



LAO PEOPLE'S DEMOCRATIC REPUBLIC  
PEACE INDEPENDENCE DEMOCRACY UNITY PROSPERITY

**Ministry of Public Works and Transport (MPWT)**

**Lao Road Sector Project 2 (LRSP-2)**

Project No. (P158504)

# **Bi-Annual Environmental and Social Safeguards Monitoring Report**

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**1 January to 30 June 2022**

**(Volume 1 Main Report)**

**Prepared by:**

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**Environmental Research and Disaster Prevention Division (EDPD)**

**Public Works and Transport Institute (PTI)**

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## ABBREVIATIONS AND ACRONYMS

AF	Additional Financing	ESHS	Environmental and Social Health and Safety
BKX	Borikhamxay Province	ESMP	Environmental and Social Management Plan
CERC	Contingency Emergency Response Component	ESOM	Environmental and Social Operations Manual
CHS	Community Health and Safety	ECOPs	Environmental Codes of Practices
COC	Code of Conduct	E&S	Environmental and Social Safeguard
COC on GBV/VAC	Code of Conduct on Gender-based Violence and Violence Against Children	EU	European Union
C-ESMP	Contractor Environment and Social Management Plan	GOL	Government of Lao People's Democratic Republic
CSC	Construction Supervision Consultant	GRM	Grievance Redress Mechanism
DOE	Department of Environment	HP	Houaphan
DOP	Department of Personnel	ICT	Information Center and Technology
DOR	Department of Roads	IDA	International Development Association (or the WB)
DOT	Department of Transport	ISWS	Implementation Support and Works Supervision
DPC	Department of Planning and Cooperation	Km	Kilometers
DPWT	Provincial Department of Public Works and Transport	LRSP2	Lao Road Sector Project 2
DRIVER	Data for Road Incident Visualization, Evaluation, and Reporting	MAF	Ministry of Agriculture and Forestry
ECOP	Environmental Code of Practice	MLSW	Ministry of Labor and Social Welfares
EDPD/PTI	Environmental Research and Disaster Prevention Division of PTI	MONRE	Ministry of Natural Resources and Environment
EGEF	Ethnic Groups Engagement Framework	MPWT	Ministry of Public Works and Transport
EGEP	Ethnic Groups Engagement Plan	NCB	National Competitation Bid
ESHS	Environmental and Social Health and Safety	NDF	Nordic Development Fund
EIB	European Investment Bank	NR	National Road
ESMF	Environmental and Social	NR13S	National Road Number 13 South

	Management Framework		
ESMP	Environmental and Social Management Plan	OPBRC	Operations and Performance-Based Road Contract
OPWT	District Office of Public Works and Transport	RAP	Resettlement Action Plan
ODX	Oudomxay Province	RME	Road Maintenance Engineer
OHS	Occupational Health and Safety	RMF	Road Maintenance Fund
PAFO	Provincial Agriculture and Forestry Office	RMS	Road Management System
P/CONRE	Provincial and/or Capital Office for National Resource and Environment	RoW	Right of ways
PBC	Performance-based contract	RPF	Resettlement Policy Framework
PDO	The Project Development Objective	SMWG	Safeguard Monitoring Work Group
PONRE	Provincial of Natural Resources and Environment	TSC	Detial Traffic Safety Campaign
PLWU	Provincial Lao Women Union	XBL	Xayabouly province
PLYU	Provincial Lao Youth Union	XK	Xieng Khouang province
PLSW	Provincial of Labour and Social Welfare.		
PRC	Provincial Resettlement Committee		
PSL	Phongsali Province		
PTI	Public Works and Transport Institute		
PTII	Public Work and Transport Training Institute		

## 1 INTRODUCTION

1. This report is the first environment and social (E&S) safeguard report for the year 2022 for the second Lao Road Sector Project (LRSP2) prepared by the Environment Research and Disaster Prevention Division (EDPD) of the Public Works and Transport Institute (PTI) of the Ministry of Public Works and Transport (MPWT). The report covers the safeguard activities conducted during January to June 2022 and aims to provide information on the safeguards implementation and monitoring of safeguards performances under the project during the reporting period.

2. This report consists 10 sections including (1) introduction (this section); (2) project background; (3) project implementation progress including an overview of sub-projects; (4) E&S safeguard implementation progress; (5) accident report; (6) PBC community participatory monitoring; (7) grievance redress mechanism monitoring; (8) gender mainstreaming; (9) ESMF implementation budget; and (10) challenges and next steps.

3. The report consists of 4 attachments as listed below while the details are provided in separated document (Volume 2).

- Attachment 1 Maps of Sub-projects Location in Six Provinces
- Attachment 2A Some Photos of Good E&S Performances
- Attachment 2B Details of Non-Compliance Findings
- Attachment 3 Summary of GRM Monitoring
- Attachment 4 Details of Contractor Employees divided by Gender

## 2 PROJECT BACKGROUND

### 2.1 The Project

4. The Ministry of Public Works and Transport (MPWT) of the Government of Lao PDR (GOL) is implementing the second Lao Road Sector Project (LRSP2) and its additional financing (AF) (LRSP2-AF or the Project) with support from the World Bank (WB). The Project Development Objective (PDO) is *to strengthen maintenance systems to improve reliable road connectivity in Lao PDR and, in the event of an Eligible Crisis or Emergency, to provide immediate and effective response to said Eligible Crisis or Emergency*. The original project has a budget of about \$25 million (M) from WB and it was effective on 23 March 2017 while the closing date has been extended to 31 December 2025 with an additional budget of \$25M from WB. The Project has 4 components: (1) Climate Resilient Road Maintenance; (2) Institutional Strengthening; (3) Project Management; and (4) Contingency Emergency Response Component (CERC) (see descriptions below). The Government of Lao PDR (GOL) through the Road Maintenance Fund (RMF) provides counterpart fund of about

\$10M while the Nordic Development Fund (NDF), the European Investment Bank (EIB) and the European Union (EU), and the Asian Infrastructure Investment Bank (AIIB) also provide complimentary fund to finance the Project<sup>1</sup>. The technical assistance activities aim to strengthen capacity of MPWT and the Department of Public Works and Transport (DPWT) of the priority provinces to plan, manage, and supervise road maintenance works and assets including the preparation and implementation of a public-private partnerships through a new type of contract called the Performance-Based Contract (PBC) with a particular focus on addressing the climate change challenges that the road network is facing. The project provinces are Phongsaly (PSL), Oudomxay (ODX), Xayabouly (XYBL), Houaphan (HP), Xiengkhouang (XK), and Bolikhamxay (BLKX) while Attapeu province has been added in late 2018.

5. In Q3-Q4 2019, an additional financing was prepared and the NR13S has been proposed as part of the LRSP2. The safeguard instruments (ESMF, RPF, and EGEF) of the parent project (LRSP2) was updated and approved by WB before appraisal (see below). The updated instruments will also be applied to all LRSP2 subprojects. The NR13S applies the 10-year Operations and Performance-Based Road Contract (OPBRC) comprising 3-year periodic maintenance (called Construction Phase) and 7 years routine maintenance (called operations phase). Under OPBRC, the contractor will be responsible for detailed design, construction, and maintenance and the payment is made per the agreed performance milestone identified in the contract. It is noted that the PBC and OPBRC being applied to LRSP2 subprojects are new concept and it is being applied in Lao PDR. PBC and OPBRC are different from the conventional road maintenance works (NCB) where the risk of project financed is shared between the GOL and the contractor. Both GOL and contractor (especially local) are “learning by doing” on actual application of this type of contract on the ground.

## 2.2 Project Component

6. The Project comprises 5 components and scope of the activities updated under LRSP2-AF are as follows:

- ***Component 1 Climate Resilient Road Maintenance***. This component aims to support road maintenance and improvement of climate resilient and the activities will be implemented through subproject under the following 5 subcomponents: Component 1.1 Periodic Maintenance and Spot Improvement (using national competitive bidding or NCB contract), Component 1.2 Routine Maintenance (using performance-based contract or PBC), Component 1.3 Design and Supervision, Component 1.4 Road rehabilitation of Road 18A, and Component 1.5 Road improvement and maintenance of NR13S from BLKX to KM. The subprojects to be implemented under Components 1.1 and 1.2 will be identified by DPWT assisted by the ISWS consultant (SweRoad) and approved by the project steering committee

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<sup>1</sup> Total project funding is about \$100M comprising \$50M from IDA, EUR 11.0 M from NDF, EUR 25.0 M from EIB and EU, and 30M from AIIB, and counterpart fund from Road Maintenance Fund of \$10M

established by DOR through an annual work plan mechanism. It is expected that the first-year subprojects will be financed by IDA and NDF while the follow-on years will be financed by EIB and/or AIIB. Implementation of Component 1.3 is implemented by SweRoad while Component 1.4 is made in response to emergency need due to Sontrin Impacts and that for Component 1.5 is made as part of the AF.

- **Component 2: Institutional Strengthening.** This component aims to strengthen capacity of MPWT and DPWTs to plan, management, and maintain road maintenance assets including road safety, human resources development, ICT, and E&S safeguard taking into account the mandates of key agencies and the provinces on road maintenance. The Department of Planning and Cooperation (DPC) is responsible for overall planning and coordination while key implementing agencies are the Department of Road (DOR), Department of Transport (DOT), Department of Personnel (DOP), the Information Center and Technology (ICT), Public Works and Transport Institute (PTI), Public Works and Transport Training Institute (PTII which are now merged within the PTI), and the provincial Department of Public Works and Transport (DPWT).
- **Component 3. Project Management.** This component aims to ensure effective and timely management and planning of project activities and ensuring full compliance of financial management, procurement, and E&S safeguard requirements. DPC of MPWT is the lead agency.
- **Component 4. Emergency Response Component (CERC).** This component aims to facilitate quick budget allocation in respond to an emergency case. In March 2020, an operations manual on CERC has been developed and cleared by WB.

## 2.3 E&S Requirements

7. To mitigate the potential negative impacts of Project on local environment and local communities, an Environmental and Social Management Framework (ESMF), a Resettlement Policy Framework (RPF), and an Ethnic Group Engagement Framework (EGEF) have been established during appraisal of the Project and they will be applied to all the subprojects and/or activities to be financed by the Project including the NR13S. The ESMF, RPF and EGEF provide guidance for: (i) environmental and social impacts screening; (ii) identification of environmental and social impacts management tools to be prepared for each road sub-project including technical guidelines for the preparation of site-specific Environmental and Social Management Plan (ESMP), a Resettlement Action Plan (RAP) or its abbreviation (ARAP), and/or an Ethnic Group Engagement Plan (EGEP), if screening shows the need; (iii) the implementation arrangement; and (iv) capacity building and implementation budget. The ESMF also provides example of typical Environmental Codes of Practices (ECOPs) for road maintenance as well as the social code of conduct (COC) to address social issues related to gender-based violence and violence against



children, which is to be finalized for each road sub-project and attached to the sub-project/site-specific ESMP. The contractor will also be required to prepare a contractor-ESMP in close coordination with the construction supervision consultant (CSC) who will be responsible for approval of the C-ESMP and monitor its compliance during the day-to-day supervision of works. The bidding will be required to fulfil the E&S safeguard obligations including the ESHS requirements. The ESMF requires that the subproject owner (i.e. DPWT) is responsible for the E&S screening and identification and preparation of site-specific or sub-project specific ESMP/RAP/EGEP with support from consultant. The ESMF also identified priority E&S activities with an aim to ensure compliance of safeguard requirement and to undertake research activities to mainstream E&S measures into road maintenance development process. A total budget of about USD1M has been allocated both for LRSP2 and NR13S for training, supervision, and monitoring of safeguard measures.

8. It is noted that while an ESMP was prepared for each of the first-year subprojects for NCB and it is included in the contract, preparation of an ESMP for all subprojects both for NCB and PBC may not be effective and practical when more subprojects are selected and implemented. In this context, it was agreed that a provincial ESMP be prepared describing the environment and social background of the province and assess the potential generic impacts of the subprojects while site-specific ESMP of each subproject can be prepared in the form of an Alignment Sheet identifying works location and activities and safeguard measures to be carried out to mitigate the impacts. **Attachment 1** provides general information on locations of the project road networks and those related to topography, locations of the national and provincial protected areas, the major river basins, and some ethnic groups that may be present in the project areas.

## **2.4 Implementation Arrangement**

9. The Project is being implemented following GOL administrative arrangement and mandate of key agencies and the provinces. At project level for E&S safeguard, the Environmental Research and Disaster Protection Division (EDPD) of the Public Works and Transport Institute (PTI) of MPWT is responsible for ensuring effective implementation of the ESMF, RPF, and EGPF and other safeguard instruments in close cooperation and/or in coordination with DPWTs and other related agencies at provincial and local levels. EDPD/PTI will work closely with the Department of Road (DOR) and other agencies of MPWT as well as those of the Ministry of Natural Resources and Environment (MONRE) and the Ministry of Agriculture and Forestry and Rural Development (MAF), Ministry of Labor and Social Welfares (MLSW), and other agencies at central level. Specific responsibility of EDPD/PTI for the LRSP2 and NR13S include, but not limited to, the following: (i) providing E&S safeguard training to DOR and DPWTs (ii) ensuring effective implementation and full compliance of ESMF, RPF, and EGEP of LRSP2 subprojects including overseeing the preparation and implementation of the ESMP, RAP, and/or EGEP of road subprojects; (iii) ensuring full compliance with GOL E&S safeguard requirements for LRSP2 and

NR13S; (iv) ensuring that DOR and/or DPWT includes the safeguards requirements into the bidding and contract documents for LRSP2 and NR13S; (v) undertaking monitoring and supervision of safeguard policy implementation at subproject level in coordination with Provincial and/or capital Offices for Natural Resources and Environment (P/CONRE); (vi) submission of E&S safeguard monitoring report to WB (6 months and annual), and (vii) undertaking research activities necessary for developing technical guidelines on E&S safeguard measures for road sector including updating the ESOM in close cooperation and consultation with MONRE and MAF agencies and mass organizations.

10. At subproject level, the DPWT is responsible for overall implementation, supervision, and monitoring of the ESMP in close coordination with PONREs, local authorities, and local communities and mass organizations of the province. DPWT will assign at least 1 full time staff and/or a unit (called SMMG) comprising PONRE and other local agencies to be responsible for undertaking E&S safeguard activities. They will conduct quarterly and 6-month monitoring. PONREs, and other local authorities join in the quarterly monitoring and SMMG/DPWT will send report to EDPD/PTI (if possible EDPD/PTI can join in the quarterly monitoring). EDPD/PTI and DOR (and PONRE, PAFO, and other local authorities) will conduct 6 months monitoring and submit monitoring report to the donors. Day-to-day and monthly monitoring of contractor compliances is conducted by DWPT field engineer and/or the construction supervision consultant (CSC). Contractor is responsible for implementation of environmental and social mitigation measures as required in the ESMP (which can be prepared in the form of a Sub-project Alignment Sheet) including the ESHS requirements, Community Health and Safety (CHS), the Environmental Code of Practice (ECOP) and the social Code of Conduct to manage potential risks associated with labor influx e.g gender-based violence and/or violence against children (COC on GBV/VAC or COC), and/or other activities as agreed with DPWTs. The contractor ESMP (C-ESMP) may also be prepared in the form of a sub-plan to mitigate potential impacts of specific activities (such as camp site, borrow-pits, erosion prevention, traffic management, road safety, consultation with local community, etc.). The contractor will also submit an E&S safeguard progress report to DPWTs on a quarterly basis. The ESMPs, ECOP, and COC formed part of the road maintenance contracts.

11. For the LRSP2 subprojects, the Implementation Support and Works Supervision (ISWS) consultant (i.e. SweRoad) is responsible for providing technical support and capacity building to DPWTs during the subproject preparation, design, and bidding including those related to the safeguard screening, preparation of safeguard documents, approval of the C-ESMP, and supervision and monitoring of its compliance. SweRoad, financed by NDF, has been on board in late 2017 and its inputs are expected to be phased out in 2020. However, for NR13S, a new ISWS is being mobilized with financing from EIB.

### 3 PROJECT IMPLEMENTATION PROGRESS

12. This section provides brief information on the implementation progress of subprojects being implemented under Component 1 (Climate Resilient Road Maintenance) while the activities related to safeguard training and capacity building being implemented under Component 2.4 is provided in [Section 4](#). There are also other technical assistance activities being implemented under Components 2 and 3 that should be considered as part of an effort to enhance effective coordination and effective mainstreaming of safeguard activities into road maintenance project development process.

#### 3.1 Component 1.1 Periodical Maintenance and Spot Improvement

##### (a) Four-Year Rolling Plan

13. **Year 1 subprojects:** As of June 2022, a total of 12 contracts for local road improvement under Year 1 financed by the World Bank and NDF have been completed (10 WB and 2 NDF). This includes 2 contracts in Phongsaly province (PSL), 2 contracts in Oudomxay province (ODX), 2 contracts in Xayabouly province (XYL), 2 contracts in Huaphan (HP), 3 contracts in Xiengkhouang province (XK), and 1 contract in Bolikhamxay province (BKX). Please see Table 3-1 below for more details.

14. **Year 2 subprojects:** As of June 2022, a total of 16 contracts in 6 provinces including a 50m bridge construction in PLS have been taken up for rehabilitation. This includes 3 contracts in PSL, 2 contracts in ODX, 3 contracts in XYL, 3 contracts in HP, 1 contract in XK and 4 contracts in BKX. Eight contracts out of total sixteen have been 100% completed in six provinces and put under the Defect Liability Period (DLP). The progress of 8 remaining contracts is between 43% to 95%. EIB have given No Objection on the proposed VOs, amount of US\$2.629 million to improve the climate resilience aspect of the selected roads under Year 2 contracts. See Table 3-2 below for more details.

15. An Ethnic Group Engagement Plan (EGEP) was prepared for the Road No. 5102 (Year 2 project) in Bolikhamxay province and submitted to EIB for clearance. EGEP was to ensure that the proposed Projects is implemented in a way that fosters full respect for ethnic groups' identity, dignity, human rights, economies and cultures, as defined by the ethnic groups themselves, so that they: (a) receive culturally appropriate social and economic benefits; (b) do not suffer adverse impacts as a result of the proposed Project; and (c) can participate actively in the proposed Project. SMWG was established in each project province will help strengthening implementation of safeguard measures including EGEP on the ground and supervise contractors' performance especially that related to workers and community's health and safety.

16. **Year 3 subprojects:** As of June 2022, there are 10 contracts in 6 provinces with a total length of 198.895 Kilometers (km). This includes 1 contract in PSL, 2 contracts in ODX, 1 contract

in XYL, 1 contract in HP, 4 contracts in XK and 1 contract in BKX. Site Specific Alignment Sheet (SSAS) has been prepared for all contracts. As of June 2022, all 10 contracts are in the Bid Evaluation Progress. Please see Table 3-3 below for more details.

- An assessment was done on the commitment of fund by WB, NDF, EIB (including the EU) and Government of Lao PDR in order to find out the remaining balance of fund from each donor after payment of the year 1 contracts, committed fund for year 2 contracts, and PBC contracts.
- Variation Orders (VOs) for contracts became evident to address the damages took place due to the climate change impacts on the roads for the contracts of year 1, year 2 and PBC. VOs were prepared and submitted to the donors and subsequently were approved.
- Roads have been selected in the project provinces (7 new roads and 2 submersible concrete bridges in six provinces), surveyed, designed and bid documents prepared jointly by DPWT and SweRoad's staffs. Bids were invited and received. Bid evaluation is carried out by the Provincial Bid Evaluation Committees and will be sent to the DoR/MPWT for approval.
- A procurement plan has been prepared and approved for the Year-3 Road works. However, as the evaluation of the received bids in some provinces is kept prolonging, it is expected the awarded of the contracts will be delayed

**Table 3-1 Progress of NCB Year 1 as of 30 June 2022**

No.	Province/Road No.	Length (km)	Total # of villages <sup>2</sup>	Total Beneficiary People		Safeguard documents	Civil Work Progress
				Total	Female		
<b>I</b>	<b>Phongsaly</b>	<b>63</b>	<b>13</b>	<b>10,126</b>	<b>5,137</b>		
1	1201 (Lot 1)	26	8	7,504	3,883	ESMP CESMP	100%
2	1201 (Lot 2)	37	5	2,622	1,254	ESMP CESMP	100%
<b>II</b>	<b>Oudomxay</b>	<b>45.91</b>	<b>18</b>	<b>12,770</b>	<b>6,346</b>		
3	1851	19.01	9	4,998	2,542	ESMP CESMP	100%
4	1804	26.90	9	7,772	3,804	ESMP CESMP	100%
<b>III</b>	<b>Xayabouly</b>	<b>71.39</b>	<b>16</b>	<b>14,430</b>	<b>7,987</b>		
5	3613	32.30	6	5,172	2,540	ESMP CESMP	100%

<sup>2</sup> located along the subproject

No.	Province/Road No.	Length (km)	Total # of villages <sup>2</sup>	Total Beneficiary People		Safeguard documents	Civil Work Progress
				Total	Female		
6	3602	39.09	10	9,258	5,447	ESMP CESMP	100%
<b>IV</b>	<b>Huaphan</b>	<b>41</b>	<b>15</b>	<b>5,881</b>	<b>2,688</b>		
7	3222	28.00	9	4,208	1,884	ESMP CESMP	100%
8	3249	13.00	6	1,673	804	ESMP CESMP	100%
<b>V</b>	<b>Xiengkhouang</b>	<b>52.14</b>	<b>17</b>	<b>11,018</b>	<b>5,736</b>		
9	4041	11.48	3	2,134	1,071	ESMP CESMP	100%
10	3907	27.22	7	4,939	2,359	ESMP CESMP	100%
11	3904	13.44	7	3,945	2,306	ESMP CESMP	100%
<b>VI</b>	<b>Bolikhamxay</b>	<b>19.56</b>	<b>7</b>	<b>4,441</b>	<b>2,178</b>		
12	5154	19.56	7	4,441	2,178	ESMP CESMP	100%

**Table 3-2 Progress of NCB Year 2 as of 30 June 2022**

No.	Province/Road No.	Length (km)	Total villages	Total Beneficiary People		Safeguard documents	Civil Work Progress
				Total	Female		
<b>I</b>	<b>Phongsaly</b>	<b>40.16</b>	<b>9</b>	<b>7,962</b>	<b>3,585</b>		
1	1229 (Lot 1)	20	5	6,427	3,017	ESMP CESMP	100%
2	1229 (Lot 2)	20.16	4	1,535	568	ESMP CESMP	100%
3	1229 (Lot 3) Nam Le Bridge	50m at km13.2				ESMP CESMP	61.6%
<b>II</b>	<b>Oudomxay</b>	<b>41.325</b>	<b>16</b>	<b>8,862</b>	<b>4,496</b>		
4	1862	23	7	5,762	2,877	ESMP CESMP	43.63%
5	1875	18.325	9	3,100	1,619	ESMP CESMP	100%
<b>III</b>	<b>Xayboully</b>	<b>25.22</b>	<b>16</b>	<b>11,542</b>	<b>5,717</b>		
6	(Lot- 1) 3822	26.10	4	2,760	1,377	ESMP CESMP	100%
7	(Lot- 2) 3822	23.70	4	2,420	1,214	ESMP CESMP	100%

No.	Province/Road No.	Length (km)	Total villages	Total Beneficiary People		Safeguard documents	Civil Work Progress
				Total	Female		
8	3604	25.157	8	6,362	3,126	ESMP CESMP	49%
<b>IV</b>	<b>Huaphan</b>	<b>66.15</b>	<b>20</b>	<b>12,499</b>	<b>5,958</b>		
9	3205	20	6	2,449	1,153	ESMP CESMP	95%
10	3209	36.32	8	4,673	2,228	ESMP CESMP	100%
11	3249	9.83	6	5,377	2,577	ESMP CESMP	100%
<b>V</b>	<b>Xiengkhouang</b>	<b>36</b>	<b>8</b>	<b>6,680</b>	<b>3,326</b>		
12	3903	36	8	6,680	3,326	ESMP CESMP	100%
<b>VI</b>	<b>Bolikhamxay</b>	<b>104.07</b>	<b>14</b>	<b>16,306</b>	<b>8,469</b>		
13	5103	19.10	6	3,014	1,910	ESMP CESMP	100%
14	5107	16.50	3	5,750	2,838	ESMP CESMP	100%
15	(Lot 1). 5102	34.30	2	2,449	1,197	ESMP CESMP	48.13% (Temporary Break)
16	Lot 2). 5102	34.17	3	5,093	2,524	ESMP CESMP	44.75 (Temporary Break)

**Table 3-3 Progress of NCB Year 3 as of 30 June 2022**

No.	Province	Road #	Total Length (km)	Total Beneficiary People			Safeguard Docs	Civil Work Progress
				Village	People	Female		
1	Bolikhamxay	5161	23.500	4	11,750		SSAS	In Bid Evaluation Progress
2	Xiengkhouang	4041 3907 3904 (lot1) 3904 (lot2)	70.8	14	18,550		SSAS	In Bid Evaluation Progress
3	Huaphan	3223	14.4	6	3,286	1,610	SSAS	In Bid Evaluation Progress

No.	Province	Road #	Total Length (km)	Total Beneficiary People			Safeguard Docs	Civil Work Progress
				Village	People	Female		
4	Xayabouly	3634	15.7	7	3,999	1,947	SSAS	In Bid Evaluation Progress
5	Oudomxay	3609 1857	39.564	9	10,593	5,204	SSAS	In Bid Evaluation Progress
6	Phongsaly	1203	34.931	6	3,054	1,456	SSAS UXO	In Bid Evaluation Progress

### 3.2 Component 1.2: Routine Maintenance

17. Good progress was made on the implementation of Performance-Based Contracts (PBC). The existing PBC contracts cover 1,221 km of local roads with good and fair conditions. The PMU proposed to extend the existing PBC contracts until 2025 and add the additional length of local roads to the PBC contracts. The detailed proposal for the extension will be submitted for the World Bank's review by June 2022. The payment of the provincial fund portion is slow. Provinces need to sufficiently allocate their budgets to cover their portion of the PBC contracts. MPWT proposes using IDA savings to cover half of the PBC contract value, with the remaining 27% and 23% covered by the Road Fund and provincial budget, respectively. The extension of the PBC contracts should include the improvement of: (i) road safety, (ii) climate resilience, and (iii) overloading control. The monitoring report should also be prepared and shared with the World Bank. PBC road maintenance is funded from 3 sources in total 13 MUSD (WB 3 MUSD, RF 7 MUSD and Provinces 3 MUSD).

18. As June 2022, 12 contracts in the six provinces have been awarded and the works are in good progress. The physical progress of the works at the end of April 2022 is in average 88.2% as per time elapsed of the contracts; App. 1,123.70 km out of 1,221.60 km, the initial PBC contracted road length has been put under full performance-based maintenance provision, and 1,013.62 km were determined compliant with the required service levels. Nine contractors have completed the "Initial Works" to bring the roads under good and fair condition and commenced the PBC works. Three contractors still need to carry out initial works and have achieved physical progress ranging from 43% to 82%. PBC works are also in progress alongside the initial works under progress. Few roads in Huaphan, Xiengkhouang and Phongsaly provinces have been partly damaged by the heavy trucks transporting goods from mines. The consultant suggests that the central government has to stop heavy trucks carrying goods from the mines to sustain the roads in good condition

**Table 3-4 Progress of PBC Year 3 as of 30 June 2022**

No.	Province/Road #	Length (km)	Total # of villages	Total Beneficiary People		Safeguard documents	Civil Work Progress
				Total	Female		
<b>I</b>	<b>Phongsaly</b>	<b>226.9</b>	<b>50</b>	<b>34,977</b>	<b>17,198</b>		
1	1225, 1465, 1235, 1466	82.9	25	20,612	9,983	ESMP	86.11%
2	1233, 1223, 1205, 1207, 1237	144	25	14,365	7,215	ESMP	86.11%
<b>II</b>	<b>Oudomxay</b>	<b>295.9</b>	<b>82</b>	<b>56,006</b>	<b>27,610</b>		
3	1802, 1852, 1853, 1854, 1202, 1205	127.5	36	26,310	13,509	ESMP	80%
4	1232, 2088	90.2	23	12,650	6,136	ESMP	100%
5	1866, 1867, 1872	76.2	23	17,046	7,965	ESMP	100%
<b>III</b>	<b>Xaybouly</b>	<b>264</b>	<b>69</b>	<b>92,694</b>	<b>45,729</b>		
6	PBC-01/Rd Nos. 3633, 3636, 3603, 3605, 3648	170.3	46	51,712	25,293	ESMP	99.14%
7	PBC-02/Rd Nos. 3601, 3745, 3746, 3748, 3749, 3611, 3614	93.7	23	40,982	20,436	ESMP	68.95%
<b>IV</b>	<b>Huaphan</b>	<b>216.9</b>	<b>65</b>	<b>31,999</b>	<b>15,298</b>		
8	3201, 3203, 3413, 3239, 3440, 3421, 3483	109.1	36	21,775	10,385	ESMP	81%
9	3244, 3507, 3209, 3204	107.8	29	10,224	4,913	ESMP	72%
<b>V</b>	<b>Xiengkhouang</b>	<b>147.9</b>	<b>34</b>	<b>36,828</b>	<b>18,269</b>		
10	Contract No. CW-XIE-PBC- 01/Rd Nos. 3901, 3902, 3903, 4011, 3905	92.4	27	31,487	15,620	ESMP	76.51%
11	Contract No. CW-XIE-PBC- 2/Rd Nos. 3909	55.50	7	5,341	2,649	ESMP	83.60%
<b>VI</b>	<b>Bolikhamxay</b>	<b>87.6</b>	<b>26</b>	<b>25,335</b>	<b>12,570</b>		
12	5165, 5102, 5158, 5103, 5109, 5345	87.6	26	25,335	12,570	ESMP	86%



### **3.3 Component 1.3 Design and Supervision**

19. This component aims to support detailed design and preparation of subprojects including those related to E&S safeguard and supervision of construction works. It provides technical and management support to PMU and DWPTs including on the job training to DPWTs on the plan and contract management.

#### **(a) LRSP2 (6 provinces)**

20. For LRSP2 subprojects, this function has been performed by SweRoad (NDF consultant). Given that the SweRoad contract expires in August 2022, the MPWT has already recruited five local consultants. Considering the workload, DOR proposes to hire three (3) additional local consultants to ensure sufficient quality control of local road work contracts. The MPWT will submit the details to the World Bank for consideration by June 2022

21. The technical audit recommended that contract management and quality control need to be further strengthened. The following areas need to be further improved: maintenance planning for steep slope sections, road safety, and work planning; laboratory test reports should include comments on the outcome of results; and all-weather records should be signed.

#### **(b) NR13S Project**

22. The design and supervision Consultant (ISWS), financed by EIB, been on broad. The TOR for the ISWS for NR 13S project covers approval of the C-ESMP and monitoring of its compliance, including the support in the RAP implementation.

### **3.4 Component 1.4: Tropical Storm Son-Tinh Emergency repair and disaster recovery**

23. The Tropical Storm Son-Tinh Emergency Repair and Disaster Recovery (C1.4) were completed. The sub-component provided emergency response to the Xepian - Xe Namnoy dam break in Attapue province in July 2018. The two emergency contracts have been completed with a total length of 58.5km.

### **3.5 Component 1.5: Climate Resilience Improvement and Maintenance of the National Road 13 South**

24. Improvement of NR13S from km 71 to km 346 with financing support from the World Bank, EIB, and AIIB using an Output and Performance-based Road Contract (OPBRC) approach split into four sections. The World Bank finances section 1, while the EIB finances sections 2 and 4, and the AIIB finances section 3. The progress is presented in Table 3-5 below while the Bi-Annual Safeguards Monitoring Report will be prepared and submitted separately.

**Table 3-5 Progress NR13S**

Section (S)	Contractor Name and Contract Date	Safeguard Documents	Completion of Compensation	Civil Work Progress (%)
S1, km71-km111 financed by WB	Joint Venture Thang Long Joint Stock Corporation and Souphaphone Constructions Survey Design and Road Bridge Sole Co., Ltd, Contract Date: 03/11/2021 to 03/11/2023	ESMP and RAP have been approved in July 2020	March 2022	47.01%
S2, km111-km190 financed by EIB	Joint Venture of Trung Nam Construction and Engineering Corporation and Souphaphone Construction, Survey-Design and Road-Bridge Sole Co., Ltd Contract Date: 21/06/2021 to 21/06/2024	ESMP and RAP have been approved in November 2020	25 August 2021	12.41%
S3, km190-km268 financed by AIIB	China International Water & Electric Corp. Contract Date: 15 <sup>th</sup> September 2021 to 14 <sup>th</sup> September 2024 and to 14 <sup>th</sup> September 2031	ESMP and RAP and (EGEP) has been approved in September 2020	March 2022	6.45%
S4, km268-km346 financed by EIB	Joint Venture of Road No. 8 Construction Enterprise (lead member, Lao PDR) / Lao Mixay Construction co., Ltd (Lao PDR) / (State Enterprise of Communication Construction (Lao PDR) Contract Date: 15/09/2021 to 15/ 09/ 2031	ESMP and RAP have been approved in November 2020	November 2021	6.32%

## 4 IMPLEMENTATION OF SAFEGUARD MEASURES

25. Overall, the performance of environmental and social safeguards remains satisfactory. No major problems or incidents have been reported along road subprojects under the original LRSP2. The safeguard requirements provided in the Environmental and Social Management (ESMF), Resettlement Policy Framework (RPF), and Ethnic Group Development Framework (EGDF) of the project were effectively complied with risk and impact management instruments or plans, including ESMP, RAPs, and EGDPs, timely prepared and effectively implemented. The Safeguard Monitoring Working Group (SMWG) was well-trained and supported by the E&S consultants to monitor the C-ESMP implementation by the work contractors. The safeguard monitoring reports (SMR) have been prepared and provided to the financiers in a timely manner.

## 4.1 Safeguard Capacity Building

### (a) Trainings

26. From January to June 2022, there are three training workshops have been conducted by PTI to DPWTs in six provinces with a total of 67 participants including 6 females as presented below:

- 18-19 Jan 2022: on-the-training on using Drone or aerial for DPWT's technical staff and E&S supporting staff in Oudomxay and Phongsaly Provinces with a total of 10 participants (1 female);
- 9-10 Jan 2022: on-the-training on using Drone or aerial to DPWT's technical staff and E&S supporting staff in Bolikhamxay province with a total of 14 participants;
- 15 to 17 March 2022: training workshop on OHS and Community Health and Safety (CHS), including discussion of risk assessment and road safety for DWPTs and OPWTs, E&S supporting staff, and contractors with a total of 43 participants (5 females);
- 23 June 2022: Conducted virtual training on the Community Participatory Monitoring Form for EDPD E&S supporting staffs, key technical staffs and E&S supporting staffs in six provinces with a total 17 participants including 4 females.

27. During the reporting period, DPWTs of Odomxay Province has conducted awareness raising for 8 communities/villages (4 villages located on the road #1875 and 4 villages on the road #1862) on OSH, CHS, COC on GBV and VAC, and community engagement in monitoring of PBC contracts with a total of 129 participants including 54 females. Please see some photos in [Attachment 2A](#).

28. **Research activities and update of ESOM.** According to the mission of May 2022, the research activities and updates of ESOM, This effort was canceled during the mission and the priority for the budget was shifted to the planning and implementation of LCEP.

### (b) Safeguard Consultants and E&S Supporting Staffs (ESSS)

29. **At EDPD/PTI level:** In early 2022, the Public Works and Transport Institute (PTI) and the Public Works and Transport Training Institute (PTTI) have been consolidated into one agency (called Public Works and Transport Institute or PTI) and the Environment and Disaster Prevention Division (EDPD) is a division of PTI. As of June 2022 PTI has recruited 12 safeguard consultants and ESSS for LRSP2 and NR13S. This capacity is considered adequate. The details are provided as follows:

- For NR13S: 1 environmental management consultant (ESMC, full time), 1 national safeguard coordinator (NSC, full time), and 2SSSs assisting EDPD/PTI while 2ESSSs are on board at DPWTs of BKX and KM to assist DPWTs, PRCs, and SMWGs monitor safeguard implementation on the ground.

- For LRSP2 in the six provinces: the safeguard consultants on board include 1 senior safeguard consultant (part time) and 2 ESSs at EDPD/PTI and 6 ESSs at DPWTs/SMWGs (one for each province) to conduct safeguard monitoring and implementation of LCEP and other activities for the six provinces.

30. On roles, EDPD/PTI is responsible for facilitating timely implementation of RAPs and providing training/capacity building and technical guidance on safeguard compliance as required by the financiers (WB, AIIB, EIB for NR13S and WB, EIB, NDF/EU for LRSP2). DPWTs is responsible for supervision of work contract as well as supporting the safeguard monitoring to be conducted by the Safeguard Monitoring Working Groups (SMWGs) and the project resettlement committee (PRC) for RAP implementation. Safeguard budget is allocated to EDPD/PTI and fund flows to DPWTs through the project fund allocation mechanism managed by the Department of Planning and Finance (DPF) of MPWT. For NR13S, the ISWS is responsible for approval of C-ESMPs for all the 4 sections (S1, S2, S3, S4), day-to-day monitoring of the C-ESMP compliance, and submission of a monthly progress report (MPR) to PMUs with a copy to EDPD/PTI. Per contract, the ISWS is required to submit a quarterly (Q) safeguard report to EDPD/PTI following an agreed template for the safeguards quarterly monitoring report with ISWS. The PMUs will regularly send a copy of the MPR prepared by the ISWS to WB, EIB, and AIIB under their responsibilities.

31. From Government side, DPWTs and SMWGs (assisted by the ESSs) conducts monthly and quarterly monitoring and submit a quarterly report to EDPD/PTI while EDPD/PTI will conduct a 6-month monitoring and submit a safeguard monitoring report (ESMRs) to WB, EIB, and/or AIIB as agreed. The SWMGs comprise representatives from local agencies responsible for monitoring on compliance of the Environmental Compliance Certificate (ECC) issued according to the EIA decree as well as those sector agencies responsible for labor, protected area management, and the mass organizations responsible for women and ethnic groups. The SMWG will also be responsible for facilitating effective and timely implementation of the LCEP.

## 4.2 E&S Compliance Monitoring

32. During this report period, PTI has conducted two joint monitoring missions in Oudomxay and Phongsaly Provinces while and SMWGs/DPWTs of five provinces has 25 quarterly joint monitoring missions for 20 contracts (NCB and PBC contracts) with participation from contractors, ESSs, OPWTs. The SMWGs of six provinces consists of DPWTs, PONRE, PLWU, PLYU and Provincial of Labour and Social Welfare (PLSW). Please see Table 4-1 below for the list of monitored contracts. There was no monitoring mission in

**Table 4-1 List of Monitored Project**

Date	Road No.	Contractor	No. of Monitoring Team Member	Organization
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			Total	F	
<b>1. Bolikhamxay Province</b>					
14/03/2022	5103	Phouthisack Road- Bridge Construction Sole Co., Ltd	13	3	Contractor, RME, SMWG, OPWT and ESSS
15/03/2022	5107	Xayya Construction and Renovation Sole Co., Ltd.	13	3	Contractor, RME, SMWG, OPWT and ESSS
16/03/2022	5102 LOT1	Road No. 8 Construction Enterprise (R8CE) & Tay Troung Son Construction Sole Co.,LTD (TSC) Joint Venture	13	3	Contractor, RME, SMWG, OPWT and ESSS
17/03/2022	5102 LOT2	Road No. 8 Construction Enterprise ( R8CE ) & Tay Troung Son Construction Sole Co.,LTD (TSC) Joint Venture	13	0	Contractor, RME, SMWG, OPWT and ESSS
<b>2. Xiengkhouang Province</b>					
10/3/2022	3903	Phengxay Road and Bridge Construction Co.Ltd	13	0	Contractor, RME, SMWG, OPWT and ESSS
9/3/2022	3901,3902,3905,4011.	Phonsavanh Construction Co., Ltd.	14	0	Contractor, RME, SMWG, OPWT and ESSS
9/6/2022	3901,3902,3903,3905,4011.	Phonsavanh Construcion Co. Ltd.	15	0	Contractor, RME, SMWG, OPWT and ESSS
20/6/2022	3909	Phouphieng Construction Co.,Ltd	13	3	Contractor, RME, SMWG, OPWT and ESSS
<b>3. Houphan</b>					
19/03/2022	3205	Chitchalern Construction Co.,Ltd	9	0	Contractor, RME, SMWG, OPWT and ESSS
05/05/2022	3205	Chitchalern Construction Co.,Ltd	10	3	Contractor, RME, SMWG, OPWT and ESSS
05/3/2022	3209	Kingkeo Oudom Construction.Co., Ltd	15	3	Contractor, RME, SMWG,OPWT and ESSS
02/06/2022	3507	Dansam & Sengthong Joint Venture	11	3	Contractor, RME, SMWG,OPWT and ESSS

Date	Road No.	Contractor	No. of Monitoring Team Member		Organization
			Total	F	
06/06/2022	3204	Dansam & Sengthong Joint Venture	12	4	Contractor, RME, SMWG, OPWT and ESSS
<b>4. Xayabouly Province</b>					
26/1/2022	3601,3745,3746, 3748, 3749, 3616,3614	Sipaseuth R & B Construction Co. Ltd	13	0	Contractor, RME, SMWG, OPWT and ESSS
15/3/2022	3603, 3636, 3633, 3605, 3648	BM R&B Const. Co, Ltd	9	0	Contractor, RME, SMWG, OPWT and ESSS
16/3/2022	3604	Xayya Construction Co.,LTD	9	0	Contractor, RME, SMWG, OPWT and ESSS
22/6/2022	3822 Lot 1	Sykanchai Sole Co., Ltd	14	0	Contractor, RME, SMWG, OPWT and ESSS
22/6/2022	3822 Lot 2	Vatsana Development Construction Co., Ltd.	14	0	Contractor, RME, SMWG, OPWT and ESSS
23/6/2022	3604	Xaya Construction Co.,LTD	14	0	Contractor, RME, SMWG, OPWT and ESSS
<b>5. Oudomxay Province</b>					
13/01/2022	1875	Vatsana Development Construction Co.,Ltd	17	1	Contractor, RME, SMWG, OPWT and ESSS
14/01/2022	1862	Xaysana Group Sole Co., Ltd	17	1	Contractor, RME, SMWG, OPWT and ESSS
02/06/2022	1875	Vatsana Development Construction Co.,Ltd	10	1	Contractor, RME, SMWG, OPWT and ESSS
01/06/2022	1862	Vatsana Development Construction Co., Ltd	10	1	Contractor, RME, SMWG, OPWT and ESSS
<b>6. Phongsaly Province</b>					
18/03/2022	Nam Le Bridge Road #1229	Sompasong Construction Co.Ltd	11	2	PTI, DPWT, OPWT, Contractor
01/07/2022	Namlair Bridge Road #1229	Sompasong Construction Co.Ltd	15	4	DPWT, OPWT, Consultant, Contractor

**a) Good E&S performances**

33. During the monitoring mission, there were a number of good practices from some contracts as summarized below while the details are provided in Attachment 2A.

- Prepared and submitted Specific Site Alignment Sheets and CEMPs;
- Obtaining agreements with land owners before the use of borrow pits;
- Workers wearing while working;
- Installation of warning and road safety signs including signaling, indicating, warning/caution, prohibition signs, speed limit and Covid-19 prevention measures;
- Spray road watering to control dust generation;
- Consultation with communities and dissemination on the project activities and construction schedule as well as COC on GBV and VAC, Covid-19, and road safety during construction and operation;
- Regular maintenance and repairing including installation of drainage system;
- Ongoing implementation and monitoring of GRM;
- Ongoing implementation and monitoring of community participatory monitoring of PBC contracts;
- Proper handling of hygiene and solid waste management within some workers camps;
- No working on Buddha day; and

**b) Non-Compliance Findings (NCF)**

34. There were common findings from 14 projects in 6 provinces (BKX, XKH, XYL, ODX, HP, and PSL). The Non-Compliance Findings Including (i) Community health and safety issues;(ii) Insufficient safety, warning, and speed limited signs;(iii) improper camp management and storage area (untidy) including poor hygiene and solid waste handlings; (iv) Lack of clearing and cleaning of grass and weed along on the roadside; (v) drainage ditches and road surfaces are damaged or broken such as many potholes in some areas; (vi) insufficient watering the road and excessive dust during dry season in some roads (vii) high-speed driving in the community area causing high risks of community health and safety; (viii) sometimes some workers working without PPE; (ix) the pipe was blocked and full of sediment resulting in the water flow to the road and damaging the road surface; (x) ineffective implementation of work in some areas at the standard technical level (Service level); (xi) improper handling of topsoil and unsuitable material in some road construction areas; (xi) lack of communication with and dissemination of project information, CHS and road safety to communities located along some sup-projects; (xii) improper handling of used oil from truck maintenance and repairing; (xiii) no cover of trucks during transpiration of construction materials causing blowing off or jumping out of the trucks; (xiv) site clearance and excavation at the bridge construction affected the paddy field (filled with excavated rocks and soils); and (xv) in PSL, the installation of electric cable in some areas was low and there was a high OHS risk such as an electric shock when a worker comes into contact with an electrical energy source.



35. The SMWGs have provided recommendations to contractors and corrective actions have been delivered for most of NCFs. There are pending NCFs related to repairing road conditions and potholes. The summary of monitoring findings and recommendations for corrective actions taken are presented in table 4-3 below. The details of NCF and corrective actions are provided in Attachments 2B.

**Table 4-3 Summary of Non-Compliance Findings and Recommendations for Corrective Actions**

Province	Monitoring Findings	SMWG's Recommendations for Corrective Actions
Bolikhamxay	<ul style="list-style-type: none"> <li>• Generation of dust and insufficient spraying/watering during dry season</li> <li>• High-speed driving when driving through some community areas.</li> </ul>	<ul style="list-style-type: none"> <li>• Recommended contractors to regularly water the unpaved road at least 2 times a day in the community areas during dry seasons.</li> <li>• Recommended contractors to conduct training on CHS and driving rules for contractor's drivers to reduce the speed at 25-30 km/hr. when driving through the community areas.</li> <li>• Recommended contractors to conduct training on CHS, driving rules and road safety for contractor's drivers to reduce the speed at 25-30 km/hr. when driving through the community areas.</li> </ul>
Xiengkhouang	<ul style="list-style-type: none"> <li>• Some areas of the drainage ditches and road surfaces were damaged and broken due to lack of maintenance and repairing.</li> <li>• Insufficient cutting grass and weeds along the roadside for some roads.</li> <li>• Many potholes and poor road condition.</li> <li>• Insufficient installation of warning and safety signs in some construction areas.</li> <li>• Sometimes workers working without PPE.</li> <li>• Insufficient watering the road and excessive dust during dry season in</li> </ul>	<ul style="list-style-type: none"> <li>• Recommended contractors to regularly maintain and repair the damaged or broken roads.</li> <li>• Recommended contractors to cut and clean grass and weed along the roadside.</li> <li>• Recommended contractors to regularly maintain and repair to the potholes and improve road conditions.</li> <li>• Recommended contractors to install sufficient and adequate warning and safety signs in some construction areas.</li> <li>• Recommended contractors to conduct training on OHS and enforce workers to wear PPE while working.</li> <li>• Recommended contractors to regularly</li> </ul>



Province	Monitoring Findings	SMWG's Recommendations for Corrective Actions
	some roads.	water the unpaved road at least 2 times a day in the community areas during dry seasons.
Huaphan	<ul style="list-style-type: none"> <li>• Poor handling of worker camps (hygiene and solid waste management)</li> <li>• Insufficient road watering and excessive dust during dry season in some roads.</li> <li>• High-speed driving in the community area causing high risks of community health and safety.</li> <li>• Improper handling of solid and construction wastes.</li> <li>• The pipe was blocked and full of sediment resulting in the water flow to the road and damaging the road surface</li> </ul>	<ul style="list-style-type: none"> <li>• Recommended contractors to keep the construction site and worker camps tidy and clean by daily clean up, providing sufficient waste bin and dispose the solid waste properly and proper storage of construction materials.</li> <li>• Recommended contractors to conduct training on CHS, driving rules and road safety for contractor's drivers to reduce the speed at 25-30 km/hr. when driving through the community areas.</li> <li>• Recommended contractors to regularly water the unpaved road at least 2 times a day in the community areas during dry seasons.</li> <li>• Recommended contractors to clean up the blocked drainage and provide more pipe to drain the water and sediment.</li> </ul>
Xayabouly	<ul style="list-style-type: none"> <li>• Ineffective implementation of work in some areas at the standard technical level (Service level).</li> <li>• Insufficient installation of warning and safety signs in some construction areas including borrow pit, working sites, worker camps and etc.</li> <li>• Sometimes some workers do not follow the company's rules properly.</li> <li>• Incomplete civil works during the liability period such as installing road lighting and drawing driving</li> </ul>	<ul style="list-style-type: none"> <li>• Recommended contractors to implement the work in some areas at the standard technical level (Service level).</li> <li>• Recommended contractors to install sufficient and adequate warning and safety signs in some construction areas including borrow pit, working sites, worker camps and other construction areas.</li> <li>• Recommended contractors to conduct training and enforce the company's rules properly.</li> <li>• Recommended contractors to complete civil works such as installing road lighting</li> </ul>

Province	Monitoring Findings	SMWG's Recommendations for Corrective Actions
	<p>lane.</p> <ul style="list-style-type: none"> <li>• Insufficient road watering and excessive dust during dry season in some construction areas.</li> <li>• High-speed driving when driving through some community areas.</li> <li>• Improper handling of topsoil and unsuitable material in some road construction areas.</li> <li>• Improper operation of worker camps such as poor hygiene and solid waste handling.</li> </ul>	<p>and drawing driving lane.</p> <ul style="list-style-type: none"> <li>• Recommended contractors to regularly water the unpaved road at least 2 times a day in the community areas during dry seasons.</li> <li>• Recommended contractors to conduct training on CHS, driving rules and road safety for contractor's drivers to reduce the speed at 25-30 km/hr. when driving through the community areas.</li> <li>• Recommended contractors to properly handling of topsoil and unsuitable material in some road construction areas.</li> <li>• Recommended contractors to properly operate worker camps such as hygiene and solid waste handlings (keep the area tidy and clean)</li> </ul>
Oudomxay	<ul style="list-style-type: none"> <li>• Lack of communication with and dissemination of project information, CHS and road safety to communities located along some sup-projects.</li> <li>• Insufficient installation of warning and safety signs in some construction areas.</li> <li>• Some workers working without wearing PPE.</li> <li>• Insufficient road watering and excessive dust during dry season in some construction areas.</li> <li>• Improper operation of worker camps such as poor hygiene and solid waste handling.</li> <li>• High-speed driving when driving</li> </ul>	<ul style="list-style-type: none"> <li>• Recommended contractors to conduct regular communication with and dissemination of project information, CHS and road safety to communities located along some sup-projects;</li> <li>• Recommended contractors to install sufficient and adequate warning and safety signs in some construction areas.</li> <li>• Recommended contractors to conduct training on OHS and enforce workers to wear PPE while working.</li> <li>• Recommended contractors to water the unpaved roads at least two times a day to control the excessive dust during dry season in some construction areas.</li> <li>• Recommended contractors to properly</li> </ul>

Province	Monitoring Findings	SMWG's Recommendations for Corrective Actions
	<p>though some community areas.</p> <ul style="list-style-type: none"> <li>• Improper handling of used oil from truck maintenance and repairing.</li> </ul>	<p>manage the worker camps such as keep the camp area tidy and clean with hygiene and solid waste handlings.</p> <ul style="list-style-type: none"> <li>• Recommended contractors to conduct training on CHS, driving rules and road safety for contractor's drivers to reduce the speed at 25-30 km/hr. when driving through the community areas.</li> <li>• Recommended contractors to regularly water the unpaved road at least 2 times a day in the community areas during dry seasons.</li> <li>• Recommended contractors to properly store and handle of used oil from truck maintenance and repairing such as store tank in the protective area with roof, concrete slab and away from fire hazards.</li> </ul>
Phongsaly	<ul style="list-style-type: none"> <li>• The workers camp and material storage area were untidy with poor handling of solid waste.</li> <li>• No fencing of workers camp and material storage area.</li> <li>• The installation of electric cable in some areas was low and there was a high OHS risk such as an electric shock when a worker comes into contact with an electrical energy source.</li> <li>• No cover of trucks during transpiration of construction materials causing blowing off or jumping out of the trucks.</li> <li>• Site clearance and excavation at the bridge construction affected</li> </ul>	<ul style="list-style-type: none"> <li>• Recommended contractors to properly store the construction material and keep the area tidy.</li> <li>• Recommended contractors to properly manage the worker camps such as keep the camp area tidy and clean with proper hygiene and solid waste handlings.</li> <li>• Recommended contractors to fix the electricity cable and pole at least 5m height to prevent any accidents.</li> <li>• Properly cover the transport trucks to prevent the risk of being blown off or jumping out of the trucks during transport;</li> <li>• Recommended contractors to clean up and remove the excavated rocks and soils from the paddy field to the same</li> </ul>

Province	Monitoring Findings	SMWG's Recommendations for Corrective Actions
	the paddy field (filled with excavated rocks and soils)	condition before the construction of bridge.

## 5 ACCIDENT REPORTING

36. There is no any accident during this reporting period.

## 6 COMMUNITY PARTICIPATORY MONITORING

37. PTI has developed Community Participatory Monitoring (CPM) form and conducted training for DPWTs and E&S supporting staffs in six provinces on how to apply the form. DPWTs and E&S supporting staffs has distributed and conducted trainings on how to use the form to village authorities located along the sub-projects. The Community Participatory Monitoring (CPM) for PBC contracts as in April to June, 2022, there are 96 villages located along the 32 roads in six provinces conducted monitoring of the routine road maintenance contracts. The key results are presented as below:

- **Number of road maintenances:** the CPM reported that there are 151 of road maintenances carried in the 96 villages.
- **Community satisfactory level of road maintenance:** 56 villages reported high satisfactory level followed by 40 villages reported moderate satisfactory and 0 village reported low satisfactory. The factors of satisfactory are provided in Table 6-1 below.

**Table 6-1 Community satisfactory**

Factors	BKX	XKH	XYL	HP	ODX	PSL	Total
# of Roads	6	5	7	3	4	7	32
# of Villages	16	14	14	22	14	16	96
1. More Convenient to travel	16	14	11	22	14	16	
2. Two-seasonal travel	16	12	13	22	14	16	93
3. Good road condition (no pit)	6	7	7	19	14	0	53
4. Good drainage system	9	9	4	22	14	0	58
5. Regular maintenance	0		1	22	14	0	37
6. Travel time saving to agricultural farming	16	14	14	22	14	16	96
7. Travel time saving the city	16	14	10	22	14	16	92
8. Improvement of overall local/community economy	16	14	14	22	14	16	96

- **Consultation with community and use of GRM:** 96 villages reported that they aware of GRM and 10 villages have used the GRM system.
- **Land acquisition and compensation issues:** Based on the data collection from 96 villages, reported that there are no land acquisition and Compensation issues because there carry out road maintenance of the old road; there was no filling or widening of the road; therefore, there is no an effect on villagers' property. **Management of temporary worker camp:** In 96 village, there have 42 sites near the community or village area. The majority of villages (25 villages) reported that the overall management of temporary camp is good, followed by moderate management (17 villages) and poor management (0 villages). There was no camp has poor management.
- **The Level of Road Safety Risk:** The majority of villages reported low risks (45 villages) followed by no risks (14 villages), high risks (31 villages), and moderate risks (19 villages), and no risk (1 village). Please see Table 6-2 below for road safety measures implemented by contractors.

Table 6-2 Road safety measures implemented by contractors

Factors	BKX	XKH	XYL	HP	ODX	PSL	Total
# of Roads	6	5	7	3	4	7	32
# of Villages	16	14	14	22	14	16	96
Install adequate lighting or markings, channelizing devices during road construction and maintenance	4	3	0	0	6	0	13
Flag bearers or security and traffic road during construction period.	6	6	1	22	8	0	43
Install visible warning signs	0	0	0	1	0	0	1
Install barricades	16	14	10	22	14	16	92
Others	0	0	0	1	0	0	1
No any measures implemented	0	0	3	0	0	0	3

- **Dust Generation during Road Construction and Maintenance:** The majority of villages reported that dust generation is moderate (63 villages) followed by low (24 villages), high (6 villages), and no dust (3 villages). All villages reported that contractors provided water spraying at least one time per day.
- **GBV, VAC and road accidents:** There are no GBV and VAC reported; however, there are about 5 road accidents with 3 injuries and no death reported by the village. Most of them were high speed driving.
- **OHS Risk Level:** 62 villages reported moderate risk followed by 23 villages reported low risk, 7 villages reported high risk and 4 villages reported no risk. Please see Table 6-3 below for Occupational Health and Safety (OHS) measures implemented by contractors.

**Table 6-3 OHS Measures implemented by Contractors**

Factors	BKX	XKH	XYL	HP	ODX	PSL	Total
# of Roads	6	5	7	3	4	7	32
# of Villages	16	14	14	22	14	16	96
Wear high visibility clothing	16	14	10	17	14	16	87
Wear Hard Hats	8	0	0	6	14	0	28
Wear Safety-toed shoes	8	8	7	0	14	16	53
Watchman during construction	6	5	0	17	9	0	28
No any measures implemented	0	0	0	0	0	0	0

- Improvement of Overall Local Economy:** the road improvement and rehabilitation have improved the overall community economy as there is a better exchange of goods and products within the village, saving time for traveling, helping to shorten the time to distribute the products, and increasing household income. The trade is better than in the past. The agricultural goods and products improve. In addition, it increases the production and sale of green tea, cardamom, vegetables, and non-timber forest products. Villagers have more options in selling agricultural products because they can sell the products in the village or the market as the villagers can go to the market in the morning and afternoon. The Road Improvement saves time to travel to agricultural farms and cities significantly. 96 village responses can save their time travel to farms approximately 5 to 108 minutes, and 92 village responses can save their time around 5 to 180 minutes for travel to the cities. The response of the villages said to save their time only just 5 minutes or a few minutes from the travel because the Road is good and their village is near an urban area.

## 7 GRIEVANCE REDRESS MECHANISM (GRM) MONITORING

38. GRM Monitoring Logbook to be used by Village Grievance Committee had been distributed to all villages located along with NCB and PBC sub-projects.

39. During January to June 2022, there are 25 cases from 9 sub-projects in 6 provinces (PSL, ODX, XYL, BKX, XKH, and HP) but no serious complaints/grievances. The common grievance/complaints are related to dust, traffic/speeding, safety signs, and storage of construction materials along the road the soil debris from construction flow to villager houses and paddy rice farms. Among these 25 cases, 18 cases had been solved, 7 cases still pending. Please see Table 7-1 for number of GRM cases while the details are provided in [Attachment 3](#).

**Table 7-1 Number of GRM Cases**

Province	Road #	# of GRM Cases	# of Closure	# of Pending
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Province	Road #	# of GRM Cases	# of Closure	# of Pending
Bolikhamxay (BKX)	3909	2	2	0
Xiengkhouang (XKH)	3905	1	0	1
Xayyaborly (XYL)	3909	2	0	2
	3822	8	8	0
Houaphan (HP)	3205	3	0	3
Oudomxay (ODX)	1862	5	5	0
	1875	2	1	1
Phongsaly (PSL)	1229	2	2	0
<b>Total</b>		<b>25</b>	<b>18</b>	<b>7</b>

40. **Summary of GRM Responses:** To solve the problem, SMWGs advised the contractor to do road watering to reduce dust generated, grade road filling, and pave the road before the rainy season to solve the environmental problem. Also, SMWGs advised the contractor to the contractor to educate their drivers on safe driving procedures and install the entrance and exit in the village and school area. The detail of the information in the attachment

41. **Summary of GRM Pending Issues:** The pending issues related to the pipe broken resulted from road construction. The company was requested to urgently finish road repairing because many cars use on the road recently resulting in dust generation, particularly in the dry season.

42. **Community Recommendation and Requests:** The Community recommendation and requests in six provinces. There were 5 recommendations and requests from 1 province, Odomxay province. The recommendation and request related request to pave all roads, request the company to urgent finish paving roads before the rainy season, and request that the project provides the budget for paving the end of the road. These requests the contractor might be in the process of construction period or is not in the contract, such as a request to pave all roads.

## 8 GENDER INTEGRATION AND MAINSTREAMING

43. All construction companies have recruited female staff, and most of them are administrative staffs and housekeepers who are local people. In six provinces, there are 23 contractors (NCB Y1, 2, 3 and PBC) with a total number of employees of 695 persons, and 42 of them are female employees which is a very small number (Figure 8-1). The detail information in the Attachment 4.

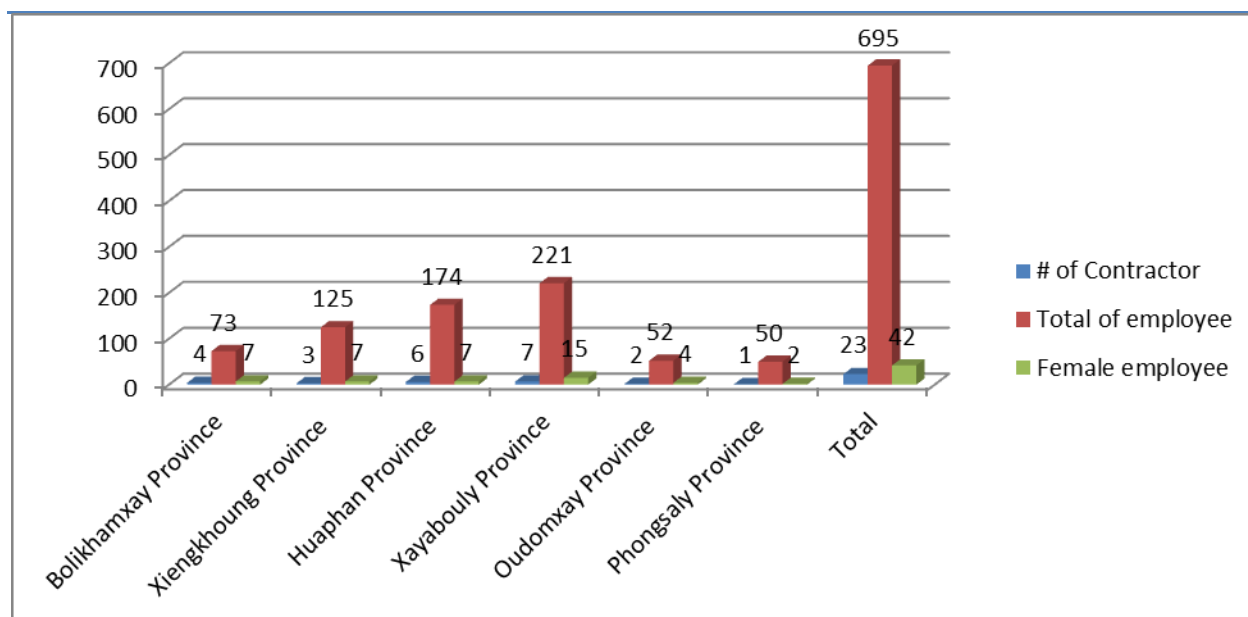


Figure 8-1 Number of Contractor Employee divided by Gender

## 9 ESMF BUDGET

44. **ESMF Budget.** Recognizing the need to ensure effective management and monitoring of safeguard performance for the Project, as part of Component 2; safeguard capacity building is planned and implemented under the Component 2.4 and a budget of **about \$1M** has been allocated to ensure achievement of the safeguard compliance. Given the need to shift priority of safeguard capacity building to enhance effectiveness of ESHS and OHS aspect, the ESMF budget has been updated and agreed with WB during the virtual mission in May 2022.

## 10 CHALLENGES AND NEXT STEPS

45. EDPD/PTI identified key challenges and proposed actions to enhance effectiveness of the E&S implementation and monitoring measures. After discussion with PMU and DPWTs, key agreements are as presented in the Table 10-1 below.

Table 10-1 Challenges and Agreed Actions

Challenges	Agreed Actions
1. Insufficient of vehicle for field work, result to delay of working.	Early planning on work plan and use of vehicle for DPWT will prepare and arrange the vehicle for field work on time.
2. Rotation of safeguard focal staff and new staff has no limited knowledge on safeguard activities	Supporting staff will conduct on-the-job trainings
3. Even though PTI provided the training to SSS	Provided more trainings, and focus on question that



Challenges	Agreed Actions
on conduct CPM form; however, there still not clearly understand to the question and answer in the questionnaire, result to confuse to answer to the question correctly.	have confuse and incorrect answer.

## 11 LIST OF ATTACHMENTS

46. The report consists of 4 attachments as listed below while the details are provided in separated document (Volume 2).

- Attachment 1 Maps of Sub-projects Location in Six Provinces
- Attachment 2A Some Photos of Good E&S Performances
- Attachment 2B Details of Non-Compliance Findings
- Attachment 3 Summary of GRM Monitoring
- Attachment 4 Details of Contractor Employees divided by Gender