



Social Monitoring Report

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July 2014

Cambodia: Flood Damage Emergency Reconstruction Project

Semi- Annual Resettlement Monitoring Report (July-Dec. 2013)

Prepared by Consultant of Project Coordination and Monitoring Unit

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

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Semi-annual Resettlement Monitoring Report

July - December 2013



January 2014

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Caption for front cover:

Photo of DBST road construction on Provincial Road No.159 (MPWT-CW8) in Battambang and Banteay Meanchey under MPWT	Photo of rural road construction BMC3 in Banteay Meanchey Province under MRD.	Photo of Canal 1 construction in Battambang province under MoWRAM
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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 addition, 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 on National Road (NR) No.11 under stage 2 and reconstruction of three more bridges on NR 11, six bridges as well as four box culverts and reconstruction of 8.15 km DBST road on Provincial Road No. 270 in Kampong Cham province and reconstruction of 34.6-km DBST road in Battambang and Banteay Meanchey provinces 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 were required during implementation. Hence, this monitoring report, which is the semi-annual monitoring report on resettlement, will focus on monitoring results of the voluntary donations during civil works construction.

II. Implementation Progress

The project status of the civil works implementation at the end of June 2013 is summarized in the following tables:

MPWT- Status of Subprojects implementation

CONTRACT No.	CONTRACT DATA	REMARKS
MPWT-CW1 Stage 2 Prey Veng	Contract Value:\$3,383,059.32 Variation 1:\$328,783.95 Start date: 22 May 2012 Completion date: 22 Jan 2013 Time Extension1: 22 Mar 2013 Time Extension2: 31 Jul 2013	<ul style="list-style-type: none"> • Works of the original contracts were completed. • The additional works for Rung Damrei dyke reconstruction started in May 2013 and fully completed on 20 September 2013 • No resettlement issue.
MPWT-CW2 Stage 2 Prey Veng	Contract Value:\$1,992,174.25 Start date: June 2012 Completion date: 18 Mar 2013 Time Extension: No	<ul style="list-style-type: none"> • All civil works were completed and Completion Certificate was issued in March 2013. • No resettlement issue.
MPWT-CW3 Stage 2 Kampong Cham	Contract Value:\$1,328,276.54 Start date: June 2012 Completion date:18 Mar 2013 Time Extension: No	<ul style="list-style-type: none"> • All civil works were completed and Completion Certificate was issued in March 2013. • No resettlement issue.
MPWT-CW4 Stage 3 Prey Veng	Contract Value:\$806,898.27 Start date: 19 Dec 2012 Completion date:31 Oct 2013 Time Extension: Not required	<ul style="list-style-type: none"> • completed in September 2013. • No resettlement issue.
MPWT-CW5 Stage 3 Prey Veng	Contract Value: \$1,325,663.24 Start date:11 Jan 2013 Completion date:11 Nov 2013 Time Extension: not required yet	<ul style="list-style-type: none"> • Completed in December 2013. • No resettlement issue.
MPWT-CW6a Stage 3 Kampong Cham	Contract Value:\$1,268,752.17 Variation: Not yet known Start date: 19 Dec 2012 Completion date:03 Dec 2013 Time Extension: not required yet	<ul style="list-style-type: none"> • The progress is behind the schedule, only 90% Against 100%. • No resettlement issue.
MPWT-CW6b Stage 3 Kampong Cham	Contract Value:\$ 2,927,997.55 Variation: Not yet known Start date:29 Apr 2013 Completion date:17 Feb 2014 Time Extension: not required yet	<ul style="list-style-type: none"> • The contract is in good progress with 41% completed works. • No resettlement issue.
MPWT-CW6c Stage 3 Kampong Cham	Contract Value:\$1,522,735.70 Variation: Not yet known Start date:29 Apr 2013 Completion date:05 Feb 2014 Time Extension: not required yet	<ul style="list-style-type: none"> • The front slab of box culvert at PK 9+478 coincides with the existing fence of local villager. The box culvert was redesigned to avoid such impact. • The progress was 76%. • No resettlement issue.
MPWT-CW8 Stage 3 BAT and BMC	Contract Value:\$ 8,795,645.55 Variation: Not yet known Start date:25 October 2013 Completion date:16 June 2015 Time Extension: not required yet	<ul style="list-style-type: none"> • The contract is in good progress with 12% completed works. • No resettlement issue.
MPWT-CW7 Kampong Cham	Contract Value:\$ 1,431,562.20 Variation: Not yet known Start date:23 December 2013 Completion date:19 Oct 2014 Time Extension: not required yet	<ul style="list-style-type: none"> • The contract is in good progress with 8% completed works. • No resettlement issue.

MRD- Status of Subprojects implementation

CONTRACT No.	CONTRACT DATA	KEY ISSUES/REMARKS
MRD-CW1 Stage2 Prey Veng	Contract Value: \$1,260,437.64 Final Contract: \$997,637.02 Completion date: 23 Dec 2012 Actual Completion: 21 Dec 2012 End of Defects Liability: 21 Jun 13	<ul style="list-style-type: none"> • Defects Liability Certificate was issued. • No resettlement issue.
MRD-CW2 Stage2 Kampong Cham	Contract Value: \$2,094,309.21 Final Contract: \$1,825,950.86 Completion date: 23 Dec 2012 Actual Completion: 23 Dec 2012 End of Defects Liability: 23 Jun 13	<ul style="list-style-type: none"> • Defects Liability Certificate was issued. • No resettlement issue.
MRD-CW3 Stage 2 Siem Reap	Contract Value: \$1,297,196.78 Final Contract: \$1,061,470.35 Completion date: 23 Dec 2012 Actual Completion: 21 Dec 2012 End of Defects Liability: 21 Jun 13	<ul style="list-style-type: none"> • Defects Liability Certificate was issued. • No resettlement issue.
MRD-CW4 Stage 2 Banteay Meanchey	Contract Value: \$2,041,088.89 Final Contract: \$1,947,233.55 Start date: 16 July 2012 Completion date: 16 Jan 2013 Actual Completion: 20 Mar 2013 Defects Liability: 6 months	<ul style="list-style-type: none"> • Defects Liability Certificate was issued. • No resettlement issue.
MRD-CW8 Stage 2 Kampong Thom	Contract Value: \$648,259.88 Final Contract: \$588,885.31 Completion date: 23 Dec 2012 Actual Completion: 21 Dec 2012 End of Defects Liability: 21 Jun 13	<ul style="list-style-type: none"> • Defects Liability Certificate was issued. • No resettlement issue.
MRD-CW5-Lot1 Stage 3 Prey Veng	Contract Value: \$1,386,020.84 Start date: 02 July 2013 Completion date: 02 Jan 2015 Defects Liability: 365 days	<ul style="list-style-type: none"> • The contract is in good progress with 40% completed works. • No resettlement issue.
MRD-CW5-Lot2 Stage 3 Kampong Cham	Contract Value: \$1,962,892.61 Start date: 02 July 2013 Completion date: 02 Jan 2015 Defects Liability: 365 days	<ul style="list-style-type: none"> • The contract is in good progress with 38% completed works. • No resettlement issue.
MRD-CW6-Lot1 Stage 3 Kampong Thom	Contract Value: \$1,666,551.50 Start date: 02 July 2013 Completion date: 02 Jan 2015 Defects Liability: 365 days	<ul style="list-style-type: none"> • The contract is in good progress with 35% completed works. • No resettlement issue.
MRD-CW6-Lot2 Stage 3 Siem Reap	Contract Value: \$1,316,766.85 Start date: 02 July 2013 Completion date: 02 Jan 2015 Defects Liability: 365 days	<ul style="list-style-type: none"> • The contract is in good progress with 44% completed works. • No resettlement issue.
MRD-CW7 Stage 3 Banteay Meanchey	Contract Value: \$948,244.77 Start date: 20 December 2013 Completion date: 02 Jan 2015 Defects Liability: 365 days	<ul style="list-style-type: none"> • The contract is in good progress with 37% completed works. • No resettlement issue.

MoWRAM- Status of Subprojects implementation

CONTRACT No.	CONTRACT DATA	KEY ISSUES/REMARKS
MoWRAM-CW1 Stage 2 Prey Veng	Contract Value: \$1,140,859.39 (\$230,842.37 for Lam Loang +\$910,017.02 for Toul Skea) Start date: June 2012 Completion date: 25 Dec 2012 Time Extension1: 30 Mar 2013 Time Extension2: 31 Jul 2013	<ul style="list-style-type: none"> • 100% completed for Lam Long • No Resettlement issue
MoWRAM-CW2 Stage 2 Prey Veng	Contract Value:\$1,188,483.46 Start date: 16 July 2012 Completion date: 16 Jan 2013 Time Extension: 31 Mar 2013	<ul style="list-style-type: none"> • Completion Certificate was already issued. • No Resettlement issue
MoWRAM-CW3 Stage 3 Prey Veng	Contract Value:\$521,873.83 Revised start date:03/Feb/14 Completion date: 03/Jun/2014	<ul style="list-style-type: none"> • No Resettlement issue • 5% progress
MoWRAM-CW4 Stage 3 Kampong Cham	Contract Value: \$2,574,150.13 Start date:15/Nov/2013 Completion date: 12/Jul/2014	<ul style="list-style-type: none"> • No Resettlement issue • 45% progress
MoWRAM-CW5 Stage 3 Kampong Cham	Contract Value:\$754,754.58 Revised start date:01/Feb/14 Completion date:01/Aug/14	<ul style="list-style-type: none"> • Just started • No Resettlement issue
MoWRAM-CW6 Stage 3 Siem Reap	Contract Value:\$455,109.17 Revised start date:23/Dec/13 Completion date:20/Jun/14	<ul style="list-style-type: none"> • No Resettlement issue • 25% progress
MoWRAM-CW7	Cancelled	
MoWRAM-CW8	Cancelled	
MoWRAM-CW9 Stage 2 Kampong Cham	Contract Value:\$ 318,842.81 Start date: 16 July 2012 Completion date:16 Nov 2012 Time Extension: No	<ul style="list-style-type: none"> • Completion Certificate was already issued. • No Resettlement issue
MoWRAM-CW10/11 Stage 2 Battambang	Contract Value:\$ 898,489.89 Start date: 16 July 2012 Completion date:16 Feb 2013 Time Extension: 31 Jun 2013	<ul style="list-style-type: none"> • Completion Certificate was already issued. • No Resettlement issue
MoWRAM-CW12 Stage 2 Kampong Thom	Contract Value: \$877,937.49 Start date:16 July 2013 Completion date:16 Jan 2013 Time Extension: 31 May 2013	<ul style="list-style-type: none"> • Completion Certificate was already issued. • No Resettlement issue
MoWRAM-CW13 Stage 3 Kampong Thom	Contract Value: \$686,982.25 Start date:01 Dec 2013 Completion date:29 May 2014	<ul style="list-style-type: none"> • No Resettlement issue • 37% progress
MoWRAM-CW14	Cancelled	
MoWRAM-CW15a-b	Cancelled	
MoWRAM-CW15c	Contract Value: \$67,809.60 Start date:01 Jan 2014 Completion date:31 Mar 2014	<ul style="list-style-type: none"> • No Resettlement issue • 50% progress

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 MPWT, all the subprojects 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 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 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. 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.
- Reconstruction of Baray Keout Bridge (MPWT-CW4): The existing bridge will be replaced by a 2-lane prestressed concrete bridge on the existing alignment. During construction a temporary detour road was constructed in the Right of Way where no properties were affected.

- Reconstruction of Samputho and Apil Krao bridges (MPWT-CW5): The two bridges will be replaced by two 2-lane prestressed concrete bridges on their existing alignment. The temporary bypasses were constructed in the right of way where no properties were affected.
- Reconstruction of 8.5-km DBST road on PR 270 in Kampong Cham (MPWT-CW6a): The project will reconstruct the road with DBST pavement on the existing alignment. To minimize the impact, the road was designed based on the existing width. As a result, while keeping constant carriageway of 6-m on the top, the bottom width of the road varies from 10-m to 16m. 99 households were partially affected by the subproject. All the affected households voluntarily contributed to the project. The voluntary agreements were also verified and confirmed by an independent consultant.
- Reconstruction of 3 bridges on PR 270 in Kampong Cham (MPWT-CW6b): As the reconstruction of the bridges will be on the existing alignments, no properties were affected. However, 5 households were temporarily affected by detour roads during construction. All the affected households voluntarily contributed to the project. The voluntary agreements were also verified and confirmed by an independent consultant.
- Reconstruction of 7 structures on PR 270 in Kampong Cham (MPWT-CW6c): Four box culverts and three bridges will be reconstructed on their existing alignments. Thus, no properties will be affected. Three coconut trees and one telephone pole were likely to be affected by the detour roads. However, based on recommendations of the independent consultant who verified the voluntary donation, those properties were no longer affected.
- Reconstruction of 8.1-km DBST road in Kampong Cham (MPWT-CW7): The project will reconstruct the road with DBST pavement on the existing alignment. To minimize the impact, the road was designed based on the existing width. As a result, while keeping constant carriageway of 6-m on the top, the bottom width of the road varies from 10-m to 11m. 50 households were partially affected by the subproject. All the affected households voluntarily contributed to the project. The voluntary agreements were also verified and confirmed by an independent consultant.
- Reconstruction of 34.5-km DBST road in Battambang and Banteay Meanchey (MPWT-CW8): The project will reconstruct the road with DBST pavement on the existing alignment. To minimize the impact, the road was designed based on the existing width. As a result, while keeping constant carriageway of 6-m on the top, the bottom width of the road varies from 8-m to 15m. At market section, particular design was prepared to minimize the impact. 84 households were partially affected by the subproject. All the affected households voluntarily contributed to the project. The voluntary agreements were also verified and confirmed by an independent consultant.

Under MRD, all of the 443.9-km rural road, 275.2km were completed 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 MoWRAM, all of the 20 irrigation subprojects, 10 of which were already completed 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.

Trainings on resettlement policy and complaint handling mechanism were provided to beneficiary people resided along Provincial roads No. 270 in Kampong Cham and Provincial Road No.159 in Battambang and Banteay Meanchey provinces.

IV. Method of Monitoring

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

No	Date of field visits	Subprojects-IAs
1	2-4 Jan 2013	Field visits to Siem Reap province with MOWRAM/Krapeu main canal project
2	14-15 Jan 2013	Field visit to Kampong Cham, MPWT/ CW6a, double checking and verifications with independent consultant
3	22-26 Jan 2013	Accompsnied ADB mission/site visite to 3-IAs
4	30-31, Jan and 1 Feb 2013	Field visit to verify CW6a with MPWT from the recommendation of ADB mission.
5	22-23 Feb 2013	Field visits and consultative meeting at CW7/MPWT
6	20-22 Mar 2013	Checking environmental safeguards MRD/rural road in BMC and MOWRAM/Kamping Pouy irrigation
7	25-25 Mar 2013	Field visits to Prey Veng and Kampong Cham provinces MPWT and MOWRAM
8	4-5 April 2014	Conducted field visit to Boeung Kak&Srok Dams, Hun Sen Baray /MOWRAM subprojects
9	8 May 2013	Field Visit to CW5, CW4 of MPWT, Toul Skea and Lamloang irrigations system/Mowram
10	25-28 June 2013	Conducted field visits to Prey Veng, Kampong Cham, Battambang and Kampong Thom provinces, all MPWT and MOWRAM subproject
11	13-15 August 2013	Conducted field visits to Prey Veng, Kampong Cham and Battambang
12	21-29 Oct 2013	Conducted field visits to Prey Veng, Kampong Cham, Siem Reap and Banteay Meanchey
13	26-30 Nov 2013	Conducted field visits to Battambang, Banteay Meanchey, Siem Reap, Kampong Thom, Kampong Cham and Prey Veng

V. Monitoring Results

Under MPWT, 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 (MPWT-CW1): 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 1 show the detour road after completion. It was also confirmed by local authority that no complaint has been received regarding construction works.



Photo 1- detour road after construction

- Emergency reconstruction of Baray Lex bridge (MPWT-CW2): 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 2 and 3 show the condition of houses after relocated to nearby locations. The affected persons expressed their happiness with the arrangement as they can move back to their original locations at a higher embankment which was used for the bypass bridge. In additions, they also can get more income by selling food and drinks to the people who have been working for the bridge construction. It was also confirmed by local village chief that there has never been any complaints from the beginning till the end of the bridge construction.



Photo 2-House condition after shifting to a nearby location



Photo 3-Houses condition after shifting to a nearby location

- Emergency reconstruction of Koh Roka bridge (MPWT-CW3): 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 4 and 5 show the conditions of houses after relocated to nearby locations.



Photo 4- House conditions after shifting to a nearby location



Photo 5- House conditions after shifting to a nearby location



Photo 6- The bridge after completion

Two concrete elephants in front of the pagoda gate, which were temporarily moved out during the construction, were moved back to the original locations as shown in photo 7. It was also confirmed by local village chief that there has never been any complaints from the beginning till the end of the bridge construction.



Photo 7- Concrete elephants were moved back to the original locations after construction.

- Reconstruction of Baray Keout Bridge (MPWT-CW4) and Reconstruction of Samputho and Apil Krao bridges (MPWT-CW5): During construction of the three bridges, it was confirmed that no affected properties were encountered during construction. It was also confirmed by local authority that no complaints were received.

- Reconstruction of 8.5-km DBST road on PR 270 in Kampong Cham (MPWT-CW6a): All the 99 households, who were partially affected by the subproject, voluntarily donated to the project. During construction, the affected households voluntarily set back their fences, shop extension or cut their trees as agreed on voluntary contribution forms. It was however noticed that one household, who was not among the 99 affected households, raised an issue that he will not set back their steel wire fence according to the demarcation installed by road surveyors. It was later clarified that the surveyors mistakenly installed the demarcation inside his fence because the bottom road width was narrowed at this section according to the drawings. Another issue was encountered when the contractor started to clarify the road. The contractor accidentally demolished a brick fence, which was not affected by the project (see photo 8 and 9). The owner of the fence made a complaint by phone call to the chief of the village and this issue was solved in early January 2013 as the contractor agreed to reconstruct the fence for the owner.



Photo 8- Accidentally demolished fence



Photo 9- Fence owner- Ms. Chhroeung Laing Eng

- Reconstruction of 3 bridges on PR 270 in Kampong Cham (MPWT-CW6b): Although there are no affected properties on the existing alignments of the three bridges, a piece of private land was temporarily affected by a detour road in Roka Kuy commune. During the design stage, the land owner voluntarily agreed for the project to temporarily use his land for bypass road during construction. After the contractor completed the construction of the temporary bridge, however, the land owner refused to allow traffic passing through his land by installing several concrete blocks as shown in photo 10. The land owner clarified that the reason that he refused to provide temporary access through his land now even though he already signed agreement a few months ago because the current traffic is heavier than before. He said that not only normal traffic such as passenger cars or 5-ton trucks carrying cultural products, but also big dump truck for transporting construction materials with the load up to 40t. Since the heavily loaded trucks will surely damage his land and fence, he would like to cancel his earlier agreement. After long negotiation, the land owner finally agreed with a condition that the contractor will repair any damages to his properties caused by traffic during construction. Then, the concrete blocks were removed from the temporary bypass in June 2013.



Photo 10- Concrete blocks on temporary bypass



Photo 11- Temporary bridge

- Reconstruction of 7 structures on PR 270 in Kampong Cham (MPWT-CW6c): It was observed that there were no affected properties on the existing alignments of the seven structures, nor on the bypasses (see photo 12) even though the resettlement categorization report predicted three coconut trees and one electric pole would be affected by temporary bypass during construction. However, it was found that the box-culvert at PK 9+478 will slightly affect the fence wall as shown

in photo 13. To avoid this impact, the box culvert was redesigned by slightly modifying the bottom slab of the box culvert.



Photo 12: CW-6c.1-three-cell BC



Photo 13: CW-6c.3-two-cell BC

- Reconstruction of 8.1-km DBST road on PR 270 in Kampong Cham (MPWT-CW7): All the 50 households, who were partially affected by the subproject, voluntarily donated to the project. During construction, the affected households voluntarily set back their fences, shop extension or cut their trees as agreed on voluntary contribution forms. No complaints were received during construction so far.
- Reconstruction of 34.5-km DBST road on PR 159 in Battambang and Banteay Meanchey provinces (MPWT-CW8): All the 84 households, who were partially affected by the subproject, voluntarily donated to the project. During construction, the affected households voluntarily set back their fences, shop extension or cut their trees as agreed on voluntary contribution forms. No complaints were received during construction so far.

It was observed that one household, named Ey Voun, located at PK 13+700, dismantled his old zinc-roof store while the contractor started to clear the road although his store was not affected by the project. The removed store was then reconstructed at about three meters from the old location. Mr. Ey Voun was later contacted by the PCMU safeguards team to clarify whether he was forced to move back his store or not. Mr. Ey Voun and his family reported that they decided to dismantle their old store because most parts of their store were destroyed by termites. For safety reason, they decided to reconstruct their store at about 3-m back from the existing location.

Under MRD and MoWRAM, all the subprojects under construction 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

It can be concluded that voluntary contributions and voluntary agreements to temporarily relocate during construction under MPWT 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 MRD and MoWRAM which confirmed that the subprojects resettlement categorization is in line with project resettlement framework.

As part of capacity building, trainings on resettlement policy as well as the complaint handling mechanisms were provided to local people and local authority in subprojects areas, particularly in Kampong Cham, Banteay Meanchey and Battambang Provinces.