

# Social Safeguard Monitoring Report

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Semestral Report  
July — December 2016

## Cambodia: Flood Damage Emergency Reconstruction Project (FDERP)—Additional Financing

Prepared by Ministry of Economy and Finance for the Royal Government of Cambodia and the Asian Development Bank.

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## **Ministry of Economy and Finance**

**Flood Damage Emergency Reconstruction Project (FDERP)-AF**

**ADB Loan 3125-CAM (SF)-AF and Grant No. 0285-CAM (EF)**

### **SEMI-ANNUAL**

## **Resettlement Monitoring Report**

**Jul-Dec 2016**



**February 2017**

<b>Table of Content</b>	<b>Page</b>
I. Project Description and Rationale .....	3
II. Resettlement Categorization .....	4
2.1 ADB's classification system .....	4
2.2 Subprojects category and progress .....	4
2.3 Grievance Redress Mechanisms .....	9
III. Method of Monitoring .....	10
IV. Resettlement Monitoring Results .....	10
4.1 Under MPWT.....	10
4.2 Under MRD .....	11
4.3 Under MOWRAM.....	12
4.4. Summary of Social Safeguards/Resettlement by Implementing Agencies .....	12
V. Conclusions .....	14

**Caption**

<b>MPWT CW8:</b> DBST in Bavel district, Battambang province	<b>MRD CW17/BB2:</b> Concrete payment and laterite, in Battambang province	<b>MOWRAM:</b> Krapeu main canal irrigation scheme in Siem Reap province.
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## I. Project Description and Rationale

Cambodia had experienced serious flooding in September and October 2013 due to flash floods from heavy rains and floods from rivers overflowing, especially in the northwestern provinces of Banteay Meanchey, Battambang, Pailin and Siem Reap where the water is receding slower than expected. The 2013 serious floods have damaged and destroyed agricultures, infrastructures, and have caused loss of life. National roads, provincial roads, rural roads, bridges and irrigation systems have been cut off and serious damaged. Moreover, the recent flooding has damaged some road sections are ongoing constructed under the Flood Damaged Emergency Reconstruction Project (Loan 2852/Grant 0285-CAM). The Royal Government of Cambodia proposes ADB additional Project in extension of FDERP funded by the Asia Pacific Disaster Response Fund (APDRF)'s assistance. The Project will restore critical public and social infrastructure assets necessary to restore livelihood, access in project provinces that will secure the social infrastructure services against future flooding. The Project has four project outputs:

**Output 1: National and provincial roads rehabilitated.** This project output include reconstruction of flood-damaged national and provincial roads in five provinces. In Kampong Cham, one bridge along provincial road 270, which was severely weakened by the floods, was replaced and 16.19 km of national road 70 was reconstructed. In Banteay Meanchey, 25.0 km of provincial road 156D and 24.8 km of provincial road 2563 were repaired and upgraded, and two bridges replaced. In Kampong Thom, 8.15 km of provincial road 264E and 7.50 km of provincial road 264D was reconstructed. In Siem Reap, 11.3 km of provincial road 265F and 6.0 km of national road 63 were reconstructed. In Battambang, 19.7 km of provincial road 1570 were reconstructed. Stage 1 works have already been completed under government funding to restore minimum function of national and provincial roads.

**Output 2: Rural roads rehabilitated.** There has been extensive damage to many rural roads as a result of the floods such that lifelines, particularly in project areas, were cut off. The highest priority stage 2 works comprise 115 km of rural roads, to benefit 125,414 people in the selected provinces, by rehabilitation of damaged surface and structures. Stage 3 works comprise 142 km of rural roads, to benefit 158,993 people, through improvements for reliable and more efficient access between rural communities and markets. Improved traffic flow and efficient communications will lead to reduced fuel consumption. These roads were selected from the five priority provinces of Banteay Meanchey, Battambang, Kampong Cham/Tboung Khmum, Kampong Thom, and Siem Reap. The stage 3 roads involve upgrading of a subset of the stage 2 roads, and are selected based on priority requirements for improvement and long-term climate resilience.

**Output 3: Irrigation rehabilitated and improved flood improvement.** At least nine flood-damaged irrigation schemes covering about 37,500 hectares were rehabilitated and improved in six provinces—Banteay Meanchey, Battambang, Kampong Thom, Oddar Meanchey, Preah Vihear and Siem Reap. Stage 2 works will involve urgent rehabilitation to restore service functionality for implementation during the 2014 dry season. Stage 3 works have been upgraded with infrastructure improvements; to be implemented during the 2015 and 2016 dry seasons. Civil works and development of hydromet capacity will increase future flood resilience and contribute to mitigation strategies to lower risk arising from climate change.

The pilot development of a hydromet system in three river catchments will form the basis for improved flash flood forecasting capacity in western catchments.

When complete, it will provide real-time data to support the implementation of a strategic flood management plan and mitigate recurrent flood risks emanating from large flows in those catchments that impact water storages and infrastructure. The hydromet equipment will be complementary to the strategic water management plan, being developed under ADB's program.

**Output 4: Project management and facilitation.** This output has been supported the Ministry of Economy and Finance, as executing agency, in overseeing and managing the Project. Consultants to ensure that fiduciary will support it and safeguards procedures are followed and that implementation schedules are kept on track. Consulting services have been provided to assist the executing agency and implementing agencies with project management support as well as assistance with the coordination and development of a cross-sector flood management strategy for the affected areas.

## **II. Resettlement Categorization**

### **2.1 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.

### **2.2 Subprojects category and progress**

Under MPWT there are ten subprojects, all subprojects are in category C and had prepared Resettlement Categorizations, conducted consultations with partially affected households and voluntarily donation forms had made to incorporate in main text of resettlement categorizations. The Output 1 of MPWT has been restored the National and Provincial roads in five provinces. The following are briefing description of subprojects under Stage 2 and 3 of Output 1:

#### **MPWT Stage 2:**

*Contract No. MPWT-CW9b: Emergency Reconstruction of Prek Chiek Bridge on provincial road (PR) 270 in Kampong Cham Province. The Contract was awarded on 10 July 2014 for \$938,000 to Sea Board Construction Co., Ltd. The works have been fully completed. There was a savings of \$231,404.07 under this subproject. Completion Certificate was issued on 15 June 2015. Defect liability certificate has been issued. No major issues.*

*Contract No. MPWT-CW10a: Emergency Reconstruction of Provincial Road PR156D in Banteay Meanchey. The Contract was awarded on 10 July 2014 for \$2,126,833.70 to Ung Simsia Construction Co., Ltd. The work was completed included the repair works (3-craks).In the period of defect liability. No major issues.*

MPWT- CW11&12: Emergency Reconstruction of 8.15 km of PR 264E and 7.375 km of PR 264D in Kampong Thom. The Contract was awarded on 10 July 2014 for \$2,799,980.19 to Sea Board Construction Co., Ltd. It is now 100% completed included the Completion Certificate of Defects Liability Period. No major issues.

### **MPWT Stage 3:**

Contract No. MPWT-CW9a: Emergency Reconstruction of 16.19Km (St 6+636 to St 22+826) DBST Road on NR70 in Kampong Cham Province. The Contract was awarded on 24 June 2015 for \$2,749,789.91 to Banteay Srei Construction Co., Ltd. And the work is in progress but very slow, and current progress is about 80%?. *MPWT has issued two warning letters in December 2015 to request the Contractor to mobilize competent contract management teams and equipment to expedite works. To date, the Contract has failed to fulfill the requirements. Although, MPWT has informed the Contractor that if by 30 April 2016 there is no major contract implementation progress, then it will terminate the contract, it has yet to act and has given additional time to act. Progress is slow, and currently the contractor is placing 5 cm laterite on 6 km of road length to protect the subgrade from onslaught of the monsoon rain. Based on the current progress, it is unlikely it will be completed on time. The urgent work needed is the construction of the drainage structures. MPWT is closely monitoring the progress. No major issues.*

Contract No. MPWT-CW10b: Emergency Reconstruction of 6.40 km DBST Road on PR 156D in Banteay Meanchey Province. The Contract was awarded on 24 June 2015 for \$2,497,238.86 to Visvakam Samnang Construction Co., Ltd. This contract has experienced serious delays, however, the Contractor has made some acceptable progress including bridge works in this period. MPWT has so far issued several warning letters to expedite works. The progress has improved but still slower than the target, and to date progress is estimated at 54%, against the revised target of 88.7%. MPWT is closely monitoring the progress, which is unlikely that it will be completed on time.

Contract No. MPWT-CW10c: Emergency Reconstruction of 10.06 km DBST Road on PR 156D in Banteay Meanchey Province. The Contract was awarded on 24 June 2015 for \$3,045,589.37 to Visvakam Samnang Construction Co., Ltd. And to date the work progress is slower than targeted. The overall progress is 47% against the revised target of 88%. MPWT is closely monitoring the progress, which is unlikely that it will be completed on time. No major issues.

CW13: Emergency Reconstruction of 18.75 km of laterite Road on PR 1570 in Battambang Province. The Contract was awarded on 20 January 2015 for \$1,792,390 to Heng Sambath Construction Co. Ltd.. It is now 100% completed including additional works and completed six months ahead of schedule. The Completion Certificate was issued on 9 December 2015, and under Defects Liability. No major issue.

Contract No. MPWT-CW14: Emergency Reconstruction of 22.0 Km Laterite Road, installations of 48 precast concrete pipe (PCP) culverts, 5 box culverts, and 1 Bridge on PR 2563. The contract was awarded on 11 December 2015 to Swee-Camdeg Construction Co., Ltd, for \$2,859,103.23 and work is currently in progress. Due to potential UXO's, contractor has taken action to work from end-point. Currently there are 5 earthworks and 3 pipe-concreting teams. Due to lack of funds, as a result of USD appreciation against SDR, the subproject scope has been reduced from the proposed DBST to only laterite road and the procurement method was changed from ICB to NCB. However, if funds are available, then some sections might be

considered to upgrade to DBST. The issue of UXOs in some segments need to have a clearance coincide with civil work implementation of other segments.

Contract No. MPWT-CW15: Emergency Reconstruction of 6 km Concrete Pavement on National Road (NR) 63 in Siem Reap Province. The Contract was awarded on 30 December 2014 for \$2,334,526.33 to Visvakam Samnang Construction Co., Ltd. This subproject is now fully completed, and is under Defects Liability Period from 15 September 2016. The issue of ancient gate/temple segment is maintained.

Contract No. MPWT-CW16: Emergency Reconstruction of 11.20 km of Double Bituminous Surface Treatment (DBST) Road on Provincial Road 265F in Siem Reap Province. The contract was awarded on 27 February 2016 for \$2,233,310.02 to Banteay Srei Construction Co., Ltd. This subproject is completed by 30 September 2016, it is in the period of defect liability. No major issues.

### **Subproject profile of MRD:**

Under MRD there are twelve subprojects (four subprojects in stage 2 and eight subprojects in stage 3). All subprojects are under category C. The roads constructed are laterite roads and concrete pavements. The locations of the roads are in Battambang, Banteay Mean Chey, Siem Reap, Kampong Thom, Kampong Cham and Tboung Khmum provinces. Most of Output 2/ MRD has been **rehabilitated of Rural Roads** on the existing alignments within right-of-way (ROW), and there are no major resettlement issues. The following are the brief description of subprojects under Stage 2 and 3 of Output 2:

#### **Stage 2:**

The Stage 2 civil works progress of all four (CW 9, CW 10, CW11 and CW 12) subprojects are well ahead of schedule. Civil works contracts for four subprojects on stage 2 were awarded on 2 July 2014. The four subprojects were completed and defects liability certificates issued. No major issues.

#### **Stage 3:**

MRD-CW13a: emergency rehabilitation of 14.0km of 2 rural roads, concrete pavement, 1 bridge and road structures in Kampong Cham province. The Contract was awarded on 7 May 2015 for \$2,340,792.66 to Heng Sambat Co., Ltd. Under the package, the first road line was divided into two road sections: KC12 (10.5km), connecting from Chheu Teal Toch to Peam Chilieng, and KC14(5.6km), from Thmar Pich to Beoung Proul. The second road line under the package was divided into three road sections: KC13 (4.3km), from Tonle Bet to Toul Ksach, KC16 (4.5km), from Preach Chik to Anlong Poug and KC17 (3.5km), from Toul Ksach to Srah Chork. Laterite road construction (4m wide, 15 cm laterite) for KC13, KC14 and KC16 have been completed under stage 2. Hence, the scope of works under this package contract are: reconstruction of 14-km laterite road on KC17 and KC12 and concrete pavement of 5.68 km on the five road sections including 1 bridge, 4 box culverts and 14 pipe culverts. A VO was approved in May 2016 for additional concreting of about 1.85 km. Completion civil work still in the period of defect liability. No major issues.

MRD-CW13b: emergency rehabilitation of 21.8km of 4 laterite roads: The Contract was awarded on 8 June 2015 for \$2,507,635.60 to Xinjiang Beixin Group Co., Ltd. Under the

package KC9 (4.9km), KC19 (1.1km), KC26 (4.2km), KC24 (11.6km), concrete pavement and road structures on 8 road sections: KC9 (0.98km), KC19 (0.22km), KC26 (0.84km), KC24 (1.12km), KC1 (0.7km), KC3 (0.86km), KC20 (2.54 km) and KC23 (0.9km) in Kampong Cham. Completion civil work still in the period of defect liability. No major issues.

MRD-CW14: emergency rehabilitation of 16.6Km of 2 laterite roads: The Contract was awarded on 7 May 2015 for \$2,150,903.90 to Heng Sambat Co., Ltd, Under the package, KT5 (14.2km) and KT7 (2.4km) and concrete pavement and road structures on KT5 (2.84km), KT7(0.48km) and KT6(2.4km) in Kampong Thom province. The contract package is completed and Completion Certificate issued on 13 June 2016. No major issues.

MRD-CW15a: emergency rehabilitation of concrete pavement 5.1km and road structures on road line SR1 in Siem Reap province. The Contract was awarded on 5 May 2015 for \$1,077,107.17 to Phlon Hong Co., Ltd, Completion civil work still in the period of defect liability No major issues.

MRD-CW15b: emergency rehabilitation of 24.2km of 2 rural roads: SR2 (9.2km) and SR11 (15km) and concrete pavement and road structures in Siem Reap province. The Contract was awarded on 11 May 2015 for \$2,190,219.58 to Swee-Camdeg JV Co., Ltd, Completion civil work still in the period of defect liability. No major issues.

MRD-CW16a: emergency rehabilitation of 15.5km of BC2 laterite road and concrete pavement on BC2 (1.85km) and BC1 (1.886km) and road structures in Banteay Meanchey province. The Contract was awarded on 17 July 2015 for \$1,725,513.94 to Xinjian Beixin Group Co., Ltd, A VO approved to reduce contingencies and day-works in May2016. Completion civil work still in the period of defect liability. No major issues.

MRD-CW16b: emergency rehabilitation of 25.5km of 2 rural roads: BC6 (13km), BC9 (12.5km) and concrete pavement and road structures in Banteay Meanchey province. The Contract was awarded on 7 May 2015 for \$2,340,792.66 to Bory Kamkor Construction Co., Ltd, and to date the work progress is just ahead of schedule. During the 2<sup>nd</sup> quarter 2015, it was found that three existing bridges along road BC09 need emergency repair for slope protection. MRD has requested for additional funds for this purpose, and the contract variation request for additional works has been approved by ADB in March 2016. Completion civil work still in the period of defect liability. No major issues.

MRD-CW17: emergency rehabilitation of 24.3.0km of 2 laterite roads BB3 (12km), BB4(12.3km) and concrete pavement and road structures in Battambang province. The Contract was awarded on 11 May 2015 for \$2,939,486.18 to Swee-Camdeg JV Co., Ltd, Completion civil work still in the period of defect liability. No major issues.

### **Subproject profile of MOWRAM:**

Under MOWRAM there are eleven subprojects and have prepared EMP and IEE (includes stage-2 and stage-3/extensions of the same subprojects). The Output 3 of MOWRAM: **Irrigation rehabilitated and improved flood improvement.** The following are the brief description of subprojects status under Stage 2 and stage 3 of Output 3:

*Construction works for Stage 2 subprojects were 100% completed defects liability period.*

*For Stage 3, All 8 subprojects have been awarded and five completed defect liability and three*



*in progress.*

### **Physical Progress of Stage 2 Contracts**

The works for seven subprojects were divided into six work packages. Construction works are completed for six subprojects: Trapaing Thmor Irrigation System (CW01A), Tumnub Srae Loor (CW02), Chork Reservoir (CW03A), Tumnub O Angkrang (CW04), Tumnub Luok (CW04), and Tumnub Rolous (CW05). To date the total value of construction contracts awarded under Stage 2 civil works is \$ 4,857,815.98.

CW01A: Trapaing Thmor Irrigation System subproject: The Contract for \$1,499,961.10 was awarded on 1 October 2014 to Ung Simsia Construction Co., Ltd. All works were completed during March 2015 and is now under the Defects Liability Period. No defects had been identified up to the mid-September 2015. Completion of defect liability period. No major issues

CW02: Tumnub Srae Loor: The Contract for \$474,731.46 was awarded on 26 June 2014 to Ung Simsia Construction Co. Ltd. The Completion Certificate was issued in December 2014, Completion of defect liability period. No Major issue.

CW03A: Chork Reservoir: The Contract for \$244,955.93 was awarded on 26 July 2014 to Seak Chheav Leng Construction Co., Ltd. The Completion Certificate was issued in December 2014, and the completion of defect liability period No major issues

CW03B: Basac Irrigation System: The Contract for \$1,066,179.88 was awarded on 5 September 2014 to Seak Chheav Leng Construction Co., Ltd. The construction started on 15 September 2014. The contract was completed Defects Liability Period. No major issues

CW04: Tumnub Luok and Tumnub O Ang Krang. The Contract for \$1,025,407.09 was awarded on 26 June 2014 to SBPH Engineering Co., Ltd. This Contract package comprised two subprojects both located in Uddor Meanchey province namely; Tumnub Luok and Tumnub O Angkrang. Construction of Tumnub O Angkrang was completed on time and is Completed of defect liability period. No major issues.

CW05: Tumnub Rolous: The Contract for \$546,580.52 was awarded on 26 June 2014 to Ung Simsia Construction Co., Ltd. Construction started on 26 June 2014. The Completion Certificate was issued during February 2015. And Completion of defect liability period. No major issues.

### **Physical Progress of Stage 3:**

MOWRAM-CW01B-Trapaing Thmor Irrigation Subproject: It was awarded on 25 May 2015 for \$1,079,649.72 to Ung Simsia Co., Ltd and is mainly focusing on dam rehabilitation works, and is now completed. The construction work include repair of drainage canals DC1&DC2, main canals MC1, MC2, MC3, MC Prey Mon, excavation for natural spillway at 15 locations on DC1, DC2. The Completion Certificate was issued on 18 November 2015. And completion of defect liability period No major issues

MOWRAM-CW06 Lot 1-Kork Srok: It was awarded on 30 March 2015 for \$908,100.18 to SBPH Engineering Co., Ltd. The construction of new spillway is completed and will be operational in time for the peak flood season. Earthworks including laterite pavement on the crest of the dam were completed. The riprap protection on the side slope of the dam at the breach section 100m,

*side slope trimming and grass sodding on the side slope of dam have been completed this period. And Completion of defect liability period. No major issues.*

*MOWRAM-CW06 Lot 2- Tumnub 95: It was awarded on 30 March 2015 for \$178,851.41 to SBPH Engineering Co. Ltd. and completed in mid-July 2015. And completion of defect liability period. No major issues*

*MOWRAM-CW07-Chork & Bassac: It was awarded on 24 June 2015 for \$2,318,292.62 to Seak Chheav Leng Co., Ltd, and was mobilized on 8 July 2015. For Chork subproject, main canal MC1 1,740 m and main canal MC2 1,742 m are completed. The grass sodding is completed and structures on MC1 are completed but some minor works remain. The progress for Chork by 31 March 2016 is 100%. For Bassac subproject, soil backfilling for MC2 (2,437 m) completed and MC1 (3,208 m) bush & shrub clearance is 100% completed. The package is completed and under Defects Liability Period. No major issues*

*MOWRAM-CW08: Trapaing Thmor Irrigation System: It was awarded on 19 February 2016 for \$4,327,472.18 to Soeun Soknan Construction Co., Ltd. It is procured using ICB. The progress to date is 87% against 62%. No major issues*

*MOWRAM-CW09: Tumnub Loak and O Angkrang Irrigation System: It was awarded on 5 November 2015 for \$1,596,891.41 to SBPH Engineering Co., Ltd. Completion of defect liability period. No major issues.*

*MOWRAM-CW10: Tumnub Srae Laor Irrigation System: It was awarded on 20 May 2015 for \$246,283.66 to Tan Kim Eng Co., Ltd. The construction of spillway and turnout structures on MC1 & MC2 and canal MC1, MC2 were fully completed. Completion of defect liability period. No major issues*

*MOWRAM-CW11:Tumnub Rolous Irrigation Canal: The contract was awarded on 24 August 2015 for \$346,594.27 to Kuy Leang Ky Co., Ltd. The contract was completed on 31 March 2016. Under defect liability. No major issues.*

## **2.3 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 s/he 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, s/he can bring the case to a higher-level court.

### III. 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. Observing also did a spot check and interviewing some affected households during the field visits as follow:

No	Date of field visits	Subprojects-IAs
1	25-29 Jan 2016	MPWT/CW9a, 15,16, 10a, 10b,10c. MRD/CW 17 BB2, BB3, BB4
2	1-2 Feb 2016	MRD/CW13bKC24 in Srey Santhor district in Kampong Cham province) amongst 8 road lines
3	23-26 Feb 2016	Field visited to all IAs on going subproject
4	21-25 June 2016	MPWT-CW 9a, 6b, 15, 16, 10a, 10b,10c, &14. MRD CW13b, KC24, KC1, KC3, KC9. MRD 17 BB2, BB3, & BB4
5	12-14 Jan 2017	Visited MRWCW16a/BC1, BC2, and MPWT CW14, WC10a/b/c
6	13-16 March 2017	Environmental and Social Safeguards monitoring to MRD/CW 15b SR11, SR2, MRD/CW16b BC6, BC9 and MOWRAM CW08/Trapaing Thmar.
7	29-31 March 2017	Environmental and Social Safeguards monitoring to MPWT-CW 10a, 10b, 10c, and CW14

### IV. Resettlement Monitoring Results

#### 4.1 Under MPWT

All the voluntary contributions have been monitored during constructions. The results of the monitoring are summarized as follows:

1. Emergency reconstruction of CW10b is located in Koy Maeng commune, Mongkol Borei district and Preah Netr Preah commune, Preah Netr Preah district, Banteay Meanchey Province. The proposed road is on the Provincial Road No.156D. The road traverses through four (4) villages with the starting point at Ka Sang Thmei village at St.8+000, Koy Maeng commune, and ended at Sreh Lech village, Preah Netr Preah commune, in Preah Netr Preah district at St.14+400. The four villages are under the administration of two communes, Koy Maeng and Preah Netr Preah communes. MPWT-CW10b consisted of reconstruction of 6.4km DBST road; installation of 14 Pipe Culverts; 3 Box Culverts; and reconstruction of Two (2) Concrete Bridges (15m and 40m). The Corridor of Impact (COI) for CW10b was designed to have the least impact on private properties. Public consultations and screening checklists have conducted by MPWTs' safeguards. 5 affected households are affected their stores and stairs. They are voluntary donated their minor partially affected properties to the Project. Bridge Photo indicated in between MPWT-CW10b and MPWT-CW10c.



2. Emergency Reconstruction of CW10c, it is involved in construction of 10.06km DBST Road (PK14+400 - PK 24+460) and 75m Concrete Bridge on PR No. 156D in Preah Netr Preah district, in Banteay Meanchey Province. Visvakam Samnang Construction Co., Ltd. Undertaken the contract (Plon Hong Construction is subcontracted). MPWTs' safeguards specialist conducted public consultations and screening checklists. The resettlement categorization report has produced due to the changes of the roads' direction. All minor partially affected households are voluntary donated their assets to the project and they are very happy to obtain the DBST road.

3. Emergency reconstruction of CW14 involved in reconstruction of approximate 22 km Laterite road, installations of 48 precast concrete pipe (PCP) culverts, 5 box culverts, and 1 Bridge along the PR 2563, connecting from National Road No. 56 to Cambodian-Thai borders in Thmar Pouk District, in Banteay Mean Chey Province. Public consultations and screening checklists have conducted by MPWTs' safeguards specialist and resettlement categorization and verification reports have produced. There have been 48 Ahs, equal 210 Aps with eight types of affected properties have been minimally impacted by this proposed road includes: (i) sixteen (16) households owning affected trees & fruit trees; (ii) fifteen (15) households owning stores; (iii) affected store's eaves owned by eight (8) households; (iv) six (6) households with affected house's eaves; (v) and other four types of affected properties, *The issue of UXOs in some segments need to have a clearance coincide with civil work implementation of other segments. Contractor has taken action to work from end-point.*



#### **4.2 Under MRD**

MRD has been implementing the civil works with only one road line, namely MRD-CW13b/KC24 in Srey Santhor district, in Kampong Cham province that beneficiaries strongly requested to realign road line behind their plot of land.

The reason why beneficiaries strongly requested to realign the road line because the existing alignment stretched along the Mekong River's bank which is eroded regularly, if the rehabilitation of road line still persist in the existing alignment, it is no longer use by beneficiaries, and there is no benefit/useful.

There were 52 voluntary donators contributed their affected properties to the Project before implementing the civil works, which was included land areas of 6,775m<sup>2</sup>, 3 bushes of bamboo, 25 mango trees, 1 kapok tree, 60 small KOKI timbers tree, 7 acacia trees, 8 bushes of banana crops, and 14 sugar palm trees. MRD has prepared documents and got the thumb printings from beneficiaries to confirm their voluntary donations. The photos below delineated the comparison between ready built of road line and the existing road.



#### **4.3 Under MOWRAM**

Some of subprojects need to have the voluntary contributions and they are monitored during constructions. The results of the monitoring are summarized as follows:

MOWRAM CW06, lot 1: The Tumnub Kork Srok Irrigation System subproject is located in Lvea Kraing and Varin communes, Varin District, Siem Reap Province. The assessment identified three affected households. They are all from the same village of Kouk Otey in Lvea Kraing Commune. Only one type of property (paddy field) was found to be affected, total area of 3,600 m<sup>2</sup>. Each of the affected assets have been assessed and confirmed to be less than 5% of the total asset that individual AH owned. The assessment is based on actual measurement conducted during the inspection of land acquisition for CW06 lot 1 subproject.

The MOWRAMs' safeguards/TL has produced the resettlement categorisation of:

1. MoWRAM-CW02/CW10, stage 3: Tumnub Srae La-Or Irrigation System Rehabilitation:

2. MoWRAM-CW3a/CW7, stage 3: Chork Reservoir System Rehabilitation Irrigation System:

3. MoWRAM-CW3b/CW7, stage 3: Bassac Reservoir System Rehabilitation Irrigation System:

#### **4.4. Summary of Social Safeguards/Resettlement by Implementing Agencies**

**Under MPWT/Component 1:** All subprojects have prepared resettlement categorizations, and verifications, conducted consultations with partially affected households and voluntarily donation forms had made to incorporate in main text of resettlement categorizations, all voluntary

contributions have been monitored during construction phases. The partially affected properties such as affected houses' roof extension, eaves, fences, movable shops, plantations, and other marginal structures and infrastructures had been confirmed. It is confirmed that no affected properties have been encountered during construction. It is also confirmed by local authorities that no complaints been received. The voluntary agreements were also verified and confirmed by an independent consultant (the third party). Table below delineated the safeguards issues:

<b>PROJECT CONTRACT No.</b>	<b>Status of civil works</b>	<b>Social Safeguards/Resettlement</b>
MPWT-CW9b	Completed defect liability	Resettlement categorization and verifications
MPWT-CW10a	Completed civil works,	Resettlement categorization and verifications
MPWT-CW11&12	Completed civil works	Resettlement categorization and verifications
MPWT-CW9a	On-going	Resettlement categorization and verifications
MPWT-CW10b	On going	Resettlement categorization and verifications
MPWT-CW10c	On going	Resettlement categorization and verifications
MPWT-CW13	Completed civil works	Resettlement categorization and verifications
MPWT-CW14	On going	Resettlement categorization and verifications
MPWT-CW15	Completed civil works	Resettlement categorization and verifications
MPWT-CW16	Completed civil works	Resettlement categorization and verifications

**Under MRD Component 2:** All subprojects were in category C for resettlement and indigenous people, neither involuntary resettlement nor voluntary resettlement and did not involve in any road-widening, embankment raising or changing the existing alignments. During construction, it is confirmed that no affected people had been encountered and no complaints from local people been received. However one road line (MRD-CW13b/KC24) in Srey Santhor district in Kampong Cham province, the beneficiaries were requested to realign new road line with voluntary donation their affected minor properties to the subproject, which was included 3 bushes of bamboo, 25 mango trees, 1 kapok tree, 60 small KOKI timbers tree, 7 acacia trees, 8 bushes of banana crops, 14 sugar palm trees, and land areas of 6,775m<sup>2</sup>.

<b>PROJECT CONTRACT No.</b>	<b>Status of civil works</b>	<b>Social Safeguards/Resettlement</b>
MRD-CW9	Completed defect liability	Not applicable
MRD-CW 10	Completed defect liability	Not applicable
MRD-CW 11	Completed defect liability	Not applicable
MRD-CW 12	Completed defect liability	Not applicable
MRD-CW 13a	Completed civil works	Not applicable
MRD-CW 13b	Completed civil works	Only one road line (KC24 in Srey Santhor district in Kampong Cham province) amongst 8 road lines of CW13b that beneficiaries requested to realign the new road line with voluntary donation their affected minor properties to the subproject. MRD is very welcomed to these voluntary donations to the project, prepared document to confirm.
MRD-CW 14	Completed defect liability	Not applicable
MRD-CW 15a	Completed civil works	Not applicable
MRD-CW 15b	Completed civil works	Not applicable
MRD-CW 16a	Completed civil works	Not applicable

PROJECT CONTRACT No.	Status of civil works	Social Safeguards/Resettlement
MRD-CW 16b	Completed civil works	Not applicable
MRD-CW 17	Completed civil works	Not applicable

**Under MoWRAM Component 3:** All eleven irrigation subprojects were in category C for resettlement and Indigenous people. However some voluntary contributions for three subprojects have been monitored during construction phase. All minor partially affected properties such as a chunk of rice field close to edge of embankments, plantations, and other marginal structures and infrastructures to be confirmed. It is confirmed that no affected properties have been encountered during construction. Local authorities in affected areas confirmed that there is no complaints been received. Table below delineated the social safeguards issues:

PROJECT CONTRACT No.	Status of civil work	Social Safeguards/Resettlement
MoWRAM-CW01A/01B	Completed defect liability	No resettlement issue/prepared subproject profile
MoWRAM-CW02	Completed defect liability	No resettlement issue/prepared subproject profile
MoWRAM-CW03a/03b	Completed defect liability	No resettlement issue/prepared subproject profile
MoWRAM-CW04	Completed defect liability	No resettlement issue/prepared subproject profile
MoWRAM-CW05	Completed defect liability	No resettlement issue/prepared subproject profile
MoWRAM-CW06 lot1&2	Completed defect liability	Resettlement categorization for CW6 lot1 Kok Srok irrigation in Siem Reap province
MoWRAM-CW07	Completed civil work	Two resettlement categorizations for Chork and Bassac, as suggestion by MOWRAMs' team leader to separate the resettlement categorization reports.
MoWRAM-CW08	On going	No resettlement issue/prepared subproject profile
MoWRAM-CW09	Completed defect liability	No resettlement issue/prepared subproject profile
MoWRAM-CW10	Completed defect liability	Resettlement categorization for Tumnob Srae-La'or subproject in Thmar Pouk district in Banteay Mean Chey province.
MoWRAM-CW 11	On going	No resettlement issue/prepared subproject profile
MoWRAM-CW12 (Tumnob 95)	On going	No major resettlement issue
MoWRAM-CW13 (Tumnob Kok Srok scheme)	On going	MOWRAM will submit updated resettlement categorization/project profile again

## V. Conclusions

The screening process, using the Screening Checklist, identified all beneficiaries that will likely be marginally affected by the subprojects. The affected asset per AHs is less than 5% of their total ownership, thus is not expected to cause severe loss to AHs. The subprojects, on the other hand, is envisage to provide huge benefits, in terms of safe, fast and cost-efficient travel and irrigated to beneficiaries/villagers and commuters plying these routes and irrigation systems.

It can be concluded that voluntary contributions and voluntary agreements to temporarily relocate during construction under MPWT, MRD and MOWRAM have been confirmed to be

unforced during construction and the subprojects classification were in accordance with the project framework and that all the affected households are happy with the Project and benefited.

END