construction. All the two affected households voluntarily shifted their affected properties backward at no cost as there was a provision in the contractor's contract. The voluntary agreements were also confirmed by an independent consultant.

Under component (ii), all of the 275.2km rural road implemented under stage 2 are in category C for resettlement. The restoration works for those flood-damage laterite roads did not involve any road widening, embankment raising or changing the existing alignments. The scope of works was to reconstruct the road subbase and top up with either 10cm or 15 cm with laterite layer. Thus, all the subprojects roads have no involuntary resettlement, nor voluntary resettlement.

Under component (iii), all of the 10 irrigation subprojects implemented under stage 2 are in category C for resettlement. The restoration works for those flood-damage irrigation schemes did not involve any embankment widening or changing the existing alignment. The scope of works was to reconstruct the flood-damage embankments or replaced existing damage structures and to restore to the pre-flood conditions. Thus, all the subprojects have no involuntary resettlement, nor voluntary resettlement.

3.3 Grievance Redress Mechanisms

Resettlement committees have been established in the project provinces in order to solve any resettlement-related issues including complaints from local people. The following mechanisms, which are in line with the project framework, were adopted and implemented for complaint handling.

- First stage: Complaints and grievances will be provided verbally or in writing to the village chief, commune chief, IRC working group or PIU staff. The receiving agent will provide immediate written confirmation of receiving the complaint. If after 15 days the complainant does not hear from the village and commune chiefs, IRC working group or PIU staff, or if he/she is not satisfied with the decision taken in the first stage, the complaint may be brought to the District Office.
- Second stage: The District Office has 15 days within which to resolve the complaint to the satisfaction of all concerned. If the complaint cannot be solved at this stage, the District Office will bring the case to the Provincial Resettlement Committee (PRC).
- Third stage: The PRC meets with the aggrieved party and tries to resolve the situation. Within 30 days of the submission of the grievance, the Committee will make a written decision and submit copies to the executing agency (including IRC) and implementing agencies.
- Fourth stage: If the aggrieved affected household does not hear from the PGRC or is not satisfied, he/she can bring the case to Provincial Court. The Court will make a written decision and submit copies to the executing agency and implementing agencies. If any party is still unsatisfied with the Provincial Court judgment, he/she can bring the case to a higher-level court.

IV. Method of Monitoring

PCMU consultant frequently conducted field visit to each subproject site. During each field visit particular attention was paid to affected households who voluntarily contributed their affected assets to the project or intentionally agreed to shift their properties from the affected area. A spot check was also done by observing and interviewing some affected households during the field visit.

V. Monitoring Results

Under component (i), all the voluntary contributions have been monitored during constructions. The results of the monitoring are summarized as follows:

- Emergency repair of 2-km detour road in Prey Veng Province: It was observed that the affected house extension was cut and the affected movable shops have been shifted back from the affected area with assistance from the contractor as per affected persons' confirmation. The affected pump wells were also replaced by the contractor as per affected household confirmation during the field visit. Photo 3 show the detour road under construction. It was also confirmed by local authority that no complaint has been received regarding construction works.



Photo 3- detour road during construction

- Emergency reconstruction of Baray Lex bridge: It was observed that the three affected houses were temporarily shifted about 30m away from the original locations which are being used for the bridge bypass. It was also confirmed by the affected persons that the two pump wells were replaced at a nearby locations by the contractor. Photo 4 and 5 show the condition of houses after relocated to nearby locations. The affected persons expressed their happiness with the arrangement as they expect to be shifted back to their original locations at a higher embankment which is currently used for the bypass bridge. In additions, they also can get more income by selling food and drinks to the people who are working for the bridge construction. It was also confirmed by local village chief that there has never been any complaint from the local people so far regarding the bridge construction.



Photo 4-House condition after shifting to a nearby location



Photo 5-Houses condition after shifting to a nearby location

- Emergency reconstruction of Koh Roka bridge: It was observed that the two affected houses were shifted about 10m away from the original locations with assistance from contractor as a part of the construction contract's provision. Photo 6 and 7 show the conditions of houses after relocated to nearby locations. It was also confirmed by local village chief that there has never been any complaint from the local people so far regarding the bridge construction.



Photo 6- House conditions after shifting to a nearby location



Photo 7- House conditions after shifting to a nearby location

Under component (ii) and (iii), all the subprojects implemented under stage 2 have no involuntary resettlement, nor voluntary resettlement. During construction, it was confirmed that no affected people were encountered and no complaints from local people were received.

VI. Conclusion and Recommendation

It can be concluded that voluntary contributions and voluntary agreements to temporarily relocate during construction under component (i) have been confirmed to be unforced during construction and the subprojects classification were in accordance with the project framework and that all the affected persons are happy with the project.

It can be also concluded that no affected persons were found during construction for subprojects under component (ii) and (iii) which confirmed that the subprojects resettlement categorization is in line with project resettlement framework.

It was anticipated that there would be more affected persons for stage 3 subprojects. Therefore, it is recommended to provide training on resettlement policy as well as the complaint handling mechanisms to local people and local authority in subprojects areas as their education is limited.