

# Social Monitoring Report

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Semi-Annual Report  
January — June 2017

## Cambodia: Flood Damage Emergency Reconstruction Project – 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**

**Jan-Jun 2017**



**July 2017**

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**Caption**

<b>MPWT CW10b:</b> DBST in Mongkul Borey district, Banteay Mean Chey province	<b>MRD CW13b KC24:</b> Laterite road, in Srey Santhou district Kampong Cham province	<b>MOWRAM CW12:</b> Tomnub 95 in Preah Vihear town and province.
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## I. Project Description and Rationale

The project was conceived to meet urgent reconstruction priorities created by the 2013 floods. The Government of Cambodia requested ADB for an additional financing loan in parallel with the similar 2011 approved Flood Damage Reconstruction Project (which was closed on 30 September 2015). The Flood Damage Reconstruction Project-AF (Loan No. 3125-CAM (SF) was approved in April 2014, and was effective from May 2014.

The Project has been restored 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 22.0 km of provincial road 2563 were repaired and upgraded, and two bridges replaced. In Kampong Thom, 8.15 km of provincial road 264E and 7.37 km of provincial road 264D was reconstructed. In Siem Reap, 11.2 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 completed under government funding to restore minimum function of national and provincial roads. Stage 2 & 3 was generally completed under the ADB Loan and Grant.

**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 114.7 km of rural roads included 4 box culverts and 20 pipe culverts, to benefit 125,414 people in the selected provinces, by rehabilitation of damaged surface and structures. Stage 3 works comprise 141.9 km of rural roads included 42.8 km concrete payments roads, 31 box culverts and 122 pipe culverts,, 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 involved in upgrading of a subset of the stage 2 roads, and are selected based on priority requirements for improvement and long-term climate resilience. Stage 2 & 3 was completed under the ADB Loan and Grant.

**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 involved 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. Stage 2 & 3 was generally completed under the ADB Loan and Grant.

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 had 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 had been issued. There were four voluntary households permitting to build temporary detour for vehicles and passengers traversed on their land during bridge construction and therefore to cope with resettlement issue.*

*Contract No. MPWT-CW10a: Emergency Reconstruction of 8 km DBST 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-cracks). In the period of defect liability. There were 55 affected households along the road line*

were voluntary donated their minor affected properties to the subproject and therefore to cope with resettlement issue.

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. There were 27 affected households along the road lines were voluntary donated their minor affected properties to the subproject and therefore to cope with resettlement issue.

### **MPWT Stage 3:**

Contract No. MPWT-CW9a: 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. The Contract has been completed except for additional side drainage works along the Thlok Chrove market. There is a need to improve the side drainage at the market site or the constructed road will be damaged over time. The contractor was initially reluctant but has agreed to undertake the required additional works, and requested additional two months time extension. The contingency within the contract will be used for the additional works, thus no additional funds will be required, only time extension needed. The completion date may need to be extended till loan closing date . MPWT is closely monitoring the progress. Contractor is slower during the civil works implementing. Some segments are muddy and slippery during last rainy season. There were 66 affected households along the road line were voluntary donated/permitted their minor affected properties [i.e. sifting their concrete/masonry fences to deeper (out of corridor of impact) in their plot of land] to the subproject and therefore to cope with resettlement issue.

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 at the commencement. MPWT had so far issued several warning letters to expedite works. The progress has improved but still slower than the target. The subproject completion date is 31 May 2017, from 1st June 2017 onward is in the period of penalty till 27 June 2017(completed main civil works). MPWT is closely monitoring the progress. Nevertheless, this subproject is now completed. There were five affected households along the road line were voluntary donated their minor affected properties to the subproject and therefore to cope with resettlement issue.

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. This contract did experienced serious delays at the start and time extensions were granted. The completion date is at 30 April 2017, from 1st May 2017 onward is in the period of penalty till 27 June 2017 (finished main civil works). Nevertheless, this subproject is now completed. There were 20 affected households along the road line were voluntary donated their minor affected properties to the subproject and therefore to cope with resettlement issue.

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 (revised contract cost of \$1,786,288.29) to Heng Sambath Construction Co., Ltd. It was 100% completed including additional works and completed six months ahead of schedule. The Completion Certificate was issued on 9 December 2015, and Defects Liability Certificate had also been issued. There were

27 affected households along the road line were voluntary donated their minor affected properties to the subproject and therefore to cope with resettlement issue.

Contract No. MPWT-CW14: Emergency Reconstruction of 22.0 Km Laterite Road on PR 2563. The contract was awarded on 11 December 2015 to Swee-Camdeg Jv Co., Ltd., for \$2,859,103.23 and work is currently in progress. Earlier in late 2016, some road sections were inundated by flash floods, and further improvements to drainage and raising embankments were needed. In this regard, CA#1 was approved and works are in progress. The overall progress is about 85%. There were some delays in works due to potential UXOs on the road length. Now it has been cleared after UXO surveys and demining. Due to UXOs and additional works, a time extension was initially given till 30 June 2017, but still 15% work remains to do and the contractor has request time extension until mid-August 2017. It is considered to upgrade to DBST, if fund is available. There were 157 affected households along the road line are voluntary donated their minor affected properties (mainly chunks of land/barren land along the road line) to the subproject and therefore to cope with resettlement issue.

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. There were 34 affected households along the road line were voluntary donated their minor affected properties to the subproject and therefore to cope with resettlement issue.

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. The matter of ancient temple segment is maintained as earth road (approximate 150m). There were 102 affected households along the road line were voluntary donated their minor affected properties (chunk of land/barren land along the road line) to the subproject and therefore to cope with resettlement issue.

### **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/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 were 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 had 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 V.O. 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. Realignment of road line KC24, requested by 52 beneficiaries with their voluntary donation of affected properties and therefore to cope with resettlement issue.

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. A segment of MRD-CW15b/SR2, the chief of Prei commune, in Srey Snam district as well as beneficiaries along this segment requested to contractor to excavate the soil along road line to be as canal to irrigate their paddy, the soil/earth is filling road and elevating from the flood during rainy season and therefore to cope with resettlement issue.

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 \$1,976,545.43 (revised contract price \$2,322,034.63 to Bory Kamkor



Construction Co. Ltd., and to date the work progress is ahead of schedule. During the 2nd 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. The contract has been completed and completion certificate has been issued on 21 September 2016. No major issues.

MRD-CW17: Emergency Rehabilitation of 24.30km 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., and the work is completed. The road taking over inspection was held on 09-10 November 2016 and Completion Certificate was issued as of date 17 November 2016. No major issues.

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

Under MOWRAM there are eleven subprojects (13 contracts for civil works) 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:

*The Construction works for Stage 2 subprojects were 100% completed by end July 2015. The defect liability certificates have been issued for all six subprojects.*

*For Stage 3, nine of the ten contracts under Stage 3 had been completed. Overall physical progress for Stage 3 is estimated at about 95% and is on target.*

### **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 Looor (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 May 2015 within the contracted amount. The defect liability certificate was issued on 18 May 2016. No major issues

CW02: Tumnub Srae Looor: The Contract for \$474,731.46 was awarded on 26 June 2014 to Ung Simsia Construction Co., Ltd. All works were completed by December 2014 within the contracted amount. The Completion Certificate was issued on 1 December 2014, and the defects liability certificate was issued on 30 November 2015. No Major issue.

CW03A: Chork Reservoir: The Contract for \$244,955.93 was awarded on 25 July 2014 to Seak Chheav Leng Construction Co., Ltd. All works completed by 25 November 2014. The defects liability certificate was issued on 30 November 2015. 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, and contract was completed on 24 July 2015 and the defects liability certificate was issued 24 July 2016. 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 Ang Krang. Construction of Tumnub O Ang Kang, The Tumnub O Angkrang was completed on 01 December 2014, and defects liability certificate issued on 26 May 2016. The Tumnub Luok faced some initial delays due to flooding of the construction site for several months, and it was completed only in December 2014. The defects liability certificate was issued on 30 November 2015 for this subproject. 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 on 10 February 2015. The defect liability certificate was issued on 10 February 2016. 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 flow path/natural spillway at 15 locations on DC1, DC2. All works completed. The Completion Certificate was issued on 25 November 2015. The defects liability certificate has been issued. 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 is operational. All works have been completed. The defects liability certificate has been issued. 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 on 17 July 2015, two weeks ahead of schedule. During the Defects Liability Period, there were several defects identified by the Consultants, and upon re-inspection on 17 August 2016, it was confirmed that all defects have been repaired. The defects liability certificate was issued on 19 August 2016. 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. There was a variation order No 1 approved for construction of two pipe culverts to drain water from the village canal-side roads, turnout structures on MC1 and MC2, and for wet stone masonry protection at an existing head regulator. The Chork subproject is 100% completed For Basac subproject, the construction works were completed by end April 2016 including a variation order No. 2 for the four pipe culverts to provide cross drainage along 3.2 km access road, and four drain inlet structure construction on the embankments of MC1 and MC2 to drain runoffs from the mountain catchment areas and a primary school into the main canals. A further variation order no 3 was approved to provide for a gate double pipe culvert through the access embankment to connect the canal and regulate flow to the outfall bridge. All works completed, and is under defects liability period from 8 May 2016. No major issues

MOWRAM-CW08: Trapaing Thmor Irrigation System: An ICB contract and it was awarded on 19 February 2016 for \$4,327,472.18 to Soeun Soknan Construction Co., Ltd. A variation order for rehabilitation of 5.75 km section of Pou Roam Bon Main Canal was approved on 18 May 2016, and work is completed. Recently, MOWRAM did submit for a possible second variation order for some essential works, and the proposal has been submitted to MEF for its review. The challenge for the VO#2 request is that there is inadequate time to complete within loan closing date due to the current rainy season. The borrow pits of the Trapaing Thmor subproject is belonging to Poy Cha commune had been requested by the chief of fish community to maintain as fish species pond (with letter from the chief of fisheries community) and therefore to cope with resettlement matter.

MOWRAM-CW09: Tumnub Luok and O Angkrang Irrigation System: It was awarded to SBPH Engineering Co., Ltd. on 5 November 2015, and with a variation order, the cost is \$1,796,873.49. There were some earlier delays mainly due to delays in approval of Variation Order No. 1 to change the spillway design from labyrinth weirs with bridges to long broad way crested weirs with low level vehicle crossings. The Variation Order was approved by PRC on 24 December 2015, and was approved in March 2016 by ADB. The Contract has been completed and completion certificate has been issued. The contract is now under 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. The subproject construction is now fully completed. The Completion Certificate was issued on 19 October 2015, and the defect liability certificate has been issued. 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. A variation order was approved on 24 December 2015 for additional works. The final contract price was \$367,068.39. Earlier there were some contract non-compliance issues including poor construction quality and supervision but it has been remedied and the construction quality is satisfactory. The contract completion was extended due to additional works under variation order, and works were completed on 12 May 2016, and is now under defect liability period. No major issues.

MoWRAM-CW12 extended/enlarged from CW06 Lot 2: Tumnub 95 irrigation system: The contract was awarded on 5 July 2016 for \$359,066.25 to Eastern Construction & Investment Co. Ltd.. The progress was slow initially mainly due to no work has been possible at the spillway. It is now fully completed. No major issues.

MoWRAM-CW13 extended/enlarged from CW06 Lot 1: Tumnub Kork Srok irrigation system: This is the second added package for MoWRAM. This subproject was awarded in November 2016, and is progressing well and the current progress is about 94% against the target of 100%, slightly behind target, and an extension of one month granted to 31 July 2017 to fully complete the subproject. 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 are voluntary contributed their affected assets to the subprojects. 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	12-14 Jan 2017	<p>Visited MRD/CW16a/BC1, BC2, and MPWT/CW14, WC10a/b/c:</p> <ul style="list-style-type: none"> <li>- Rural roads usually are constructed on the existing alignments- there is not affected property along the road lines. Dust and traffic have short periods or minor impacts to villagers and through mitigation measure of EMP by contractors during civil work implementation such as safety sign installations and water sprinkling to dust control</li> <li>- Provincial roads of MPWT considered to be partially affected of properties along the road lines and MPWTs' safeguards specialist has conducted consultations with likely affected households, conducted resettlement categorization and verification by third party and finally producing reports. Traffic and dust control by contractors implementing EMP mitigation measure such as watering and traffic management/site signs installation.</li> </ul>

2	13-16 March 2017	<p>Environmental and Social Safeguards monitoring to MRD/CW 15b SR11, SR2, MRD/CW16b BC6, BC9 and MOWRAM CW08/Trapaing Thmor.</p> <ul style="list-style-type: none"> <li>- Minor social and environmental impact of rural road have been mitigated through implementation of EMP by contractors such as watering and traffic management or site safety sign installations to warn travelers and vehicle users.</li> <li>- The social impact of MOWRAM seems to be the borrow pits after excavating the soils to fill in the dams and or embankments, in fact the borrow pits are requested by fisheries community chief to fish culture and maintaining as fish species in their community (with letter of confirmation). Contractor has strictly implemented the EMP mitigation measures, for instance, installations of site safety signs and watering to dusk control during civil work implementations.</li> </ul>
3	29-31 March 2017	<p>Environmental and Social Safeguards monitoring to MPWT-CW 10a, 10b, 10c, and CW14:</p> <ul style="list-style-type: none"> <li>- MPWT/CW10a found 3 spots of cracking, augmenting to previous major cracks that have been repaired. Similar to previous comments, the MPWTs' safeguards specialist has conducted consultations with likely affected households, conducted resettlement categorization and verification by third party and finally producing reports. EMP mitigation measure has been implemented such as watering and traffic management/ safety/warning signs.</li> </ul>
4	10-12 April 2017	<p>Environmental and Social Safeguards monitoring to MOWRAM CW12 and CW13 Tumnob 95 and Kok Srok subprojects:</p> <ul style="list-style-type: none"> <li>- There is no issue of environmental and social safeguards regarding civil work implementation, subproject profiles have prepared for subproject approval.</li> <li>- Contractor has strictly implemented the EMP mitigation measures, for instance, installations of site safety signs and watering to dusk control during civil work implementations.</li> </ul>
5	30 April to 2 May 17 to 19 May, 23-25 May, 30 May to 1 June 2017	<p>Environmental and Social Safeguards monitoring to MPWT CW 10a, 10b, 10c, and MRD CW17 BB2, BB3, BB4 and CW16a SR1, MOWRAMCW07, CW08 and CW13:</p> <ul style="list-style-type: none"> <li>-Safeguards specialist has monitored with likely affected households, including traffic and dusk control by contractors, implementing EMP mitigation measure such as watering and traffic management/site safety signs. Monitored the borrow pits after excavating the soils to fill in the dams and or embankments.</li> <li>- As rural roads are constructed on the existing alignments- there is not affected property along the road lines. Dusk and traffic have short periods/minor impacts to villagers and through mitigation measure of EMP by contractors during civil work implementation such as site safety sign installation and water sprinkling to dusk control</li> <li>- Provincial roads of MPWT considered to be partially affected properties along the road lines and MPWTs' social safeguards specialist has conducted consultations with likely affected households, conducted resettlement categorization and verification by third party and finally producing reports. Traffic and dusk control by contractors implementing EMP mitigation measure such as watering and traffic management/site safety signs.</li> </ul>

6	12 to 15, 19 to 21, 26 to 30 June 2017	Environmental and Social Safeguards monitoring and ADB mission to MRD/CW14-KT7, KT6, KT5, MRD/CW13b and KC13a KC1, KC3, KC9, KC19, KC24, KC26, MOWRAM CW05, CW09 and CW07: Monitored and confirmed the issues of safeguards issues both resettlement and environmental and together with deputy team leader are paying attention to civil work implementation of contractors to complete on time/as schedule, checking defect liability as due date.
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## 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 repair of CW9a that consists of reconstruction of 16.2km DBST road; installation of 13 Pipe Culverts (11PCs will be removed, and 2 PCs will be extended). The project is located in the communes of Roka Ar, Khchau and Sour Kong in Kang Meas district, in Kampong Cham province. The Corridor of Impact (COI) for CW9a was designed to have the least impact on private properties. Public consultations and screening checklists were conducted by MPWTs' safeguards specialist. The 66 partially affected households have voluntarily donated their fences, lean concrete, extended roofs and trees to the subproject.



2. 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 subproject. Bridge Photo of MPWT-CW10b.



3. 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 (Phlon 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 so happy to obtain the DBST road.



4. 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 157 AHs 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 112 households are affected small chunk of land (barren land) along the road line, *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 52-beneficiaries strongly requested to realign road line behind their plot of land.

The reason why 52-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 52-beneficiaries, and there is no benefit/useful.

The 52 voluntary donators contributed their affected properties to the subproject 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 52-beneficiaries to confirm their voluntary donations to the subproject. 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 have 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 so far. The voluntary agreements were also verified and confirmed by an independent consultant (the third party). Table below delineated the safeguards issues:

PROJECT CONTRACT No.	Status of civil works	Social Safeguards/Resettlement
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	Completed civil works	Resettlement categorization and verifications
MPWT-CW10b	Completed civil works	Resettlement categorization and verifications



<b>PROJECT CONTRACT No.</b>	<b>Status of civil works</b>	<b>Social Safeguards/Resettlement</b>
MPWT-CW10c	Completed civil works	Resettlement categorization and verifications
MPWT-CW13	Defected liability was issued	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 52-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
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:

<b>PROJECT CONTRACT No.</b>	<b>Status of civil work</b>	<b>Social Safeguards/Resettlement</b>
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	Completed civil works	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	Completed civil works	No resettlement issue/prepared subproject profile
MoWRAM-CW12 extended from CW06 lot 2 (Tumnob 95)	Completed civil works	No major resettlement issue
MoWRAM-CW13 extended from CW06 lot 1 (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 safety, fast and cost-efficient travels 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