

NATIONAL ROAD 13 NORTH (NR13 NORTH) IMPROVEMENT AND MAINTENANCE

Sikeut to Phonhong

Vientiane Capital and Vientiane Province, Lao PDR

Ethnic Groups Engagement Plan



November, 2017

Lao People's Democratic Republic

MINISTRY OF PUBLIC WORKS AND TRANSPORT

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Photo front page: Hmong (7) and Khmu (2) men's group at Phonkham-nua "agree with the project proposal"- 26th September 2017.

1 Introduction

Project Background and Preparation Process

The World Bank has been supporting the Government of the Laos PDR in preparing to pilot its first Public-Private Partnership (PPP) for the road sector. With support from the Public Private Infrastructure Advisory Facility (PPIAF), the World Bank assisted the Ministry of Public Works and Transport (MPWT) to identify and carry out preliminary assessments at the level of Feasibility Study of a PPP pilot project.

The national Road 13 with the total length of 1,426 km, connecting Laos with China in the North and Cambodia in the South, is the most important high way in Lao PDR: 13th North – Vientiane – Boten covers 626 km. The proposed 13th North Road improvement and maintenance project is 58 km from Naxaythong district (Vientiane Capital) to Phonhong district (Vientiane Province). The total estimated cost for this project stands at US\$80 million, out of which US\$44 million will be financed by the Lao government and US\$36 million will be financed by the International Development Association (IDA). The project focuses on two sections as follows:

- (i) Vientiane Capital (Ban Dong – km 12 to km 31): upgrade from 2 lanes to 4 with 24 meters and 1-meter temporary acquisition required for each side; and
- (ii) Vientiane Capital (Ban Dong) – Vientiane Province (Phonhong) – km 31 to km 70: improve 2 lanes with 16 meters and 1-meter temporary acquisition required for each side.

Project Objective and its benefits and potential adverse impacts

According to the MPWT, the project aims to improve the national highway in order to meet the regional ASEAN and international standard, following the American Association of State Highway and Transportation Official Standards (ASSHTO), and to accommodate a growth of traffic in the country as well as the sub-region. In addition, the 13th North road is one of the main strategic business road in Lao PDR so it is the government's top priority to ensure that its quality and safety issue is taken care of appropriately.

The findings from the feasibility conducted in 2014 indicates that the 13th North Road needs to be upgraded and maintained: the road is too narrow, many houses and shops are constructed along the main road inappropriately; the water canals alongside the road are in poor conditions, etc. Thus, the upgraded and maintained 13th North Road hopes to bring the positive impact to the communities and country in the long-term, including (i) reduced flooding through improved drainage canal and bridge construction, (ii) minimizing the Greenhouse Gas (GHGs) emission through less auto traffic on the road (wider road), (iii) increasing road safety through improved road conditions, clear divided lanes, included more appropriate traffic rule signs and available pedestrian crossing areas.

Nevertheless, the proposed project has the potential to create negative impacts as follows:

- I. Air Pollution
 - Dust during the construction: from construction trucks, cement, soil for the construction, etc.
 - Emissions from the machines and trucks during the construction.
- II. Soil and Water Pollution
 - Chemical/waste oil from the construction could be leaked to the earth or stream.
 - The construction could use too much water from the community water source.
 - The water treatment at the construction camp may not be done appropriately.
- III. Climate Change
 - Increased the greenhouse gas emission from the machine during the construction.
- IV. Bio-diversity
 - Cutting trees or/and interrupting the wildlife habitat and forest conservative area to expand the road and build construction camps;

- Illegal logging.
- V. Socio-economic impacts (expressed in focus groups and household survey)
- The construction work imposes difficulties for people to access to their properties and for them to keep up with their daily businesses.
 - The family incomes of people whose shops are along the main road could be disturbed and reduced.
 - Those people whose land areas are small and too close to the main road could be seriously impacted; they may lose their home/land entirely.
 - Concern that those whose lands are not formally registered may not receive the expected compensation.
 - The compensation rate may not meet the expectation of the affected people.
 - The construction work could be too noisy for people living along the main road, especially for the older people and children.
 - There could be more road accidents during construction, and after construction due to increased vehicle speed.
 - Waste control may not be managed properly.
 - Road construction could interrupt community religious and public places such as temples and graveyards.

2 Legal and institutional framework concerning Ethnic Groups

2.1 Country's constitution

2.2 Local Administration Law of Lao PDR

2.3 Ethnic Minority Policy

2.4 Land Law of Lao PDR

The Law on Handling of Petitions (Grievance Redress) No 035/President, revised and approved in 2015

Ethnic Groups in the project area

Under the 13th North Road Improvement and Maintenance Project, the total population in 44 affected villages is 65,725 people living in 12,581 households. The total number of ethnic households living along the road numbered 57 including 43 Hmong households (which includes those households selling food and fruits along the road at Lak 52 market) and 14 Khmu households from 17 villages. Lak 52 and Phonkham-nua have the greatest number of ethnic group members who will be affected by the project: 13 households from Lak 52 and 16 households from Phonkham-nua.

Although in total there are 1,496 Hmong households living in the 44 villages affected by the Project, only 38 of them will be affected by the project. Of the 224 Khmu households, 11 are affected by the project.

Table: Ethnicity and Population in the 44 project villages, Household size and Sex ratios

Ethnicity	Total No. HHs	Total Population	Sex ratio	HH size
Laoloum	10,494	52,642	0.98	5.02
Hmong	1,496	10,736	1.01	7.18
Tai Dam	293	901	0.96	3.08
Khmu	224	1,280	1.28	5.71
Tai Daeng	74	166	0.73	2.24

Totals	12,581	65,725	0.99	5.22
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3. Survey Findings and Social Assessment

3.1 Survey Findings

From the household survey, 57 ethnic group households were found to be living in the project area along Road 13N. Of these, 49 were found to be living in the Right of Way, and would lose some part of their land and/or buildings. The remainder would be indirectly affected by project operations – access, dust etc.. The survey indicates that none of these ethnic households is among the 23 households (less than 1% of the total 2,398 households), which fall below the official poverty line of per capita monthly income of 240,000 Kip. The survey results below are for the 57 households from 17 villages, (with the majority living in Lak 52 and Phonkham-nua). The full details are as follows:

Table: Ethnic population living along Road 13 North, by village

No	Name of villages	Hmong	Khmu	Total
1	Boua	-	2	2
2	Donglouang	1	-	1
3	Hongluay	1	-	1
4	Houaynamyen	-	1	1
5	Lak 52	13	-	13
6	Mai	2	-	2
7	Nakha	1	-	1
8	Nalao	2	1	3
9	Nanga	1	3	4
10	Nongkhankhou	1	-	1
11	Nongnak	4	-	4
12	Phanghaeng	-	1	1
13	Phonkham-nua	13	3	16
14	Phonkham-tai	2	-	2
15	Phonmouang	1	-	1
16	Phonngeun	-	3	3
17	Taothan	1	-	1
	Total	43	14	57

From the data collected, it was noted that both Hmong and Khmu are well-established in their residences along 13 North, Khmu households have been living in their current house a little longer than the Hmong: 22 years versus 19 years. Further, 79% of Khmu households own the house they live in and 21% rent their houses, while 72% Hmong households own their houses and 28% rent their houses. This compares to the 94% of Lao tai households who own the houses they live in.

In terms of the land ownership, the majority of ethnic households have land titles: 83% of Hmong households and 73% of Khmu. The mean area owned or occupied is 938 square meters, with the largest plot being 9,888 square meters. On average, Hmong households own approximately 960 square meters and Khmu households own 638 square meters, compared to 1,253 square meters owned by the average Lao tai.

In terms of language spoken at home, 77% of Hmong use Hmong at home and the remainder more often use Lao. For Khmu, 64% of them speak Khmu at home and the remainder normally use Lao.

Household Incomes:

From the data collected, average income of different ethnic groups varied substantially. While the mean household income rate of Hmong ethnic households was 32.58% lower than Lao/tai households, the median household income was almost 30% higher. This indicates that the income inequality among Hmong households is substantially less than among Lao/tai households. Lao/tai households spent almost 93% of their median household incomes on the basket of items for which data was gathered in the census, compared to only about 36% among Hmong households. Khmu households earned the least, but their expenditure was 79.58% of their median household incomes. Vietnamese and Chinese households, almost all of which incorporated small businesses, had almost double the mean household incomes. Chinese households had the second highest mean income after Vietnamese and the highest median household income, but their household expenditures were the lowest, only 6.27% of their median household income or 2.70% of their mean household incomes, which implies their high commitment to “earn” rather than “spend”. The table below show more detail of incomes by ethnicity.

Table: Income by ethnicity, per Household and per person (kip)

	Mean income per HH	Median income per HH	Mean income per HH member	Mean HH expenditure
Hmong	19,162,000	13,000,000	4,671,000	4,671,000
Khmu	8,900,000	3,900,000	1,464,000	3,104,000
Lao/tai	25,406,000	9,500,000	6,074,000	8,817,000
Vietnamese	44,300,000	9,800,000	15,257,000	5,186,000
Chinese	42,038,000	18,114,000	7,519,000	1,137,000

5.3 Assessment of Adverse and Positive Impact

Adverse Impacts	Positive Impacts
<p><u>Communication</u></p> <ul style="list-style-type: none"> ▪ Unclear communication between the officials (communication about the project) and affected people or/and village authority could cause confusion and frustration (raised in 1 FGD). ▪ Foreign construction workers may not follow the rules and tradition of the village, and villagers may have difficulty communicating with them or they/ the construction company may not listen to villagers (raised in 2 FGDs). <p><u>Issue during the construction</u></p> <ul style="list-style-type: none"> ▪ The construction work will damage drainage pipe, fence and driveway (raised in 1 FGD). ▪ Damage of village temple’s fence (raised in 1 FGD). 	<ul style="list-style-type: none"> ▪ Create new development opportunity for the country (raised in 5 FGDs). ▪ Add convenience for travellers and also for people of the village who use the road (raised in 9 FGDs). ▪ Boost the national economy by enhancing efficiency for transporting/exporting goods (raised in 5 FGDs). ▪ Help local merchants and businesses along the road to have more customers (raised in 5 FGDs). ▪ Bring more tourists (raised in 2 FGDs). ▪ Added convenience for people to access public services such as hospitals (raised in 3 FGDs) ▪ It will be much better for students who have to travel to Vientiane for their studies (raised in 1 FGD). ▪ It is hoped that the number of accidents

- The dust issue is of great concern to the local people (raised in 6 FGDs).
- Waste from construction: dirty water, chemicals used and rubbish (raised in 2 FGDs).
- Noise from construction work such as digging or drilling the ground or vibration (raised in 2 FGDs).
- Flooding during the construction work (raised in 3 FGDs).
- Access problems from unorganized construction materials and messy from the construction (raised in 6 FGDs).
- Safety concern during the construction including accident and social safety (theft) (raised in 9 FGDs).
- Delay of the construction project will impose many difficulties for local business, local people living along the road and those using the road everyday (raised in 8 FGDs).
- The construction work may damage the public utilities causing some cutting off water, electricity and internet (raised in 2 FGDs).

Infrastructure and Business

- For those who have a limited land in front of their houses, they will be left with no walkway in front of the house, making the house too close to the road, which could leave them vulnerable to accidents (raised in 2 FGDs).
- No place to live especially the poor or female headed households as they already have only a very small piece of land or the compensation may not be enough to buy new land (raised in 4 FGDs).
- Households with older people or no male labour will not be able to handle the demolition of their houses (raised in 2 FGDs).
- No place to move the shops especially those selling food and fruits in the Lak 52 market (raised in 1 FGD).
- Shops/Businesses will be closed or no place to continue running the regular business during the construction (raised in 3 FGDs).
- Income will decrease due to closing down businesses (shops and renting business)

will be reduced when the pavement is smoother and wider (raised in 3 FGDs).

- New road will be cleaner and wider and well organized (raised in 3 FGDs).
- Good quality and wider road will be convenient for traveler and traders for business purposes (raised in 1 FGD).

<p>(raised in 5 FGDs).</p> <ul style="list-style-type: none"> ▪ Decreased incomes could affect their livelihood and children’s education (raised in 2 FGDs). <p><u>Compensation</u></p> <ul style="list-style-type: none"> ▪ The compensation may be not transparent (raised in 2 FGDs). ▪ The compensation may be paid very late (raised in 5 FGD). ▪ Inappropriate compensation rate (raised in 1 FGD). <p><u>Issues after completing road construction</u></p> <ul style="list-style-type: none"> ▪ A smoother and wider road may cause some drivers to use excessive speed and cause a lot of accidents (raised in 7 FGDs). ▪ A wider road may be difficult for people to cross especially old people and children (raised in 7 FGDs). 	
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4. Implementation Measures and Arrangements

The strategic oversight of the project will be provided through the MPWT management structure, led by the Minister. The Department of Roads (DoR) will manage the project implementation and monitoring. The DoR and Public Works transport and Research Institute (PTRI) will coordinate with the provincial Department of Public Work and Transports (DPWTs) in Vientiane capital and Vientiane province to monitor the implementation of the Environmental and Social Management Plan (ESMP), Resettlement Action Plan (RAP) and Ethnic Group Engagement Plan (EGEP).

4.1 Grievance Redress Mechanism (GRM)

To include the affected village authorities into the GRM committee is suggested in most of the FGDs conducted with the affected ethnic group members. They expect that the village committee will be able to represent their affected households within their villages. Moreover, the GRM committee should include ethnic group members and women to ensure that the GRM committee will function for the benefit of all, including ethnic group members, during the project period.

The comprehensive GRM and its steps and functions including roles and responsibility of each body are outlined in the GRM section of the RAP. Key points are as follows:

According to the GRM document¹, the committee members in each district composed of the following parties:

- Deputy Chief of the District
- Deputy Director of DPWT of both Vientiane Capital and Vientiane Province
- Head of District PWT Office
- Head of District Office for Natural Resources and Environment
- Head of District Agriculture and Forestry
- Chairman of District Lao Front for National Construction
- Chairman of District Lao Women Union

¹ Refer to Annex 5 for the full details of the GRM

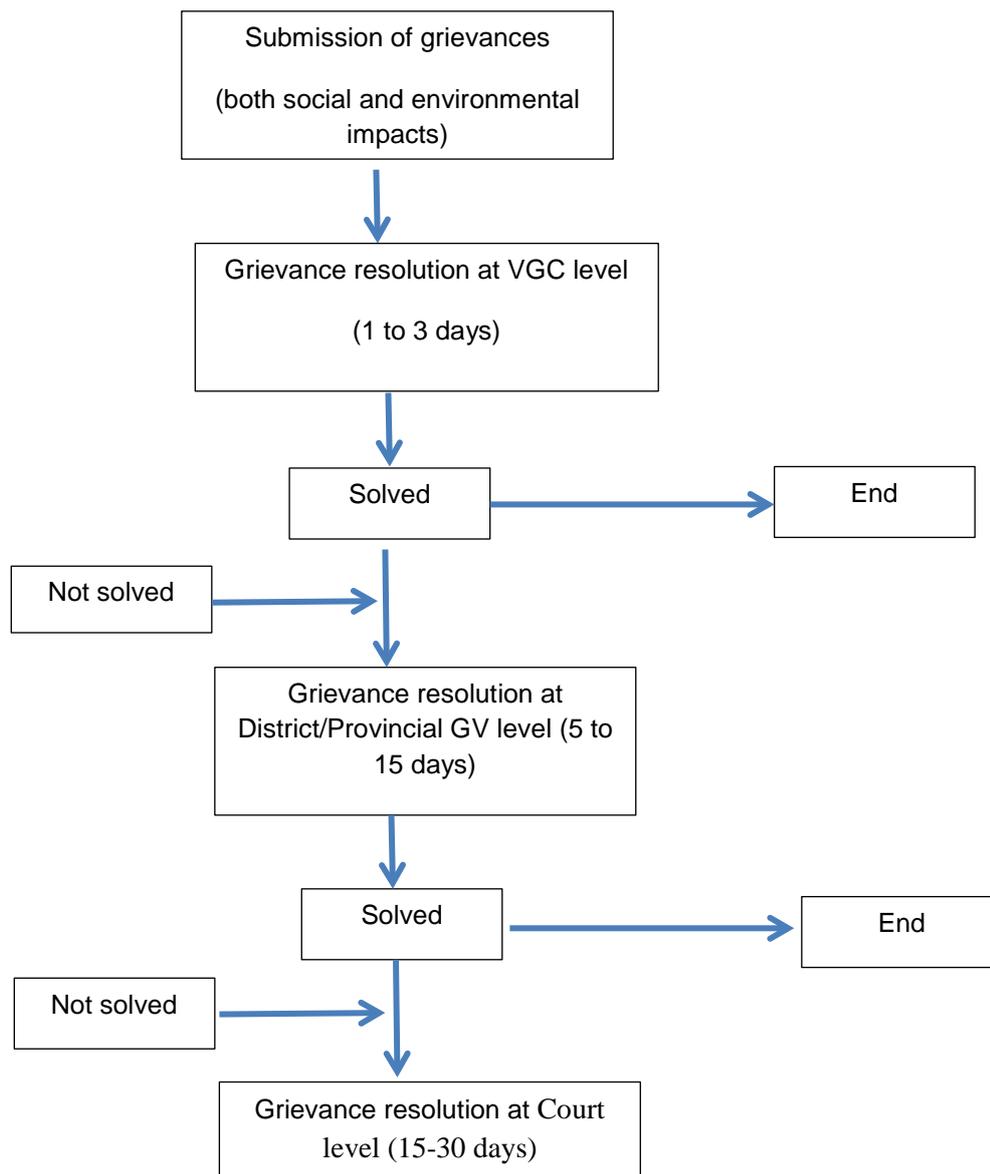
The role and responsibilities identified in these directions for the establishment of the grievance committees in each district include:

- Coordination with MPWT, village authorities and other concerned parties to create awareness of the APs on the project purpose and to mobilize for cooperation with the project
- Monitor compensation of the affected lands, structures and crops
- Coordinate with the project officers in monitoring of compensation payment of the affected land, structures and crops approved by the government
- Resolve grievances, problems and settle compensations according to legal frameworks and security
- Report periodically on the compensation implementation to the higher authorities and to seek guidance.

Since the provincial authorities in both Vientiane Capital and Vientiane Province have already established the grievance committees in their respective provinces it is recommended that village grievance committee should also be established or strengthened, where existing in every affected village that will be composed of the following parties:

- Village chief
- Village authority member, who is responsible for the economic/tax collection issues
- Village Lao Women's Union
- Village Front for National Construction
- Two Representatives from the APs (one man and one woman)
- Two representatives from the ethnic APs (in the villages where there are ethnic APs)

Below is the Grievance Resolution Flow Chart:



4.2 Monitoring and reporting

Monitoring and reporting are key components of the EGEP implementation to ensure that:

- the approved proposed actions are implemented, and the women or/and female head households receive sufficient support from the project,
- the appropriate budget is allocated to the implementation of EGEP sufficiently,
- the GRM committee is functioned and able to deal with complains effectively or if the case need to be solved at the higher level,

The EGEP is fully implemented

The MPWT takes full responsibility to oversee the effective implementation of the EGEP. Two monitoring and reporting approaches could be applied:

Ongoing Monitoring and Reporting:

- The implementation of the EGEP has to be part of and included into the overall project contract and project monitoring and reporting system.
- The DoR and Public Works transport works closely with the provincial Department of Public Work and Transports (DPWTs) in Vientiane capital and Vientiane province and GRM committee members at the district and village level to conduct the internal monitoring by collecting information and assessing all EGEP activities implemented to identify their achievements and issues/problems encountered. The internal monitoring should be done **monthly**.

Impact Monitoring:

The impact monitoring should be an integral part of the project contract. The main focus of the impact monitoring will be on (i) impacts on affected ethnic households and communities in terms of their livelihood/living standard, (ii) men and women have equal right to receive and access to the project support, and (iii) management of grievance, disputes and conflicts.

The impact monitoring could be done by conducting a formal focus group discussion (FGD), which could be done **annually**. The DPWTs has to coordinate with the PPWT and DPWT and GRM committee members at all levels to set up the monitoring team and carry out the FGD. If necessary, the external social expert could be hired to facilitate this process.

4.2 Budget and Financing

Most of proposed activities under the EGEP are linked to the RAP and the preparation of the bidding and contract document. Therefore, the estimated budget is made to only some activities, mainly under the communication, sharing information and community awareness raising. The estimated total cost stands at USD25,540.

4.3 Proposed Actions

The following proposals are taken from the Focus Group Discussions as well as discussion recorded during the 2nd round of consultations.

Main Themes	Issues/Concerns ²	Proposed Actions	Responsible Persons	When
Communication	Communications between government officers and authorities in the affected village about the project need more clarity. <i>(Raised in 2 FGDs)</i>	<ul style="list-style-type: none"> - Staff responsible for communicate or collaborate with APs and village authorities require training and need to hold an agreed set of documents and protocols when communicating with affected people and village authorities. - Planned communication with Hmong members, especially women, Hmong staff or translator need to be available to support 	<ul style="list-style-type: none"> - Ministry of Public Work Transportation (MPWT). - Provincial Public Work and Transport Department (PPWTD). - Provincial Natural Resource and Environment Department (PNRED) (for land titles). - District Public 	As soon as possible or before the construction takes place

² The issues/concerns and proposed actions/measurements, described in the action plan, are mainly summarized from the focus group discussion with the ethnic group and village authorities.

Main Themes	Issues/Concerns ²	Proposed Actions	Responsible Persons	When
	Affected people do not know clearly who is the project owners from the Lao government side. <i>(Raised in 1 FGD)</i>	<p>the discussion.</p> <ul style="list-style-type: none"> - Prepare a list of key project contacts (with name and phone numbers) to be displayed at the village administration office or village news boards, accessible for everybody. Propose small leaflet to be prepared by GRM include details of project ownership and structure. 	<ul style="list-style-type: none"> Work and Transportation office (DPWTO). - District Natural Resource and Environment Office (DNREO) 	
	Affected people are worried about their communication with foreign workers. <i>(Raised in 5 FGDs)</i>	<ul style="list-style-type: none"> - Where there are foreign construction workers, translators must be hired to facilitate the communication between village authorities or/and affected people and construction workers. 	<ul style="list-style-type: none"> - MPWT. - Concerned World bank members. - Construction Company. - Head of village clusters. - Concerned village authority members, particularly, village chief, village safety and security unit and village elderly or advisory group. - Village GRM committee members. 	Before construction commences
		<ul style="list-style-type: none"> - List of construction workers including foreign workers (copy of passport or relevant approval documents), who will stay overnight in the village needs to be shared with the village authorities. - The company take full responsibilities to give a good orientation to construction workers including cultural practices and village rules and regulations. 		
	According to the past experience from the affected people, no clear formal warning was given to the	<ul style="list-style-type: none"> - The GoL or/and construction company shall give a formal notice to affected people at least 3 months before the 	<ul style="list-style-type: none"> - MPWT, PPWT, DPWT. - PNRED and DNREO. - PLFNC and DLFNC - Head of village 	At least 3 months prior to the actual construction.

Main Themes	Issues/Concerns ²	Proposed Actions	Responsible Persons	When
	affected people in time for them to prepare to move/pull down their buildings. (raised in 1 FGD)	actual construction project starts.	clusters. - Village authorities.	
Information Sharing	The road construction technical design should be shared with the affected people. (Raised in 1 FGD)	- Proposed to share the final approved technical design with at least the village authorities of all affected villages.	- MPWT, PPWT, DPWT.	Prior to the actual construction
Demolition of affected structures	Demolition of houses, shops, fences (including fence of village temple), drainage and driveways. (Raised in 2 FGD)	- Conduct the actual physical inspection of each affected household. Property owners/occupiers to be involved in calculation of extent of loss	- MPWT, PPWT, DPWT - Village authorities. - Detail Measurement Survey (DMS) team. - Villagers request copy of the DMS form they have already signed	Initial measurements have been taken by DMS team.
	For some households, they have to live too close to the road, which could be vulnerable to accidents. (Raised in 2 FGDs) For some households, no place to live or move to due to the lack of financial capacity, mainly the women headed households. (Raised in 4 FGDs)	- The environmental and social management plan has to define an appropriate action to reduce this risk. - For those temporary residents, especially poor female head household, the compensation should cover the cost of moving following the World Bank resettlement policy.	- MPWT, PPWT, DPWT. - Village authorities -	As soon as possible after completing the detail measurement survey and impact calculation.
	Limited capacity or inability to deal with the demolition and reconstruction	- The GoL should provide a higher rate of compensation and support for those	- MPWT, PPWT, DPWT. - RAP team. - Construction	The plan has to be included in the RAP. The actual

Main Themes	Issues/Concerns ²	Proposed Actions	Responsible Persons	When
	or/and repair of the structures, especially women headed households or those without labour. (Raised in 2 FGDs)	women headed households who need to demolish and re-construct their houses/shops.	Company. - Village authorities.	support has to be done prior to the actual construction.
Business	Close down the businesses during the construction or unable to operate the business regularly. (Raised in 3 FGDs)	- Compensation for loss to be based on the income survey conducted during the socio-economic survey	- MPWT, PPWT, DPWT. - Village authorities.	Has already been conducted by the SA team.
	No place to continue the regular businesses. (Raised in 1 FGD-Lak 52)	- The resettlement assessment and planning (RAP) need to consider the alternative business options, such as preparing a temporary appropriate space (where land is available) ³ or/and cover the temporary rental cost for people to continue their regular business. - For women selling food and fruit along the road in front of the Lak 52 market, the MPWT continuing their business at the same place but negotiating with	- MPWT, PPWT, DPWT. - PNRED and DNREO. - Village authorities. - RAP team. - SA team.	During the RAP development prior to the actual construction.
	Family incomes fall, causing a burden to families to cope with their regular expenditures, and might increase individual debt. (Raised in 5 FGDs)	- Based on the result of the income survey, the RAP need to consider appropriate income compensation to the income affected people. - The compensation plan	- MPWT. - RAP team. - GRM committees. - Village authorities.	During the RAP development prior to the actual construction.

³ From the consultation meeting, AP from NaNga mentioned that there was some space available for rent. However, they required the support to cover the rent fee. In contrast, in Phonkham-nue, AP clearly stated that no empty suitable land available for any temporary business space within their village.

Main Themes	Issues/Concerns ²	Proposed Actions	Responsible Persons	When
	<p>Decreased incomes could affect their livelihood and children's education. (Raised in 2 FGDs)</p> <p>If the business can be continued, affected people will reduce a chance of increased debt. (Raised in 1 FGD)</p>	has to be approved and implemented before the construction start.		
Compensation⁴	<p>Unclear compensation package: would it be in cash? would it be in-kind compensation? what is the rate? when would it be implemented? And how would it be implemented? (All 9 FGDs want to know about more about the compensation arrangement)</p>	<ul style="list-style-type: none"> - Conduct the actual physical inspection of each affected asset: lands, houses, shops, etc. - Prepare the detailed summary of the impact details. - Calculate the compensation, and based on the details of impact. develop the compensation package/plan. - The compensation has to also cover the cost for issuing a new land title for the affected land title. 	<ul style="list-style-type: none"> - MPWT, PPWT, DPWT. - Impact calculation team. - RAP team. - PNRED and DNREO. - PLFNC and DLFNC - Head of village clusters. - Village authorities. - GRM Committees. 	<p>The physical inspection has already been conducted by the DMS team. The compensation calculation needs to be completed prior to the actual construction.</p>
	<p>Seriously negative experience in the past about the government compensation. (Raised in 1 FGD)</p>	<ul style="list-style-type: none"> - . - Meet with each affected household to present the proposed compensation package. - Finalize or revise the compensation package as necessary. - Pay the agreed compensation to 	<ul style="list-style-type: none"> - MPWT, PPWT, DPWT. - RAP team. - PNRED and DNREO. - PLFNC and DLFNC - Head of village clusters. - Village authorities. 	<p>The compensation has to be paid before the construction starts at least 3 months prior to the actual construction</p>
	<p>Concerns over transparency of compensation</p>	<ul style="list-style-type: none"> - Pay the agreed compensation to 	<ul style="list-style-type: none"> - Village authorities. 	

⁴ It is strongly recommended that the compensation process has to be arranged between the project owner and affected households with the support from the village authorities. This arrangement will reduce the lengthy process for affected people to collect their compensation. The important consideration is to cut out the middle person in the compensation process.

Main Themes	Issues/Concerns ²	Proposed Actions	Responsible Persons	When
	<p>management and distribution. (Raised in 1 FGD)</p> <p>Concerns over inappropriate compensation rate. (Raised in 1 FGD)</p>	<p>affected households.</p> <ul style="list-style-type: none"> - The compensation has to cover the cost of demolition. 	<ul style="list-style-type: none"> - GRM Committees. 	<p>work starts.</p>
Issues During the Construction	<p>Traditional festival season:</p> <p>Hmong new year festival (Kin Chieng) happens between December and January every year and lasts for 7 days. (raised in 3 FDGs)</p>	<p>The company consults with the village authority when planning the construction around this period to ensure that the construction work does not disturb the community too much.</p>	<ul style="list-style-type: none"> - MPWT. - Construction Company. - Head of village cluster. - Village authorities. - GRM Committees. 	<p>Construction Monitoring committee establishment has to be completed before the actual construction start.</p>
	<p>Air pollution (dust and smoke). (Raised in 6 FDGs)</p>	<p>Water the road during the construction at least 2 or 3 or time a day.</p>		<p>Engineering design has to be considered before starting the construction.</p>
	<p>The vibration from the road construction might cause the damage to their property located close to the road. (Raised in 2 FDGs)</p>	<p>RAP needs to consider the specific area where houses are located too close to the construction though they are not physically affected.</p>		<p>Necessary conditions including the environmental mitigation measurements have to be included into the construction contract.</p>
	<p>Noise from the construction might make it difficult to sleep at night, particularly those who have old people, young children and sick people in their houses. (Raised in 2 FDGs)</p>	<p>Construction work should be scheduled for day time only. For any construction work required to be continued into the evening, proper notices shall be given to the village authorities or/and AP.</p>		<p>Other arrangements are to be implemented during the construction.</p>
	<p>Delay of the construction. (Raised in 8 FDGs)</p>	<ul style="list-style-type: none"> - Plan the construction work strictly to the schedule to avoid the delay. - Organize the construction work in stages rather than 		

Main Themes	Issues/Concerns ²	Proposed Actions	Responsible Persons	When
		<p>starting in many different places at once.</p> <ul style="list-style-type: none"> - The company need to communicate its working schedule with village authorities in order for them to prepare a necessary arrangement. 		
	<p>Waste/chemical water pollution. (Raised in 2 FGDs) Flood. (Raised in 3 FGDs)</p>	<p>An environmental impact mitigation plan has to be integral to the construction contract.</p>		
	<p>Increased road accidents due to negligence during construction. (Raised in 9 FGDs)</p>	<ul style="list-style-type: none"> - Put warning signs and lights, and barriers at the incomplete construction areas. - Suggest to include the condition where the company has to pay for any lost/accident cause by their neglects in the construction contract. 		
	<p>Broken electrical cables, internet cable and water pipes. (Raised in 2 FGDs)</p>	<ul style="list-style-type: none"> - Prior one-day notice has to be given to the village authorities and AP including restaurants/ guesthouses/hotels if any utility system will be disturbed. - The company provides a temporary option if the construction work damages the water pipe. - The construction company conducts site good inspection to avoid damaging the water pipe and electrical cable. 		
	<p>Difficult access, particularly to exit</p>	<ul style="list-style-type: none"> - Arrange the construction materials, equipment, tools, and 		

Main Themes	Issues/Concerns ²	Proposed Actions	Responsible Persons	When
	and enter into houses/shops. (Raised in 6 FGDs)	<p>machines appropriately to reduce any inconveniences for people living along the road under construction⁵.</p> <ul style="list-style-type: none"> - Include the driveways in the construction design. - Arrange the temporary crossing driveway for AP's houses if the drainage canal needs to be done or if the construction has to be blocked their houses/shops. 		
Safety issues after completing the construction	Difficult to cross the road. (Raised in 7 FGDs)	<ul style="list-style-type: none"> - Construct sky-bridges or zebra crossings at markets, schools, temple and hospitals. 	<ul style="list-style-type: none"> - MPWT, PPWT, DPWT. - Head of village clusters. - Construction company - Village authorities - Road safety officers - Relevant police offices 	Plans have to be arranged and included into the technical design. Actual installation will be done toward the end of the construction.
	High speed could increase number of fatal road accidents. (Raised in 7 FGDs)	<ul style="list-style-type: none"> - Put up speed limit control warning signs and lights at the cross sections, schools, markets, temples and hospitals. - Put up warning sign for "Drink, Don't Drive" - Install sufficient street lights and traffic lights at the cross section or T-junction⁶. - Organize the community awareness raising about the traffic rules and regulations for the villagers and 		

⁵ Affected people are very concerned that the construction company would drop piles of construction material in front of their houses/gates, which would impede their access.

⁶ From the consultation meeting with the ethnic AP groups, specific **dangerous** crossings and T-junctions are mentioned: T-junction at Namkieng, Nongkhanhou village, crossroad at Namxouang, NaNga village, deadly turn at NaNga temple, T-junction at Vangxang resort, PhonNguen village, T-junction to Darnpha, PhonNguen village, crossroad at Daothong night club, Phonkham-tai village boarder, T-junction to Nam Papa, Phonkham-nue village, and T-junction to Thongchanh guesthouse, Phonkham-nue village.

Main Themes	Issues/Concerns²	Proposed Actions	Responsible Persons	When
		teenagers. - Assign the patrolling police officers at a particular section to ensure that drivers obey the traffic rules.		

