

# Social Safeguard Monitoring Report

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Semi-Annual Report (July to December 2018)  
May 2019

## MYA: Maubin-Phyapon Road Rehabilitation Project

Prepared by SMEC International Pty. Ltd., in joint venture with Oriental Consultants Global Co. Ltd., and Pyunghwa Engineering Consultants Ltd. for the Department of Highways, Ministry of Construction, and the Asian Development Bank.

## **CURRENCY EQUIVALENTS**

(as of 15 May 2019)

Currency unit	–	kyat (K)
K1.00	=	\$0.00066
\$1.00	=	K1,521

## **NOTE**

In this report, "\$" refers to US dollars unless otherwise stated.

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## Semi-Annual Social Safeguard Monitoring Report

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January 2019

**Semi-Annual Report)  
(July 2018 – December 2018)**



**MYA: Maubin – Pyapon Road Rehabilitation Project**

**(ADB Loan No. 3199 (MYA))**

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## EXECUTIVE SUMMARY

This Semi-annual report includes the safeguard implementation status of Maubin – Pyapon Road Rehabilitation Project covering the period July to December 2018. This report specifically covers:

- Key advances and issues relevant to the Social Safeguards monitoring of the Maubin – Pyapon Road Rehabilitation Project including Rapid Rural Livelihoods Assessment of Affected Persons including one SAP.
- Status of HIV/AIDS Awareness training
- Current mechanism for Grievance redress
- Other – Road Safety Training and Awareness.

The road construction is nearly complete which indicates the need to consider the impacts of the Project on the local stakeholders, and in particular the Affected Persons (APs). Thus, this report will consider all contactable Affected Persons as well as specific concerns which have an impact on commuters and other stakeholders along the Maubin-Pyapon expanse of the road.

Key aspects that were focused on in this assessment included:

- impacts of the road on lifestyle in terms of safety and access to transport, towns and markets:
- impacts of the road on livelihoods of APs – in terms of small businesses. The results are mixed with: 13 APs returning to farming; 14 APs managing but not growing in size; and 12 APs doing well.
- Consultation with the APs indicated that several of the small businesses would be interested in attending some form of business skills training.

HIV/AIDS awareness training for staff and local communities were continued throughout 2018 and the prescribed program has been completed by both ICB1 and ICB2.

The GRM has been considered from the standpoint of key stakeholders and local mechanisms and whether this is in line with ADB preferred process. While some areas require strengthening, such as recording of current status it is largely operating well.

Road safety – was considered in response to concerns of all APs in terms of speeding and accidents. While road safety trainings have been undertaken over 2018, there is a continued need for training especially to priority groups such as school children, bus drivers and stall holders.

## 1 A BRIEF PROJECT BACKGROUND

### 1.1 Background

1. The Maubin – Pyapon Road Rehabilitation Project is being implemented as part of the program of the Government of the Republic of the Union of Myanmar to improve access to the densely populated, poor and productive agricultural areas. The Maubin to Pyapon road is the main north-south artery of the eastern side of the Ayeyarwady Delta. It provides a vital link to the economic, health, education and employment opportunities for the resident population. The road rehabilitation seeks to improve access to the agricultural hinterlands through connecting waterway landing points at numerous locations where waterways meet the road.

2. The Maubin Pyapon road covers approximately 54.5 km and traverses three townships namely Maubin, Kyaiklat and Pyapon. Of the three townships, Maubin is under the Maubin district while Kyaiklat and Pyapon are under the Pyapon District. The two districts lie within the Ayeyarwady Region (Division).

3. The Republic of the Union of Myanmar received a loan from the Asian Development Bank (ADB) towards the cost of rehabilitation of the Project road. The rehabilitation works on the 54.5 km road have been undertaken under two construction contracts 25.5 Km and 29.0 Km in length. The contracts are delivered using the FIDIC MDB Harmonised Edition, June 2010 Conditions of Contract for Construction.

4. The loan from the ADB also includes the provision of Project Implementation Support (PIS) services to provide capacity building and institutional strengthening to Ministry of Construction (MOC) - Department of Highways and Project Management Unit (PMU).

## **1.2 Institutional Arrangements**

5. The Project's executing agency is the Government's Ministry of Construction (MOC) and the implementing agency is MOC's Department of Highways (DOH) and a Project Management Unit (PMU). The MOC-PMU supervises and monitors progress of Project implementation including management of safeguard concerns with the technical assistance and support of the Construction Supervision Consultants (CSC). Implementing resettlement activities is the primary responsibility of the DOH of Maubin and Pyapon districts assisted by a Resettlement Coordinating Committee (RCC) created under each of the three townships (Maubin, Kyaiklat and Pyapon) participating in the Project. The district DOHs and RCCs of the three townships have worked together with the CSC's Social Safeguard and Resettlement Specialist during the construction phase to verify and confirm the impacts and displaced persons (DPs). The DOH and RCCs will continue further consultation with APs during project implementation regarding compensation and other facilities/assurances/options under the project.

6. All entitlements were received by APs prior to the award of civil contracts. This Semi-annual Social Safeguards Monitoring Report provides an update to the information regarding project resettlement impacts on APs, including one SAP who was affected as a result of the 2016 adjustment of the horizontal alignment of certain sections of the Project road.

## **1.3 Resettlement Impacts**

7. A Resettlement Plan, MYA: Maubin - Pyapon Road Rehabilitation Project (2014), was prepared during the Feasibility Study Stage to address the impacts of the Project on displaced persons and properties within the corridor of impact. Affected households/persons (AH/P) as well as affected assets were identified and assessed based on road ROW requirements during the Project feasibility/design stage. Other impacts such as trees and crops and ancillary structures as well as vulnerable groups affected were also inventoried. Based on this initial assessment, the cost for the implementation of the RP (compensation, relocation and rehabilitation measures and implementation support) was estimated and provided to each AP.

8. A supplementary RP was prepared in 2016 to cater for adjustments in road alignment in a specific section of the road which required land purchase/compensation from four APs.

9. Loss of Structures: Affected structures (65 structures as highlighted in Table 1) were made mostly of light materials and were easily removable and were largely constructed for temporary use for livelihood activities. Many APs simply moved these structures outside the corridor of impact beside the Project road, while others returned to their home village and reconvened farming activities. Cash assistance mostly ranging from MKK10,000 to 40,000 were provided per AP for the removal and transfer of these structures.

10. Loss of Livelihood Income: Most of the 62 affected household structures were utilized for livelihood activities (selling of cooked food items/fruits and vegetables and other personal consumables, motorbike

repair stalls, etc.). The effects of the necessary change of business location, and current livelihood activities, have been assessed under this report through a rapid rural livelihood assessment.

11. The Maubin-Kyaiklat-Pyapon road is classified by the Ministry of Construction (MOC) as a D-IV road with a total right-of-way (ROW) of 45.7 m. The existing ROW is owned by the Government, and as such, the affected households fall under the ADB SPS category of “persons who lost the land they occupy in its entirety or in part who have neither formal legal rights nor recognized or recognizable claims to such land.”

#### 1.4 Resettlement Impact Categorization

12. Prior to implementation of civil works, resettlement impacts were screened and classified using ADB SPS 2009 classification system as follows:

**Category A:** If the proposed subproject is likely to have significant involuntary resettlement impacts to 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:** If the proposed subproject includes involuntary resettlement impacts that are not deemed significant.

**Category C:** The proposed subproject has no involuntary resettlement impact.

13. The Maubin – Pyapon Road Rehabilitation has required minimal land acquisition both in the initial stage of land acquisition as well as in 2016 when there were minimal changes in the designed alignment of some sections and a further four allotments were impacted and compensated. Based on ADB Safeguard Policy Statement (SPS) 2009 the Project had been classified as category “B” in terms of involuntary resettlement (IR). There were a total of 66 affected households with less than 10 percent of productive assets affected.. Accordingly, while the land acquisition was not deemed significant a Resettlement Plan (RP) was prepared in 2014 and a Supplemental RP was prepared in 2016 to address the additional land acquisition impacts resulting from the realignment of a road section.

#### 1.5 Resettlement Scope of the Project based on 2016 Supplemental RP

14. The initial approved 2014 RP had identified a total of 62 households and three organizational entities located within and/or recently displaced from the Project ROW. As noted in Paragraph 11 this ROW was government land. However, upon review of the road horizontal alignment in 2016, there was a need for adjustment in a particular section along Km 24+049 that meant land acquisition which accordingly affected four landowners and their assets. Approximately 0.93 ha was acquired, and this included part of a water channel used for irrigation and pasture/paddy land. Within the affected parcels of pasture land is a residence and a secondary structure. The number of displaced households with their affected assets of the 2016 Supplemental RP in comparison with the 2014 RP are summarized in **Table 2** below.

Table 1: Affected households and entities within the project area

Affected townships	2014 RP			Supplemental RP 2016			
	HHs losing structures	Public structures	Entities losing	HHs losing agricultural land	Of w/c, # of HHs losing structures	Of w/c, # of HHs losing trees/crops	Of w/c, # of HHs experiencing severe impacts
Maubin	26		1 (GAO)	-	-	-	-
Kyaiklat	29		1 (religious community)	4	2	2	1
Pyapon	7		1 (GAO)	-	-	-	-
TOTAL	62		3	4	2	2	1

Legend: GAO = General Administration Office;

□ Households experiencing severe impacts are those losing more than 10% of land utilized for income generation and household losing entire house

To assess the outcomes of the road rehabilitation on APs and in particular the SAP, the Consultant's Resettlement Specialist in coordination with the PMU counterpart conducted a rapid rural assessment in June 2018 on a representative sample of APs. The assessment covered 17 out of the total 66 APs. To understand changes to living conditions and livelihoods that have occurred to all APs since the Road Rehabilitation a further assessment was made in January 2019 whereby all APs were sought, and their current status considered. While 8 APs could not be located 55 APs were located and information provided about their current socio-economic activities was collated through either direct contact or through discussion with a close relative (eg spouse, son/daughter or cousin). A line of questioning survey was undertaken to gain this information (see Annex 1: Line of Questioning).

## **1.6 Objective, Approach and Scope of this Semi-Annual Monitoring**

### **1.6.1 Objectives**

15. The objective of this semi-annual monitoring is to assess the progress of social safeguards implementation including;

- Livelihoods and social status of APs who received compensation prior to works commencement
- ii) Identify the status of HIV/AIDS training to contactors and communities along the stretch of the road.
- iii) Consider the GRM mechanism currently in place and recommend necessary actions where the process does not comply with required standards.
- iv) Consider other activities supporting Social safeguards including road safety training.

### **1.6.2 Approach of Semi-Annual Monitoring**

16. For the bi-annual monitoring (July – December 2018), the following approaches and methods were utilized:

- site visits and physical assessment of the status of **all** available Affected Persons since the road rehabilitation activities were undertaken including the severely affected household where 0.76 ha of land was acquired was once again visited and the lady interviewed. These site visits were carried out in January 2019.
- primary data collection through individual interviews with APs and / or their immediate family. A line of questioning considered AP satisfaction to RP measures as well as socioeconomic status (SES) since the road was rehabilitated. While all APs in known locations were contacted, there were several who had moved away from the area to Yangon or other locations and two that had died.
- observation of small businesses and other activities spanning the length of the road.
- secondary data information on records of training and road safety including 2018 accidents.
- discussions with local government officials including: GA Chairperson, DOH officials and RTA officials.



### 1.6.3 Physical Progress of the Project Activities

17. During this reporting period (July to December 2018), the physical progress of project activities is summarized in **Table 1** below. This progress report indicates that the project is close to completion.

Table 2: Status of two civil works contracts

Contract	Time elapsed	Progress as of 31.12.2018			Comment
		Scheduled	Actual	Slippage	
ICB1	100.00%	100.00%	97.64%	-2.36%	The ICB1 Contractor has guardrails outstanding but commenced installation this month with a target for completion in early next month. The Contractor installed the KM Posts and Guide Posts this month. The Contractor continued work on the pavement defects schedule and is sampling the layers as he exposes them by excavation of the defective areas. Contractors earlier suspended work where environmental documentation for materials sourced from quarries were outstanding. Progress with ICB1 Contractor environmental documentation remained outstanding at the end of the month. ICB1 contractor procured a small quantity of quarry materials from ICB2 quarry for pavement repairs.
ICB2	100.00%	99.99%	98.51%	-1.48%	The ICB2 Contractor has completed all paving works to bridges, this month. Completion of guardrail installation, KM Posts and guide posts are outstanding. Oo Yin Chaung bridge has been opened to traffic on 19 Dec. 2018. Contractors earlier suspended work where environmental documentation for materials sourced from quarries were outstanding. On 17 Aug 2018 and 20 Sept. 2018 ICB2 submitted the environmental approval from MONREC. After approval of the submission ICB2 resumed sourcing materials from his approved quarry for ICB2 contracted works.

Table 3. Number of men and women employed by Contractors

	2016		2017		2018	
	Men	Women	Men	Women	Men	Women
ICB-1	539	71	426	80	1611	134
ICB-2	1040	253	1299	437	2489	424

Furthermore, Table 3 above identifies the numbers of men and women employed by the contractors. Whether these people are locals or people brought in by contractors has not been explored. However, at least 4 family members of the APs are reportedly currently employed, one in a foreman role.

## 2. SEMI-ANNUAL MONITORING RESULTS

### 2.1 HIV/ AIDs Training

18. There are currently 2.2 million plus HIV infected persons in Myanmar and this is still rising (HIV/AIDS trainer per comm 2018). As migrant and transit workers are a high-risk group to acquiring HIV/AIDS, a prevention awareness campaign was carried out during the reporting period for both ICB-1 and ICB-2 workers.

The objectives of HIV-AIDS Awareness Program are the following:

- To reduce the risk of HIV virus transmission among the Contractor's Personnel and the local community.
- To promote early screening, diagnoses and treatment.
- To assist with care and support to infected individuals.

In line with this previously defined objective HIV/AIDS training was carried out by ICB 1 and ICB 2 to workers and nearby communities. While ICB 1 has clearly indicated that the training was provided to 48 percent women and 52 percent men, ICB 2 did not provide the gender disaggregated breakdown. See Table 4 below for numbers of men and women provided with HIV/AIDS awareness training in the 6 month period.

Table 4: summarises HIV/AIDS training carried out in this reporting period.

	Men	Women	Not defined August course
ICB-1	49	46	
ICB-2			177
<b>Total</b>			<b>272</b>

### 2.2 Affected Households Rural Rapid Assessment (RRA)

19. Objectives of this RRA consultation:

- To gain a broad insight into all affected persons, their livelihood opportunities and current situation since the upgrade to the Maubin-Pyapon Road
- Identify any livelihood trainings that may have been given to affected persons to improve their income generating capacity
- Consider any potential areas that specific assistance would benefit the small business operators
- To gain an insight into the needs and concerns of people living near to and/or depend on the road for access to livelihoods, amenities and services.
- Understand key concerns of the APs living and/or working near the road whilst considering opportunities to enhance livelihood options.

20. All contactable (55) Affected Persons were interviewed over the week of the 11th – 15th January 2019. Respondents interviewed totalled approximately 86 percent of original APs. These respondents were contacted according to:

- Able to be located during the interview period
- Affected persons compensated under the current Project
- One SAP affected, relocated and compensated under the current Project.

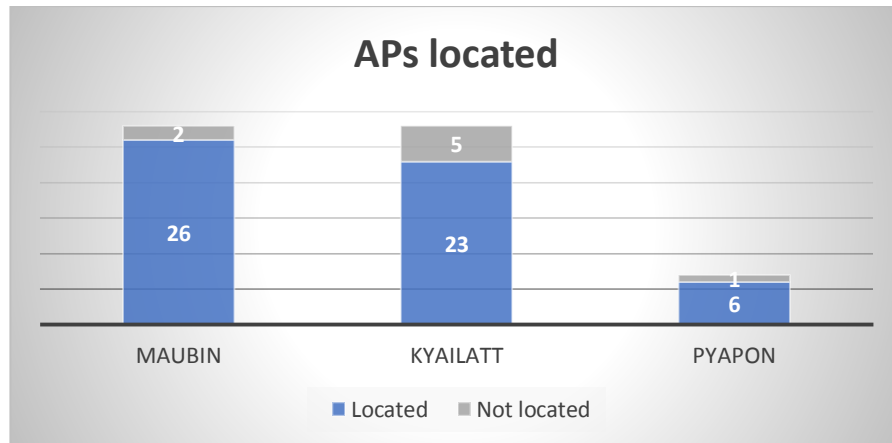
Table 5: Breakdown of APs interviewed

Type of facility visited	Number AP facilities visited	Total AP by facility type
Households*	19	20
Shops	42	51

\*Note that some locations included both hut/shop in one – hence overlap in numbers

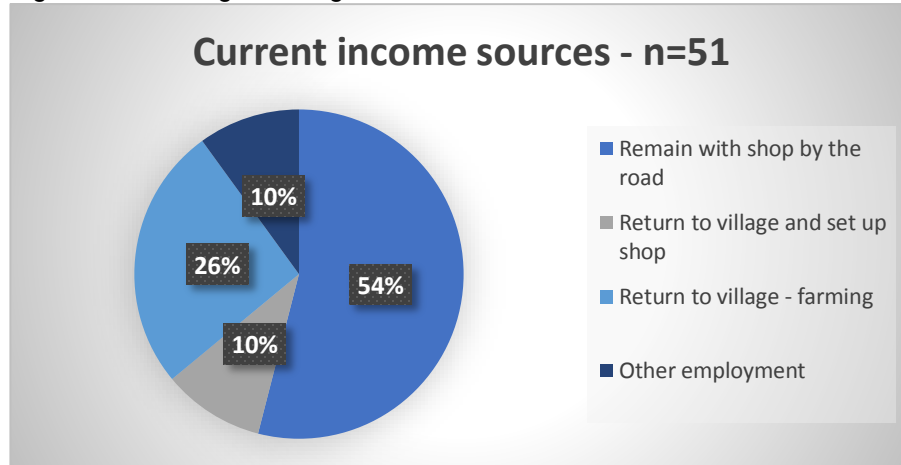
Affected Persons consulted and located by township are reflected in the graph below.

Figure 1: Affected persons located by town



### *Change in income generating activities*

Figure 2: Income generating activities



21. As indicated in Figure 2: above, out of the original 51 small shops beside the road that were compensated for having to move their location, only 27 continue doing the same business close to the road. Twenty-four have returned to the village with 19 returning to farming or other labour employment and 5 setting up village shops. Those APs who returned to farming suggested that they are actually doing better financially than when they had the roadside shop.

22. No AP who had a stall/shop had received any training relating to their small businesses. This lack of training can be related to the lack of vocational training agencies and facilities in the area or a lack of stall holder interest.

23. *Satisfaction and benefits from the rehabilitated road*

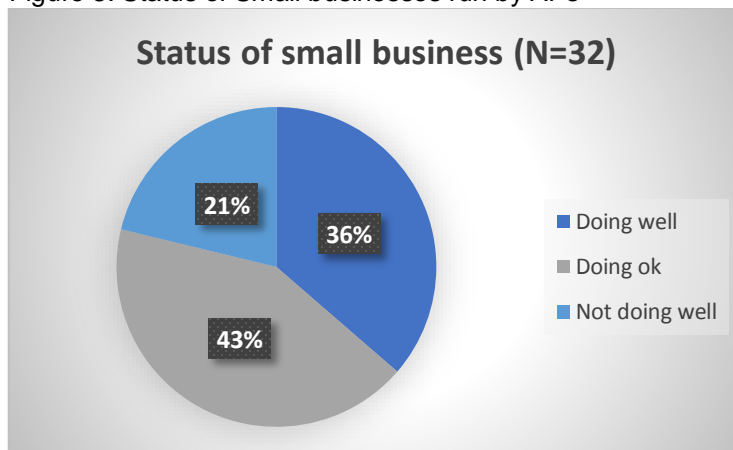
Key benefits from the rehabilitated road are summarised in the following responses and compiled findings:

- All AP respondents consider they have better access to nearby services and towns due to the road upgrade
- They experience decreased travel time
- More comfortable drive along the road paving
- More buses travel along the road now
- All APs also say that traffic has increased.

24. *Change in business since the road has been upgraded*

While overwhelmingly the businesses close to the waterways are reportedly doing well, those remaining along the roadside tend to vary. Of 32 APs who still have small businesses 12 reported improvement to their business due to either the location being near the waterway or diversification of product offering. Twenty-seven continue the same business as before the road upgrade and remain next to the road. Fourteen respondents indicated that their business was doing ok, however 7 APs reported that their business is not doing well. See below the percent of APs with small businesses and the status of businesses.

Figure 3: Status of Small businesses run by APs



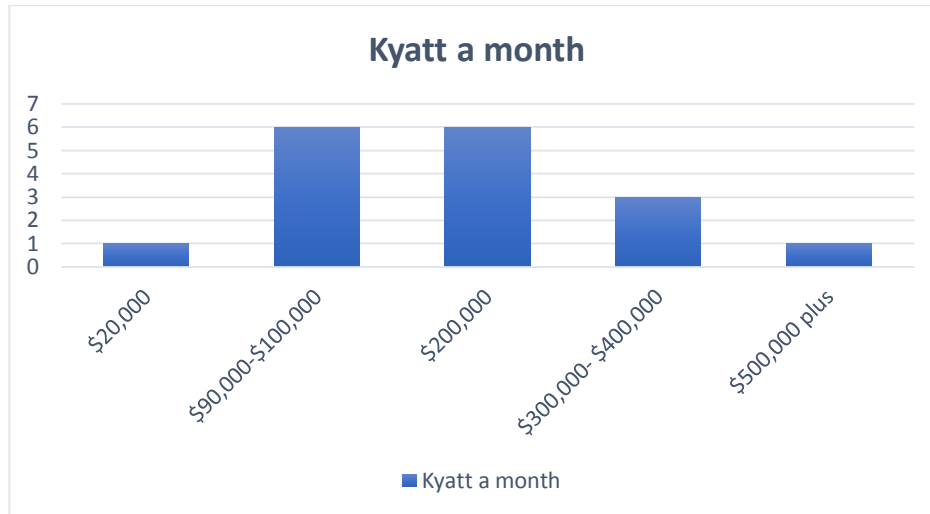
Note n=27 along the roadside and 5 in villages.

Those small businesses that are not doing as well indicated the following reasons:

- Cars travel too fast to stop
- Too many small shops along the road selling similar items
- Shops close to the waterways doing well

25. *Monthly income:* Incomes ranged from Kyatts 20,000 to 1,000,000 as indicated in Figure 3 below.

Figure 3: Incomes of APs per month



**26. Concerns regarding the rehabilitated road**

All APs interviewed indicated safety concerns pertaining to:

- Increases in traffic
- Vehicles off-loading passengers and goods from on the road
- Speeding drivers (Speed is high)
  - concern for accidents
  - cars not stopping to purchase produce from stalls
- Overtaking and accidents.

**27. The Severely Affected Person – Sugana Curve:** This particular house is owned by a single mother (widow) with an 18 year old daughter who relies solely on her land for income generation. The land for her house had been built up and levelled prior to building her home by ICB-1. There have been a number of discussions held with this lady since the compensation was provided to gauge her interest in business development and management training. She had previously in 2017 been cited as having an interest in setting up a small shop along the roadside. In early 2018 she indicated that she would like her daughter to become a seamstress. Given that this training is not available in the district, this idea appears to have been dropped. The most recent discussion highlighted the following comments:

- Some parts of her land were to be levelled by ICB1, however this has not eventuated due to the water-logged condition of the land. Currently, she is ambivalent whether it is levelled or not as there are other crops such as water cress that she can grow on it in its current condition.
- Once again under the line of questioning she indicated that 'there is no need to have training in business skills or management'. She considers that she is making a profit now and is doing well.
- She has bought three key items of machinery to assist with her farming. These include:
  - Plough
  - Rice husk remover
  - Water pump
- While her cousin suggested that she is not making as much money as she could, she is comfortable with her profit and farming.
- She suggested that she does not need a roadside stall as people know her produce and come directly to her to purchase the produce.

## **2.4 Livelihood Support and Enhancement**

**28.** Employment opportunities in terms of short-term labour roles in construction had been mentioned to APs and the community during the preparation of the original and supplemental RPs.

29. As indicated in Table 3 a total of 4100 men and 558 women were hired by the contractors in 2018. It is not clear how many of these workers are local residents. However at least three APs indicated that a member of their immediate family worked for the road construction in various roles from labourer to a road foreman.

30. Of this total construction workforce, 12% is composed of women which is a drop of 11% from 2017.

31. While small businesses are important to the local population; those located near the waterways have a definite advantage over those along the roadside. Some of the roadside vendors have indicated that it is more viable for them to return to rice farming and selling rather than roadside stalls. This is likely to be the case as long as the price of rice is high, but some are likely to undertake a mix of roadside stalls and farming to maintain income levels especially when rice prices fluctuate.

## 2.5 Grievance Redress Mechanism

32. The Grievance Redress Mechanism (GRM) aims to reduce the risk for the project, offers APs and communities a constructive and effective means of airing concerns and issues and achieving solutions. Specifically, the Project GRM is established to enable the APs to appeal any disagreeable decision or action arising from the implementation of the Maubin - Pyapon Road Rehabilitation Project and in particular related to the resettlement impacts and measures.

33. While a GRM was set up for the Project following ADB SPS requirements with the implementation of the 2014 RP this did not function effectively. This was due to two key reasons

- Changes in government in 2016 resulted in changes in officials with replacements unfamiliar with the project and/or local residents
- Communities along this area already have an operational grievance mechanism – it fits into the local governance system and communities and local authorities are satisfied with the outcomes within this system.

34. The existing mechanism (see **Table 8**) will be utilized in addressing issues and concerns pertinent to the implementation of this supplemental RP.

**Table 6: Grievance Redress Mechanism**

ADB SPS on GRM	Project's GRM	Current GRM processes
The government/client will establish a mechanism to receive and facilitate the resolution of affected persons' concerns and grievances about physical and economic displacement and other project impacts, paying particular attention to the impacts on vulnerable groups.	The RCC, an ad hoc body, was set-up in each township. Apart from representatives from the DOH, village tract officials and village women organization representatives were also members since they are very familiar with the socio-economic situation and needs of the affected households in their village.	The local PMU office deal with complaints from individuals, communities and politicians pertaining to road construction impacts and/or land acquisition.
The grievance redress mechanism should be scaled to the risks and adverse impacts of the project.	The RCC was set up at the project level with representatives from DOH, general administrative office, village elders, NGOs, and affected households	Processes 1. Individuals in communities can report their grievance to the village leader 2. The village leader will then a. Inform the local PMU officer b. call both parties to the complaint to discuss and negotiate and find a solution
It should address affected persons' concerns and complaints promptly, using an understandable and transparent process that is gender responsive, culturally appropriate,	The village tract chief was designated as "point of contact" in the village. RCC members are to be provided with orientation and guidance by the	3. The PMU officer will record the issue and report the same to the local chairperson of the

ADB SPS on GRM	Project's GRM	Current GRM processes
and readily accessible to the affected persons at no costs and without retribution.	construction supervision consultants in order to handle grievances.	General Administration (GA) – this local governance mechanism manages all local government functions in each town.
The mechanism should not impede access to the country's judicial or administrative remedies	The RCC sought to receive and address concerns and grievances at the project level as part of the Project's good management; it did impede with the Government's judicial and administrative remedies	4. Local politicians also have access to national politicians and can raise complaints to higher levels if the need arises. 5. If no resolution is reached the issue will be determined in local court.
The borrower/client will inform affected persons about the mechanism"	The affected households were informed during resettlement planning and the GRM was reflected in the resettlement information booklet included in 2014 RP.	The complaints may or may not be in writing - the process is often "the PMU have received a call" and a meeting is held which may or may not result in a written request (instruction). However a written complaint is encouraged.

40. All costs incurred in relevant grievance resolution will be covered out of the project funds.

41. While all towns have been advised to keep proper reports and records of grievances received and conveyed to PMU if any, this needs to be encouraged and a PMU officer allocated this task.

42. **Complaints – Status of Received Complaints.** No further complaints regarding the road were received during the reporting period. This made it difficult to assess the records regarding grievances, especially whether there were any that were not recorded. However, discussion with a community leader concurred with this assessment. He indicated that his community were happy with the road and there were no complaints.

43. However, some previous complaints remain outstanding and their status is reported in the following table.

Table 7: Complaints received during the reporting period

Sr.No	Received Date	Filed By	Nature of the Complaint	Status of resolution January 2019
1	2 April 2018	Community from the Suganan village tract	Requested by the community for rehabilitating the existing access road to Oo Yin Wa from the Sakyat Curve or Suganan Curve Km 24+000	Not resolved yet – under construction.
2	22 May 2018	U Than Lwin National ID 14/ Pha Pa Na (N) 093427 U Khin Thaung National ID 14/ Pha Pa Na (N) 019317 U Min Oo National ID 14/ Pha Pa Na (N) 093580 Daw Aye Aye National ID 14/ Pha Pa Na (N) 002560	Requested by the community for the circular access road Near the Chaung Dwin Bridge, Ward (6) from the Daw Aye Aye household to Thiriyatanar Street	Not resolved yet – this is under construction.
3	4 June 2018	U Hla Win His National ID 14/Ka La Na (N) 033847	One story brick building which is located adjacent to the stockpile yard - its wall was cracked due to	Was not satisfied after the negotiation -

Sr.No	Received Date	Filed By	Nature of the Complaint	Status of resolution January 2019
			the heavy machines and heavy materials heaping nearby his home	this has not been resolved yet.  It has been advanced to court for determination

Source: DOH; Community Leader 2018

## 2.6 Road Safety

44. As previously mentioned, all APs contacted indicated that the road is much better than before, but speed is a safety issue. There have been four deaths on the road in 2018, two where speed was a direct cause. See below for the list of accidents along the road in 2018 (Police 2019)

Table 8: Road Accidents in 2018

ICB1		
8/3/18	Km9+900	Speeding bus swerved off road to avoid collision with Probox car – no injuries
24/3/18	Km 3+200	Bus speeding hit road sign and other truck – 6 minor injuries from bus and one serious injury from truck
25/4/18	Km 18+700	Speeding truck hit drums beside road – fatality
25/4/18	Km 9+300	Minivan tyre went flat – swerved and hit house – 7 injured
27/6/18	Km 11+250	Tricycle speeding went off road – 2 injured
10/7/18	Km 19+060	Driver fell asleep truck rolled – no injuries
21/8/18	Km 16+800	Speeding motor bike crashed into parked tuktuk - fatality
18/9/218	Km 3+290	Car hit motorbike – 2 injured
27/9/18	Km 0+800	Farm truck and motor bike – 3 injured
ICB 2		
12/1/18	Km34+000	Disabled man died – was asleep in front of truck
3/2/18	Km 38+075	Khaung Bridge – Lady hit by truck and died
25/4/18	Km 31+960	Taxi overtaking truck on left side – minor injury
21/5/18	Km 30+000	Taxi overtaking truck left side – passenger minor injury
18/9/18	Km 29+250	Truck hit motor bike – serious injury

Ministry Police 2019

Consultations were carried out with the Chairperson from the GA office Pyapon, local community leaders, DoH officers and the Road Traffic Administration Committee regarding road safety and reported concerns

### *Managing road safety*

45. Two key areas to improve road safety were highlighted:

- Training - In 2016 there were three trainings for road safety which brought together community members. Further training was undertaken in 2018 (see report in Appendix 3) whereby 43 officers and community representatives received road safety training. Respondents to the survey questionnaire acknowledged the need for further training. While bus drivers reportedly have a speed limit of 80 kph they also need to undergo training as buses were observed to speed through communities during the consultation period. Several were also observed to park in the middle of the road to offload passengers and goods, posing a road hazard. Road safety training needs to be integrated through the GA mechanism in each town.
- Black spots - Upon observation along the road there is a number of black spots whereby accidents can be quite easily be precipitated through weather or driver error. 'Black spots' include:
  - Gonenyalandan Bridge
  - Ooyin Chaung Bridge



- 8kms
- 24 kms
- Right hand drive buses which stop on the road and commuters have to offload their effects in the middle of the road.

46. In the case of towns such as km 8 speed humps will slow down drivers as will speed humps prior to some of the sharper bends such as location 24 kms.

Key comments by local government officials and communities included the following:

- Training provided under the auspices of the General Administration is the most effective mechanism as it will coordinate local government governance mechanisms, regulatory authorities, the Road Transport Administration Committee and link these to individual village processes.
- Need to better mark the boundaries of the ROW so people do not overstep in their activities and situate too close to the roads edge. Pyapon GA plans to move people further back from road
- Need for better and more bus bays.

## **Conclusion / Recommendations**

This social safeguard interim report identifies key safeguards aspects that have been addressed in the past six-month period. The Project is expected to conclude in approximately July 2019 and a final report will assess the status of the safeguards against the baseline information from the commencement of the project.

While commuters and residents acknowledge their satisfaction with the road itself and the improved travel experience along it, there remains the need for ongoing road safety training, especially for local schools. This will need to continue under the local mechanisms – PMU in association with GA.

Furthermore, PMU and more specifically the Government of Myanmar need to continue to record and address grievances related specifically to the project as they take over ownership of the Maubin-Pyapon Road.

## **Annex 1: Line of Questioning for Rapid Rural Assessment of the Livelihood Status of Affected Persons along the Maubin Pyapon Road since the road rehabilitation**

Objectives of this consultation:

- To gain a broad insight into those affected persons and their livelihood options since the upgrade to the Maubin Pyapon Road
- Identify any livelihood trainings that may have been given to affected persons to improve their income generating capacity
- To gain an insight into the needs and concerns of people living near to and/or depend on the road for access to amenities and services.

### **Specific questions for affected households and businesses**

General

1. Sex:
  - ☐ Male
  - ☐ Female
2. Age
  - ☐ Under 18
  - ☐ 18-35
  - ☐ 36-50
  - ☐ 51-65
  - ☐ Over 65
3. Key income sources at household level – wages and business
  - Location of businesses along road \_\_\_\_\_
  - Income source \_\_\_\_\_
4. Have you been hired on construction roles to the road rehabilitation?
  - ☐ Yes
  - ☐ No
5. If so, what job did you do? \_\_\_\_\_
6. Has traffic increased along the road since the upgrade?
  - ☐ Yes
  - ☐ No
  - ☐ Uncertain
7. How has changing traffic numbers affected your business?
  - ☐ Increased
  - ☐ Decreased
  - ☐ Changed the type of business
  - ☐ Other please specify?
8. Has the road upgrade improved your income generation?
  - ☐ Yes
  - ☐ No

- ☐ Uncertain
- 9. Did you have a business prior to the road upgrade?
  - ☐ Yes
  - ☐ No
  - ☐ Uncertain
- 10. If so, what business did you have? \_\_\_\_\_
- 11. Have you had any training to help with your business?
  - ☐ Yes
  - ☐ No
  - ☐ Uncertain
- 12. Has the road upgrade improved your access to nearby towns and services?
  - ☐ Yes
  - ☐ No
  - ☐ Uncertain
- 13. If so in which ways?
  - ☐ Decreased travel time
  - ☐ Provided better access to town markets
  - ☐ More comfortable drive
  - ☐ More buses now
  - ☐ Other, please specify
- 14. Other related concerns
  - ☐ Safety concerns related to traffic increases
  - ☐ Safety concerns related to vehicles off-loading passengers and goods from on the road
  - ☐ Speeding drivers
  - ☐ More animals using road as no bus bays
  - ☐ Overtaking drivers
  - ☐ Others please specify

## Appendix 2: Reference to HIV AIDS Awareness Training Program - 2018

**CITY GENERAL CONSTRUCTION Co., Ltd.**

**THINK NEXT 시티건설**

Seoul office: 3<sup>rd</sup> Floor, H.S Tower, 418 Dongcumsa-ro, Gangnam-gu, Seoul, Korea  
 Myanmar office: No. 140 A, Thant Lwin Road, Bahgat Township, Yangon, Myanmar  
 Tel.: +82-2-2016-2663, Fax: +82-2-557-7048 E-Mail: junghengmpj@gmail.com

Our Reference No.: MP1-JHB/REO-666

25<sup>th</sup> July 2018

**The Team Leader**  
**M/s. SMEC-OCG-PEC Joint Venture (Consultant)**

**Attn: Mr. Paul Clarke**

No. 150 B, Third Floor, Htin Si Gone Street,  
 Ahlone Township, Yangon, Myanmar  
 Tel +95 214954, +95 9 793 534 295, Fax +95 2302232

**Subject: Submission of 14<sup>th</sup> HIV/AIDS Awareness Programme Report (July 2018)**

**Contract No.:**

**ICBI-MP: Maubin Pyawon Road Rehabilitation Project – Section km 0+000 to km 25+500**

Dear Sir,

With reference to our letter with Ref. No. MP1-JHB/REO-658 [Information about the 14<sup>th</sup> Time of HIV/AIDS Awareness Programme] dated 5<sup>th</sup> July 2018, we hereby submit the report, certificate and the attendance list for the said 14<sup>th</sup> HIV/AIDS Awareness Programme as enclosed.

Your kind review and approval on the submissions will be appreciated.

Yours faithfully,

*Seokjin LEE*

**Seokjin LEE**  
 Deputy Project Manager  
 ICBI-MP  
 City General Construction Co., Ltd.



Encl.: 14<sup>th</sup> HIV/AIDS Awareness Report

SMEC CS1-MP INCOMING		Date: 26-7-2018 PM: <i>[Signature]</i>
Ref: 1970-ICB	File: 16-2	
STAFF	ACTION	INFO
<i>EL</i>		

**Maubin to Pyspon Road Rehabilitation**  
ICB1-MP- KM. 0+000 to KM 25+500

**01. Introduction**

We organized our last 14<sup>th</sup> HIV/AIDS Awareness Programme on 14<sup>th</sup> July 2018 (1<sup>st</sup> Session) held at the Monastery located in Sue-Ka-Nan Village, Kyaukse Township.

Totally 95 persons from local community and Contractor's Staffs attended to the 14<sup>th</sup> Awareness Programme.

The Session was conducted from 9:00 AM to 11:00 AM and total of 95 persons attended, among them 49 were male and 46 were female.

**02. Purpose**

The main purpose of the HIV/AIDS Awareness Programme is to reduce the risk of the transfer of HIV virus between and among the Contractor's personnel and the local community, to promote early diagnosis and to assist affected individuals according to the General Condition of the Contract, Sub-Clause 6.7.

**03. Description**

The service provider, MBCA (Myanmar Business Coordination of AID) conducted our 14<sup>th</sup> HIV/AIDS Awareness Programme and Dr. Nwe Nwe Oo, Mr. Than Win Aung and Mr. Wai Linn Mg were the persons who facilitated the said activity.

The facilitators shared the basic facts on the topics about HIV/AIDS in general and Sexually Transmitted Diseases (STD) or Sexually Transmitted Infections (STI) in particular by using power point presentation.

MBCA made the pre-test and post-test on the HIV/AIDS knowledge of the persons who attended the awareness programme before and after sharing the basic knowledge.

MBCA also explained and answered well about all of the questions which were raised from the audience.

The Facilitators also showed the short video clips on condom usage and Sexually Transmitted Infections (STI).

They played the game together with the participants using game materials and explained how HIV/AIDS is dangerous to the human beings.

They also provided the IEC (Information, Education and Communication) pamphlets and condoms to the person who attended the awareness programme.

The purpose of providing IEC pamphlets is to give information to the people; to easily understand the process of HIV/AIDS and STI.

After the awareness programme, refreshments and meal allowance were given to the audiences.

**04. Lists & Graphs of Participants**

No. of Range	Age	Gender		Remark
		Male	Female	
1	12 ~ 19	0	5	Local Community & Contractor's Staff
2	20 ~ 29	16	11	
3	30 ~ 39	11	8	
4	40 ~ 49	13	5	
5	50 ~ 59	4	12	
6	60 ~ 69	4	4	
7	70 ~ 79	1	1	
Total		49	46	



Ahlong Tower  
River View Garden Housing,  
Strand Road, Alone Township,  
Yangon, Myanmar

## SHWE TAUNG - WIKA - TOKYU - STK JOINT VENTURE

Tel : 95-1-211430 Fax : 95-1-212217, 226979, Email : maubinpyapon.stws@gmail.com

Our Ref : MM-ICB2-MP-LT150818-1  
Attachment : HIV/AIDS Awareness Seminar Report

Date : August 15<sup>th</sup>, 2018  
Your ref. :

TEAM LEADER  
SMEC-OCG-PEC Joint Venture  
105 B. Third Floor  
Hnin Si Gone Road  
Saw Yan Paing East  
Ahlong  
Attn. Mr Jonathan Carroll

SMEC CS1-MP INCOMING		Date: 15.8.2018
Ref: 12018-ICB2		File: 10-2
STAFF	ACTION	
LF		

Subject : 14<sup>th</sup> HIV/AIDS Awareness Seminar Report

Dear Sir

We refer to Bill of Quantity item 117.01 Disseminate information and Promote Awareness on HIV-AIDS and Human Trafficking, General Contract Condition section 6.7 Health and Safety and your letter no CS1-MP 10.2/0258. We would like to submit the 14<sup>th</sup> HIV/AIDS Awareness Seminar Report that we held on 11 August 2018 at Tun Tauch Private School.

Thank you for your kind attention.

Yours faith fully,  
SHWE TAUNG, WIKA, TOKYU, STK JOINT VENTURE  
Maubin-Pyapon Road Rehabilitation Project

Aung Myint  
Project Manager

Cc : . Archive  
. PMU

<b>SHWE TAUNG – WIKA – TOKYU – STK, JV</b> <b>MAUBIN PYAPON ROAD REHABILITATION PROJECT</b> <b>CONTRACT ICB2 – MP</b> <b>FOR REHABILITATION OF SECTION FROM KM 25+500 TO KM 54+450</b>	No. Doc : MM-ICB2-MP-HIVR0818  No. Rev : 0
Title :  <b>HIV / AIDS AWARENESS REPORT</b>	Date : August 15 <sup>th</sup> , 2018

## 1. INTRODUCTION

The HIV/AIDS education program, as a component of the Maubin Pyapon Road Rehabilitation Project ICB2 in accordance with General Contract Condition, seeks to reduce HIV transmission among construction personnel, labor and local villagers through HIV/AIDS publicity and education activities during construction works. Contractor does have 14 phases of HIV awareness training during the construction works.

## 2. RESULT

**2.1. Holding 2 sessions training at provincial level and around 100 persons trained,** including managerial staffs of the contractor, some worker at grass-roots level along the construction sites, and residence people to make a friendly and cooperative work environment. This following table is summarize the HIV/AIDS awareness program that we were conducted

Session	Date	Time	Location	Participants
1	11 August 2018	8 AM to 11 AM	Tun Tauch Private School	50 persons
2	11 August 2018	1 PM to 4 PM	Tun Tauch Private School	50 persons

**2.2. Conducting one baseline survey and one evaluation survey respectively to all participants above**

**2.3. Deliver publicity materials and condoms.** Publicity and education materials such as pamphlets, booklets, and condoms were delivered to target populations as long as they could be reached.

**2.4. Gift award question and answer activity.** During the training, some questions about HIV/AIDS knowledge were answered by the audience, and those who gave the correct answer could be awarded small gifts.

## 3. AMOUNT

According the approved HIV/AIDS Awareness Plan the amount of training is 4,297,000 MMK for 1 visit.



Maubin to Pyapon Road Rehabilitation  
ICB1-MP: KM. 0+000 to KM 25+500

07. Photographs



Project	Maubin - Pyapon, ICB1	Description	Banner of Awareness Programme
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Project	Maubin - Pyapon, ICB1	Description	Presentation
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### Appendix 3: Road safety training 2018 - GRM Training Participants List (Pyapon)

Sr.No	Name	Department
1	U Myat Aung Htay	Township Administrative Officer, General Administration Department
2	U Htay Hlaing	Assistant Director, Township Development Committee
3	U Soe Than	Staff Officer, Land Records Department
4	U Tin Maung Oo	Staff Officer, Agricultural Department
5	Daw Nwe Nwe Win	Assistant Director, Planning Development
6	U Moe Zaw	Staff Officer, Forest Department
7	U Myo Nyunt	Staff Officer, Irrigation and Water Utility Department
8	U Khin Maung Zin	Staff Officer, Township Trade Promotion Organization, Ministry of Commerce
9	Daw Khin Tint	Staff Officer, Department of Highways, Ministry of Construction
10	U Zaw Min Tun	Village Leader, Tha Leik Kyee Village
11		Village Leader, Tha Leik Kalay Village
12		Village Leader, Shan Kwin Village
13		Village Leader, Thar Yar Wel Village
14		Village Leader, Hsu Ka Nan Village
15		Village Leader, Ka Lat Yat Village
16		Village Leader, Htin Kwin Village
17		Village Leader, Kha Naung Village
18		Village Leader, Tapay Tamok Village
19		Village Leader, Panpe Su Village
20		Village Leader, Hle Sate Village
21		Village Leader, Bon Lon Chaung Village
22	U Zay Ya Ohn	Township Administrative Officer, General Administration Department
23	U Ohn Maung	Staff Officer, Department of Highway, Pyapon

24	U Aung Myat Khine	Staff Officer, Land record Department
25	U San Min	Staff Officer, Township Irrigation Department
26	U Tint Lwin	Village Leader , Chaung Twin Village
27	U Kyaw Kyaw Soe	Village Leader, Konetar shankwin Village

### GRM Training Participants List (Maubin)

Sr.No	Name	Department
1	U Aung Kyaw Han	Assistant Director, Department of Highways, Ministry of Construction
2	U Aung Myit Thein	Township Administrative Officer, General Administration Department
3	U Zaw Htoo Aung	Staff Officer, Land Records Department
4	U Tate Aye	Assistant Director, Agricultural and Irrigation Department
5	U Hla Myo	Village Leader, I Wyne Village
6	U Nyan Tun	Village Leader, Nyaung Wyne Village
7	U Kyaw Linn	Village Leader, Kyee Chaung Village
8	U Myo Zaw Tun	Village Leader, Min Baw Village
9	U Thein Tun	Village Leader, Ah Lan Kyi Village
10	U Zaw Moe	Village Leader, Kyone Soak Village
11	U Nay Linn Oo	Village Leader, Tar Pat Village
12		Village Leader, Pho San Village
13		Village Leader, Tae Tae Ku Village
14		Village Leader, Kyon Ka Loat Village
15		Village Leader, La Tar Kyi Village
16	U Thein Tun Oo	Staff Officer, Department of Highways, Ministry of Construction

### GRC Member

**GRC (Maubin)**

စဉ်	အမည်		ရာထူး	ဌာန
၁	ဦးအောင်ကျော်ဟန်	ဥက္ကဋ္ဌ	လက်ထောက်ညွှန်ကြားရေးမှူး	လမ်းဦးစီးဌာန
၂	ဦးအောင်မြင့်သိန်း	ဒု-ဥက္ကဋ္ဌ	မြို့နယ်အုပ်ချုပ်ရေးမှူး	မြို့နယ်အထွေထွေအုပ်ချုပ်ရေးဦးစီးဌာန
၃	ဦးဇော်ထူးအောင်	အဖွဲ့ဝင်	ဦးစီးအရာရှိ	မြို့နယ်လယ်ဘာ/စာရင်းအင်း
၄	ဦးတိတ်အေး	အဖွဲ့ဝင်	လက်ထောက်ညွှန်ကြားရေးမှူး	ဆည်မြောင်းနှင့် ရေအသုံးချမှုစီမံခန့်ခွဲရေးဦးစီးဌာန
၅	ဦးလှမျိုး	အဖွဲ့ဝင်	အုပ်ချုပ်ရေးမှူး	အိုင်ဝိုင်းကျေးရွာအုပ်စု
၆	ဦးဉာဏ်ထွန်း	အဖွဲ့ဝင်	အုပ်ချုပ်ရေးမှူး	ညောင်ဝိုင်းကျေးရွာအုပ်စု
၇	ဦးကျော်လင်း	အဖွဲ့ဝင်	အုပ်ချုပ်ရေးမှူး	ကျီးချောင်းကျေးရွာအုပ်စု
၈	ဦးမျိုးဇော်ထွန်း	အဖွဲ့ဝင်	အုပ်ချုပ်ရေးမှူး	မင်းဘောကျေးရွာအုပ်စု
၉	ဦးသိန်းထွန်း	အဖွဲ့ဝင်	အုပ်ချုပ်ရေးမှူး	အလန်းကြီးကျေးရွာအုပ်စု
၁၀	ဦးဇော်မိုး	အဖွဲ့ဝင်	အုပ်ချုပ်ရေးမှူး	ကျုံ့စုတ်ကျေးရွာအုပ်စု
၁၁	ဦးနေလင်းဦး	အဖွဲ့ဝင်	အုပ်ချုပ်ရေးမှူး	တာပါတ်အနောက်ကျေးရွာအုပ်စု
၁၂	ဦးသိန်းထွန်းဦး	အတွင်းရေးမှူး	ဦးစီးအရာရှိ (မြို့ပြ)	မြို့နယ် လမ်းဦးစီးဌာန

**GRC (Pyapon)**

စဉ်	အမည်		ရာထူး	ဌာန
၁	ဦးစိုင်းညီညီအောင်	ဥက္ကဋ္ဌ	လက်ထောက်ညွှန်ကြားရေးမှူး	လမ်းဦးစီးဌာန
၂		ဒု-ဥက္ကဋ္ဌ	မြို့နယ်အုပ်ချုပ်ရေးမှူး	မြို့နယ်အထွေထွေအုပ်ချုပ်ရေးဦးစီးဌာန
၃		အဖွဲ့ဝင်	ဦးစီးအရာရှိ	မြို့နယ်လယ်ယာ/စာရင်းအင်းဦးစီးဌာန
၄		အဖွဲ့ဝင်	လက်ထောက်ညွှန်ကြားရေးမှူး	ဆည်မြောင်းနှင့် ရေအသုံးချမှုစီမံခန့်ခွဲရေးဦးစီးဌာန
၅		အဖွဲ့ဝင်	အုပ်ချုပ်ရေးမှူး	အိုင်ပိုင်းကျေးရွာအုပ်စု
၆		အဖွဲ့ဝင်	အုပ်ချုပ်ရေးမှူး	ညောင်ပိုင်းကျေးရွာအုပ်စု
၇		အဖွဲ့ဝင်	အုပ်ချုပ်ရေးမှူး	ကျီးချောင်းကျေးရွာအုပ်စု
၈		အဖွဲ့ဝင်	အုပ်ချုပ်ရေးမှူး	မင်းဘောကျေးရွာအုပ်စု
၉		အဖွဲ့ဝင်	အုပ်ချုပ်ရေးမှူး	အလန်းကြီးကျေးရွာအုပ်စု
၁၀		အဖွဲ့ဝင်	အုပ်ချုပ်ရေးမှူး	ကျုံ့စုတ်ကျေးရွာအုပ်စု
၁၁		အဖွဲ့ဝင်	အုပ်ချုပ်ရေးမှူး	တာပါတ်အနောက်ကျေးရွာအုပ်စု
၁၂	ဒေါ်ခင်တင့်	အတွင်းရေးမှူး	ဦးစီးအရာရှိ (မြို့ပြ)	မြို့နယ် လမ်းဦးစီးဌာန