

LAO PEOPLE'S DEMOCRATIC REPUBLIC  
PEACE INDEPENDENCE DEMOCRACY UNITY PROSPERITY



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

Project No. (P158504)

# **Environmental and Social Safeguard Monitoring Report**

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**1 January 2018 to 30 June 2020**

**Prepared by**

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**Ministry of Public Works and Transport (MPWT)  
The Public Works and Transport Research Institute (PTRI)**

**Vientiane, 31 July 2020**

**ABBREVIATIONS AND ACRONYMS**

AF	Additional Financing	LWU	Lao Women Union
ARAP	Abbreviated Resettlement Action Plan	MAF	Ministry of Agriculture and Forestry
ASEAN	Association of South East Asian Nations	MONRE	Ministry of Natural Resources and Environment
BKX	Borikhamxay Province	MPI	Ministry of Public Investment
COC on GBV/VAC	Code of conduct on gender-based violence and violence against children	MPWT	Ministry of Public Works and Transport
DOE	Department of Environment	NCB	National Competitation Bid
DOF	Department of Forest	NDF	Nordic Development Fund
DONRE	District Office of Natural Resources and Environment	NR	National Road
DOR	Department of Roads	OP/BP	Operation Policy/Bank Procedure
DOT	Department of Transport	OLFNC	District Office of Lao Front for National Construction
DPWT	Provincial Department of Public Works and Transport	OPWT	District Office of Public Works and Transport
EA	Environmental Assessment	ODX	Oudomxay Province
ECOP	Environmental Code of Practice	PBC	Performance-based contract
EDPD/PTRI	Environmental Research and Disaster Provention Division of PTRI	PLFNC	Provincial Lao Front for National Construction
EG	Ethic Groups	PLWU	Provincial Lao Women Union
EGEF	Ethnic Groups Enagement Framework	PLYU	Provincial Lao Youth Union
EGEP	Ethic Groups Engagement Plan	PCR	Physical Culture Resources
ESHS	Environmental and Social Health and Safety	PONRE	Provincial Office of Natural Resources and Environment
EHSG	Environmental Health and Safety Guideline	PRC	Provincial Resettlement Committee
EIB	European Investment Bank	PROMMS	Provincial Road Asset Management Systems
ESMF	Environmental and Social Management Framework	PPP	Public-Private-Participation
ESMP	Environmental and Social Management Plan	PSL	Phongsali Province
ESIA	Environment and Social Impact Assessment	PTRI	Public Works and Transport Research Institute
ESOM	Environmental and Social	RAP	Resettlement Action Plan

	Operations Manual		
E&S	Environmental and Social Safeguard	RME	Road Maintenance Engineer
GOL	Government of Lao People's Democratic Republic	RMF	Road Maintenance Fund
GRM	Grievance Redress Mechanism	RMS	Road Management System
IDA	International Development Association (or the WB)	RoW	Right of ways
IEE	Initial Environmental Examination	RPF	Resettlement Policy Framework
Km	Kilometers	SA	Social Assessment
LFNC	Lao Front for National Construction	SMWG	Safeguard Monitoring Work Group
LRSP	Lao Road Sector Project	ToR	Terms of Reference
		UXO	Unexploded Ordnance
		WB	World Bank
		WBG	World Bank Group
		XBL	Xayabouly province
		XK	Xieng Khouang province

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## **1 INTRODUCTION**

1. This report is the first environment and social (E&S) safeguard report 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 (PTRI) of the Ministry of Public Works and Transport (MPWT). The report covers the safeguard activities conducted during 1 January 2018 to 30 June 2020. The report aims to provide information on the safeguard implementation and monitoring performance under the project during the report period.
2. This report consists 10 sections including (1) Project implementation progress including an overview of sub-projects; (2) E&S safeguard implementation progress including monitoring of year 1 projects and accident report; (3) capacity building, training and community engagement; (4) grievance redress mechanism monitoring including gender; and (5) challenges and next steps. Attachment provides more details on the subproject locations and key outputs related to the monitoring results, TORs, and training materials related to ESHS and OHS. Since this is the first E&S monitoring report, it also provides brief project background and the safeguard activities conducted during 2018-2019 as well as key information on locations of protected area, topography, river basins and ethnicity in the project provinces. Attachments include:
  - Attachment 1a. Maps showing locations of protected areas, topography, and road networks
  - Attachment 1b. Project Implementation Progress
  - Attachment 1c. Final TORs for the safeguard consultants and support staff
  - Attachment 2a Details of Monitoring Findings in Six Provinces
  - Attachment 2b Details of Corrective Actions in Six Provinces
  - Attachment 2c Minutes of ESS Monitoring in Six Provinces
  - Attachment 3a Summary of GRM Monitoring in Six Provinces
  - Attachment 3b GRM recorded by Village Committee in Six Provinces
  - Attachment 4 Details of Contractor Employees divided by Gender in Six Provinces
  - Attachment 5 ESMF Budget
  - Attachment 6 DPWTS UXO Confirmation Letter
  - Attachment 7 Key Training Materials in Lao Language

## **2 PROJECT BACKGROUND**

### **(a) The Project**

3. 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)<sup>2</sup> with a particular focus on addressing the climate change challenges that the road network is facing. The project provinces are Phongsaly (PSL), Oudomxay (ODX), Xayabouli (XYBL) Houaphan (HP), Xiengkhouang (XK), and Bolikhamxay (BLKX) while Attapeu province has been added in late 2018.
4. 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

<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 counterpart fund from Road Maintenance Fund of \$10M

<sup>2</sup> PBC Performance-based contract is an alternative to the traditional methods of procuring road reconstruction, rehabilitation and maintenance. It is designed to increase the efficiency and effectiveness of road asset management and maintenance and should ensure a specified road condition over the Contract period.

is different from the conventional road maintenance works (NCB or ICB) 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.

**(b) Project Component**

5. The Project comprises 5 components and scope of the activities updated under LRSP2-AF are as follows while the implementation progress as of May 2020 is briefly described in Section 3 below:

- ***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 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 Research Institute (PTRI), Public Works and Transport Training Institute (PTII), 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.

**(c) E&S Requirements**

6. 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 fulfill the E&S safeguard obligations including the Environment and Social Health and Safety (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.
7. 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 1a 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.

#### **(d) Implementation Arrangement**

8. 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 Research Institute (PTRI) 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/PTRI 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/PTRI 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 EGEF 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.
9. 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/PTRI (if possible EDPD/PTRI can join in the quarterly monitoring). EDPD/PTRI 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 subplan 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.

10. 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 is expected to be phased out in 2020. However, for NR13S, a new ISWS is being mobilized with financing from EIB.

### 3 PROJECT IMPLEMENTATION PROGRESS

11. 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. [Attachment 1b](#) provides brief information on the implementation status of these activities as of May 2020.

#### **(a) Component 1.1 Periodical maintenance and spot improvement**

12. **Four-Year Rolling Plan and Year 1 subprojects.** Preparation and implementation of subprojects faced some delay due to the need to update priority subprojects and detailed design and time require to mobilize the ISWS for LRSP2. After mobilization of the ISWS (SweRoad) in late 2017, preparation of the project 4-year Rolling and Procurement Plan was completed and approved in mid-2018. Under this component, 12 Year-1 subprojects were

proposed in BKX, XK, HP, ODX, XBL, and PSL using NCB contract. SweRoad safeguard consultants prepared ESMPs for the subprojects and they were included in bidding documents. All these contracts have been procured and awarded to winning bidders in late 2018, however with significant delay for the 2 contracts in PSL. As of May 2020, of the 12 subprojects, 10 contracts with a total length of 232 kilometers (5 financed by IDA and 5 financed by NDF) have commenced and made progress on the ground. There is also significant progress in Year 1 works (with an average of 71.57% completion), and it is expected that these 10 contracts will be completed by December 2020. For PSL, the contracts were awarded in March and April 2020, and it is expected that these 2 contracts will be completed by December 2021. Overall implementation progress suggested that there are issues related to limited capacity and understanding of local contractors as well as some delay in payment due to lack of clarity on detailed requirements for the payment conditions and change of staff. Effort is being made to address the issues.

13. **Year 2 subprojects.** As of May 2020, 16 subprojects (including one 50m bridge subproject) have been identified for EIB financing in the 6-project provinces. Based on the lesson learned from the Year 1 bidding, the procurement for Year 2 was expected to be shorter. SweRoad (through its Resident Management Engineer or RME) assisted DPWTs in designing, preparing BoQ, and bid documents and preparation of an Alignment Sheet for the subproject. EIB conducted a mission during March 11 – 12, 2019 to monitor the project progress and asked for a sample of bid document submission to check and provide comments. As of May 2020, out of the total 16 contracts, only 2 contracts in PSL were awarded in January 2020 as planned. Other contracts have been delayed to more than 4 months. Four more contracts were awarded in May 2020 (3 in XYBL and 1 in XK) while another four packages in BLKX are waiting for EIB No Objection for awarding and five English Bid Evaluation Reports (BERs) (3 in HP and 2 in ODX) are under review by MPWT for submission to EIB. Another package in PSL will be rebid due to the bid price being 50% higher than the engineer's estimate. The rebidding process is expected to be completed by September 2020. Hence, there are remaining 9 contracts to be awarded and 1 re-bid process to be completed.
14. An Ethnic Group Engagement Plan (EGEP) was prepared for the Road No. 5102 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.

15. **Year 3 subproject.** It is expected that with some budget left from EU grant about (Euros 6M) and EIB (7 million Euros), a tentative investment plan may include only 1-2 roads from each of the 6 provinces. The remaining fund will be utilized for further improvement of Provincial Road Maintenance and Management System (PROMMS) and reserved as resources for a variation order (VO) during the rainy season of the roads covered in year 2.

**(b) Component 1.2: Routine Maintenance**

16. There are 12 subprojects have been identified for the 6-project province using PBC (3-years). Given poor conditions of the road, the contract comprise 2 phases i.e. 1-year periodic maintenance (construction phase) to bring the road to good conditions and continue with a 2-year routine maintenance. All the 12 contracts have been awarded and the works are currently progressing. As of May 2020, eleven (11) contracts were signed in June/July 2019, but the physical progress of the contracts is behind schedule due to the rainy season. One contract in XYBL was awarded in March 2020. Hence, the main works are currently concentrated on the initial improvement to bring the roads to the good and fair condition before the commencement of the PBC works. Most (7 out of 12 contracts) of the rehabilitation works of the first round of the awarded 3-year PBC contracts is nearly completed, and the maintenance works can begin. It is noted however that the actual subproject outputs (length of 1,234.6 km with good and fair conditions) is much less than the planned outputs (2,169 km). At this rate, the project may expect to reach 1,960 km of routine maintenance by the end of the project, as reflected in the Project's Result Framework. It is also noted that, as much as possible, the network must be under maintenance ahead of the rainy season. Otherwise, loss of the prior investment could be expected to occur. Routine maintenance of drainage and cross-slope (for unpaved roads) are often the most effective means of ensuring a road is climate-resilient.

**(c) Component 1.3 Design and Supervision.**

17. This component aims to support detailed design and preparation of subprojects including those related to E&S safeguard and supervision of construction works. For LRSP2 subprojects, this function has been performed by SweRoad (NDF consultant). It provides technical and management support to DWPTs including assigns one RME for each province to provide on the job training to DPWTs on the plan and contract management. Based on the sixth progress report (Oct 2019 - March 2020) released in April 2020, the 4-year Rolling and Procurement Plan have been updated and approved while bidding documents of year 2 climate-resilient road rehabilitation including ESMPs and safeguard documents (EGDP for 1 project) of the subprojects and other was prepared and approved by EIB while the bidding is in the process of evaluation. To perform its functions, SweRoad has mobilized 6 full time staff (as Road Management Engineer, RME, 1 RME for each province) and provide technical supports including on-the-job training on monitoring and contract management to DPWT and

contractors' staff in establishing a proper contract management system and keeping records complying with conditions of the contract. For safeguard, SweRoad will mobilize safeguard consultants on a need basis. Constraints related to effective safeguard input of the ISWS are discussed in Section 7 (Challenges and Next Steps).

18. For NR13S, the design and supervision consultant (ISWS) will be financed by EIB and the shortlisting and selection process is ongoing. TOR for the ISWS for NR13S has also incorporated the responsibility for approval of the C-ESMP and monitoring of its compliance including those related to RAP implementation. It is expected that the ISWS for NR13S will be on board in Q4 2020.

**(d) Component 1.4: Tropical Storm Son-Tinh Emergency repair and disaster recovery.**

19. Due to the Xepian - Xe Namnoy dam break in Attapue province on July 23, 2018, and the typhoons that hit several provinces during this monsoon season (which claimed lives and damaged infrastructure including road and bridges), the GOL issued the notification no 1105/PM dated July 24, 2018, to declare the state of emergency of the affected area. In October 2018, the WB agreed to amend the project by including Attapue province into the list of provinces receiving climate-resilient road improvement and maintenance support from the project as well as to expand the scope of works under Component 1 to cover emergency repair and disaster recovery of damaged national and local roads infrastructure in the affected areas. The Road 18A subproject between Attapeu and Chamasak (58.5km) was implemented in mid-2019 and the subproject has been closed in early 2020. Safeguard implementation and monitoring of this subproject is described in Section 4.

**(e) Component 1.5: Climate resilience improvement and maintenance of the National Road 13 South**

20. This is a new subcomponent under the LRSP2-AF, which will finance the improvement, enhanced climate resilience, and maintenance of NR13 South sections in BLKX to Khammoune (KM) province with a total length of about 275 km, applying OPBRC. A separate procurement committee was established for NR13S. The bidding document for the first section of OPBRC (about 40km) which will be funded by IDA has been finalized and received No Objection from the WB on April 10, 2020. The remaining 3 sections, which will be financed by EIB (section 2, 4) and AIIB (section 3), are expected to be bided and awarded soon later. Bid advertising of the first section started from April 21, 2020, and will close in July 2020. The contract is expected to be awarded on November 29, 2020. The implementation plan is as follows:

- *Bidding of the First Section.* The pre-bid meeting with the interested bidders was conducted on May 29, 2020. In light of Covid-19, the WB and AIIB also requested to include the Contingency Plan in the required bidding documents to allow for flexibility in case there might be significant changes in the cost structure.

- *Implementation of Resettlement Action Plan (RAP).* Consultants are being mobilized and expected to be on board in August 2020. This is to ensure effective and timely implementation of RAP.
- *Specific Report on Climate Resilience.* To address the development objective of this project, PMU assisted by LTEC will also develop a specific report separately to elaborate and address the climate resilience features of the road design structure, with the support from the World Bank's experts. The report should describe the proper setting of the protocol of climate-resilient projects in the future and further linkage to the national sector strategy.

## 4 IMPLEMENTATION OF SAFEGUARD MEASURES

### 4.1 Safeguard Capacity Building

21. As part of Component 2.4, implementation of safeguard capacity building begins in mid-2018. As identified in the ESMF, main objectives of the ESMF implementation are (a) to ensure that all subprojects and activities are in compliance with the WB safeguard requirements including strengthening capacity of MPWT and DPWTs to plan and implement safeguard measures and (b) to strengthen capacity of EDPD/PTRI to provide supports to MPWT and DPWTs during the planning, management, implementation, and monitoring of the E&S safeguard measures including undertaking research activities related to climate resilient and key safeguard issues related to road maintenance and updating the ESOM. After the project effectiveness in 2017, EDPD/PTRI participated in the project workshop and initiated engagement with DPWT team as well as providing safeguard training to DPWT staff. After SweRoad is on board in late 2017, to fill the safeguard gaps of SweRoad, EDPD/PTRI mobilized a national E&S safeguard consultant (NESC) to provide guidance to SweRoad safeguard consultants during the safeguard screening and preparation of documents as well as to assist EDPD/PTRI on the planning, training, monitoring, reporting, and research activities related to safeguard implementation and capacity building. The NESC has been on board in October 2018 and have assisted EDPD/PTRI in the planning, supervision, and training of the safeguard measures including those related to Road 18A subproject which is not responsible by SweRoad.
22. In February 2019, when the urgent need for improvement of Road 18A from Attapeu to Chapasak was identified, EDPD/PTRI in close cooperation with PONREs and PAFOs of the two provinces and a small WB safeguard mission conducted a safeguard screening for the proposed subproject area and also participated in the first meeting of the bidding process to inform DPWT of Attapeu and the potential bidders on the E&S safeguard obligations during the construction. EDPD/PTRI also prepared an ESMP and its annexes (1-6) and a draft Alignment Sheet for Road 18A and included them in the bidding document (Part 2) of the subproject (6-month contract). Construction began in April 2019 to ensure passable capacity for the 2019 raining season (start in August) and completed in late November 2019.



EDPD/PTRI conducted safeguard monitoring in August 2019 to observe the implementation progress and conducted consultation with local authorities and local communities. EDPD also provided guidance on the E&S implementation regarding the use of borrow-pit and requested the contractor to secure agreement of the land owners and/or local communities before the materials can be undertaken.

23. A WB mission in late November 2019 confirmed an improvement in road surface and passability of the section and suggested DPWT to improve road safety by installation of road safety signs and provide guidance and training on road safety to local communities before closing the subproject. In February 2020, EDPD/PTRI conducted the final E&S monitoring mission and provided training to local community on road safety. The ESMP and annexes, the first E&S monitoring and consultation report, and the final mission and consultation report were submitted to WB during May 2020 mission. After review, the mission suggested that based on the implementation experience of this subproject, EDPD/PTRI assisted by the NESC to develop a draft E&S procedure to be applied to the similar emergency subproject that require quick E&S actions and submitted it to WB for review. EDPD/PTRI will submit a draft for WB review before the next mission planned in November 2020 (MTR mission).
24. **Research activities and update of ESOM.** During appraisal of the LRSP2, it was anticipated that in light of the updated environmental protection law in 2012 and expected revisions of many legal and institutional arrangements related to natural resources and environmental protection, the current Environment and Social Operation Manual (ESOM) being applied for rehabilitation of road works should be updated taking into account the need to incorporate climate resilient factors and the implementation experience and lessons learnt. In 2018, it was proposed that a series of 2 technical workshops to be conducted in two pilot provinces (BKX and ODX) to facilitate discussion on priority issues and actions related to climate resilience and typical issues related to local communities such as the use of borrow-pits, road safety, ROW encroachment, gender involvement. Two first workshops were conducted in late 2018: one in BKX and one in ODX, however, the results appeared to be very general and local capacity and commitment appeared to be limited given the lack of staff and budget. Given the urgent needs for preparation of safeguard documents and monitoring of road 18A and the update of ESMF, RPF, and EGEF for NR13S in late 2019, the input allocated for undertaking the research activities have been shifted to completed other priorities (see capacity building). However, the updated ESOM will be delayed to year 2021.

#### 4.2 Accident in Oudomxay Province

25. It is noted that on 7 December 2019, there was a fatal accident occurred at Km 29 of Road #2088 (under PBC contract) in Nga District, ODX. This incident led to the death of a dump truck worker (an employee of Oddy R&B Construction Company). The RCA was undertaken – to determine core issues that led to the incident and identify corrective actions to ensure that such incidents do not take place again, and RCA Report was submitted to the

World Bank. As part of the short-term corrective actions, the contractor provided compensation to the victim's family per the contract requirements. For medium term measures, PTRI improve the ESMP with emphasis on strengthening occupational, health and safety and conducted the first training on the updated ESHS, OHS measures for focal point staffs of 6 DPWTs and SweRoad site engineers. The training focusing on the health safety issues will be provided to all DPWTs and contractors later in Q3-Q4 2020.

#### 4.3 Safeguards Capacity Building in 2020

26. As previously agreed, the priority for EDPD/PTRI support on safeguards in 2020-2021 has shifted from undertaking research activities to providing guidance and safeguard support to the PMU/DOR and DPWT on the preparation of safeguard documents; monitoring, consultation, and closure of the emergency rehabilitation of road 18A; and facilitating effective implementation of safeguard measures on the ground. Submission of the first safeguard monitoring report was delayed due to the priority shifted to prepare the safeguard documents and consultation (ESMF, RPF, and EGEF) for the LRSP2 additional financing (AF or NR13S) in Q3-Q4 2019. Given the need to improve effective implementation of safeguard measures on the ground, PMU/DOR and EDPD/PTRI will request DPWT to establish a Safeguard Management and Monitoring Work Group (SMWG) and provide training and capacity building support. EDPD/PTRI will mobilize six junior staff to support DPWTs (one person for each province) and four staff to support EDPD/PTRI while the current TOR for the national E&S safeguard consultant (NESC) will be updated and amended. These TORs have been cleared during the mission. In this context, the ESMF budget has also been updated and agreed (see Annex 9). To strengthen capacity on safeguard implementation and to prepare for MTR, EDPD/PTRI will also conduct the following priority activities: (a) preparation of a draft TORs on development of safeguard training curriculum to be conducted by the Public Works and Transport Training Institute (PTTI) and (b) a survey on beneficiary satisfaction during July-August so that a report can be submitted to WB by end September 2020.
27. **Safeguard consultants and SSS.** Recognizing the need to mobilize more SSS and consultants, EDPD/PTRI prepared draft TORs for 1 NSSC (part time) and 1 full time EMSC to be responsible for implementation of NR13S as well as 10 junior SSS to provide supports to 6 DPWTs (1 SSS for each province) and 4 SSS for EDPD/PTRI to manage NR13S and LRSP2 and amendment of the LRSP2 NESC to be consistent with actual and expected inputs. These TORs were discussed and revised in close consultation with WB safeguard team, and the final TORs have been cleared during the mission (See Attachment 1c). EDPD will mobilize these consultants and the 10 SSS in June and most of them are expected to be on Board in August 2020.
28. **ESMF budget.** In this context, the ESMF for LRSP2 and NR13S has been revised and cleared during the May 2020 mission (see Attachment 5).



#### 4.4 GRM

29. The mission received a summary matrix of GRM status with number and categories of grievances received and addressed under LRSP2 from EDPD/PTRI. 55 grievances were recorded during the reporting period. Most of complaints are related to daily works including dust and concerns about road safety due to speeding trucks. All these grievances were responded to, and addressed, on the spot. To minimize and prevent such impacts and risks from happening again, SMWG will ensure that supervision consultant will strengthen work contract monitoring and apply measures against the contractors for non-compliance with C-ESMP particularly OHS, CHS and road safety measures.

### 5 SUB-PROJECTS MONITORING RESULTS

30. As of June 30, 2020, there are 12 NCB Year 1 sub-projects, 16 NCB Year 2 sub-projects and 12 PBC sub-projects in six provinces as presented in table 1, 2, 3 below. Preparation of an ESMP was applied for all the NCB contracts for year 1 subprojects. To improve clarity and effectiveness on preparation and implementation of safeguard documents, a provincial ESMP (P-ESMP) was prepared while preparation of contractor-ESMP has been applied both for the NCB contracts for years 2, 3, and 4. All PBC contracts will provide a 3-year services covering road improvement first and follow by road routine maintenance. All DPWT confirmed that there is no risk related to UXO in the subproject roads (Attachment 6).

**Table 1 List of NCB Year 1 Sub-Projects**

No.	Province/Road No.	Length (km)	Total # of villages located along the subproject	No. of beneficiary (persons)		Safeguard documents
				Total	Female	
<b>I</b>	<b>Phongsaly</b>	<b>37</b>	<b>13</b>	<b>10126</b>	<b>5137</b>	
1	1201 (Lot 1)	25.58	8	7,504	3,883	ESMP CESMP
2	1201 (Lot 2)	37	5	2,622	1,254	ESMP CESMP
<b>II</b>	<b>Oudomxay</b>	<b>0</b>	<b>18</b>	<b>12770</b>	<b>6346</b>	
3	1851	30.10	9	4,998	2,542	ESMP CESMP
4	1804	30.90	9	7,772	3,804	ESMP CESMP
<b>III</b>	<b>Xayabouly</b>	<b>39.09</b>	<b>16</b>	<b>14430</b>	<b>7987</b>	
5	3613	32.30	6	5,172	2,540	ESMP CESMP

No.	Province/Road No.	Length (km)	Total # of villages located along the subproject	No. of beneficiary (persons)		Safeguard documents
				Total	Female	
6	3602	39.09	10	9,258	5,447	ESMP CESMP
<b>IV</b>	<b>Huaphan</b>	<b>0</b>	<b>15</b>	<b>5881</b>	<b>2688</b>	
7	3222	28.00	9	4,208	1,884	ESMP CESMP
8	3249	13.00	6	1,673	804	ESMP CESMP
<b>V</b>	<b>Xiengkhouang</b>	<b>55.14</b>	<b>17</b>	<b>11018</b>	<b>5736</b>	
9	4041	11.48	3	2,134	1,071	ESMP CESMP
10	3907	30.22	7	4,939	2,359	ESMP CESMP
11	3904	13.44	7	3,945	2,306	ESMP CESMP
<b>VI</b>	<b>Bolikhamxay</b>	<b>19.56</b>	<b>7</b>	<b>4441</b>	<b>2178</b>	
12	5154	19.56	7	4,441	2,178	ESMP CESMP

Table 2 List of NCB Year 2 Sub-Projects

No.	Province/Road No.	Length (km)	Total # of villages located along the subproject	No. of beneficiary (persons)		Safeguard documents
				Total	Female	
<b>I</b>	<b>Phongsaly</b>	<b>40.16</b>	<b>9</b>	<b>7962</b>	<b>3585</b>	
1	1229 (Lot 1)	20	5	6,427	3,017	ESMP CESMP
2	1229 (Lot 2)	20.16	4	1,535	568	ESMP CESMP
3	1229 (Lot 3) Nam Le Bridge	at km13.2				ESMP CESMP
<b>II</b>	<b>Oudomxay</b>	<b>40.12</b>	<b>16</b>	<b>8862</b>	<b>4496</b>	
4	1862	23	7	5,762	2,877	ESMP CESMP
5	1875	17.12	9	3,100	1,619	ESMP CESMP
<b>III</b>	<b>Xaybouly</b>	<b>25.22</b>	<b>16</b>	<b>11542</b>	<b>5717</b>	
6	(Lot- 1) 3822	26.10	4	2,760	1,377	ESMP CESMP

No.	Province/Road No.	Length (km)	Total # of villages located along the subproject	No. of beneficiary (persons)		Safeguard documents
				Total	Female	
7	(Lot- 2) 3822	23.70	4	2,420	1,214	ESMP CESMP
8	3604	25.22	8	6,362	3,126	ESMP CESMP
<b>IV</b>	<b>Huaphan</b>	<b>66.15</b>	<b>20</b>	<b>12499</b>	<b>5958</b>	
9	3205	20	6	2,449	1,153	ESMP CESMP
10	3209	36.32	8	4,673	2,228	ESMP CESMP
11	3249	9.83	6	5,377	2,577	ESMP CESMP
<b>V</b>	<b>Xiengkhouang</b>	<b>36</b>	<b>8</b>	<b>6680</b>	<b>3326</b>	
12	3903	36	8	6,680	3,326	ESMP CESMP
<b>VI</b>	<b>Bolikhamxay</b>	<b>34.17</b>	<b>14</b>	<b>16306</b>	<b>8469</b>	
13	5103	19.10	6	3,014	1,910	ESMP CESMP
14	5107	16.50	3	5,750	2,838	ESMP CESMP
15	(Lot 1). 5102	34.30	2	2,449	1,197	ESMP CESMP
16	Lot 2). 5102	34.17	3	5,093	2,524	ESMP CESMP

Table 3 List of LRSP2 – PBC Sub-Projects

No.	Province/Road No.	Length (km)	Total # of villages located along the subproject	No. of beneficiary (persons)		Safeguard documents
				Total	Female	
<b>I</b>	<b>Phongsaly</b>	<b>144</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
2	1233, 1223, 1205, 1207, 1237	144	25	14,365	7,215	ESMP
<b>II</b>	<b>Oudomxay</b>	<b>217.7</b>	<b>82</b>	<b>56006</b>	<b>27610</b>	
3	1802, 1852, 1853, 1854, 1202, 1205	127.5	36	26,310	13,509	ESMP
4	1232, 2088	90.2	23	12,650	6,136	ESMP

No.	Province/Road No.	Length (km)	Total # of villages located along the subproject	No. of beneficiary (persons)		Safeguard documents
				Total	Female	
5	1866, 1867, 1872	76.2	23	17,046	7,965	ESMP
<b>III</b>	<b>Xaybouly</b>	<b>264</b>	<b>69</b>	<b>92694</b>	<b>45729</b>	
6	PBC-01/Rd Nos. 3633, 3636, 3603, 3605, 3648	170.3	46	51,712	25,293	ESMP
7	PBC-02/Rd Nos. 3601, 3745, 3746, 3748, 3749, 3611, 3614	93.7	23	40,982	20,436	ESMP
<b>IV</b>	<b>Huaphan</b>	<b>216.9</b>	<b>65</b>	<b>31999</b>	<b>15298</b>	
8	3201, 3203, 3413, 3239, 3440, 3421, 3483	109.1	36	21,775	10,385	ESMP
9	3244, 3507, 3209, 3204	107.8	29	10,224	4,913	ESMP
<b>V</b>	<b>Xiengkhouang</b>	<b>92.4</b>	<b>34</b>	<b>36828</b>	<b>18269</b>	
10	Contract No. CW-XIE-PBC- 01/Rd Nos. 3901, 3902, 3903, 4011, 3905	92.4	27	31,487	15,620	ESMP
11	Contract No. CW-XIE-PBC- 2/Rd Nos. 3909	55.50	7	5,341	2,649	ESMP
<b>VI</b>	<b>Bolikhamxay</b>	<b>87.6</b>	<b>26</b>	<b>25335</b>	<b>12570</b>	
12	5165, 5102, 5158, 5103, 5109, 5345	87.6	26	25,335	12,570	ESMP

## 6 THE PROJECT PROGRESS

31. As of June 30, 2020, the progress of civil work is presented in table 4,5,6 below.

**Table 4 Snapshot of NCB Year 1 Civil Works (as of June 30, 2020)**

No.	Province/Road No.	Length (km)	Contractor Name	Contract		Progress (%)
				Signed Date	Month	
<b>I</b>	<b>Phongsaly</b>	<b>37</b>				
1	1201 (Lot 1)	25.58	Sompasong Road-Bridge Construction and Irrigation Co., LTD	10.03.2020	18	53.32

No.	Province/Road No.	Length (km)	Contractor Name	Contract		Progress (%)
				Signed Date	Month	
2	1201 (Lot 2)	37	Soulitham Building Road Bridge & Irrigation Construction Sole Co. Ltd	21.04.2020	18	45.82
<b>II</b>	<b>Oudomxay</b>				<b>36</b>	
3	1851	30.10	Phanyathirath Road-Bridge and Irrigation Construction Co., LTD	01.03.2019	18	100
4	1804	30.90	Phanyathirath Road-Bridge and Irrigation Construction Co., LTD	01.03.2019	18	100
<b>III</b>	<b>Xaybouly</b>	<b>39.09</b>			<b>36</b>	
5	3613	32.30	DLC & Phonethong-Xokchleunxay joint venture	22.02.2019	18	100
6	3602	39.09	Panyathilith Road & Bridge Construction Co. Ltd.	20.02.2019	18	100
<b>IV</b>	<b>Huaphan</b>				<b>36</b>	
7	3222	28.00	Dala Construction Co., LTD	03.01.2020	18	100
8	3249	13.00	Agriculture Development, Import-Export and Road-Construction Co., LTD	03.01.2020	18	100
<b>V</b>	<b>Xiengkhouang</b>	<b>55.14</b>			<b>54</b>	
9	4041	11.48	Sybounheung Development and Construction Co., LTD.	10.12.2018	18	100
10	3907	30.22	Phengxay Co., LTD.	10.12.2018	18	100
11	3904	13.44	Banna Development and Construction Co., LTD	05.12.2018	18	100
<b>VI</b>	<b>Bolikhamxay</b>	<b>19.56</b>	<b>Vannavong Construction Co., LTD.</b>	<b>14.12.2018</b>	<b>18</b>	
12	5154	19.56	Vannavong Construction Co., LTD.	14.12.2018	18	100

Table 5 Snapshot of NCB Year 2 Civil Works (as of June 30, 2020)

No.	Province/Road No.	Length (km)	Contractor Name	Contract		Progress (%)
				Signed Date	Month	
<b>I</b>	<b>Phongsaly</b>	<b>40.16</b>			<b>54</b>	
1	1229 (Lot 1)	20	Souphaphone Survey and Road-Bridge Construction Co., LTD	24.01.2020	18	62.38
2	1229 (Lot 2)	20.16	Souphaphone Survey and Road-Bridge Construction Co., LTD	24.01.2020	18	62.38
3	1229 (Lot 3) Nam Le Bridge	at km13.2			18	
<b>II</b>	<b>Oudomxay</b>	<b>40.12</b>			<b>36</b>	
4	1862	23	Xaysana Group Sole Co., Ltd		18	27.70
5	1875	17.12	Vatsana Development Construction Co., Ltd		18	27.70
<b>III</b>	<b>Xaybouly</b>	<b>25.22</b>			<b>54</b>	
6	(Lot- 1) 3822	26.10	Sykanchai Sole Co., Ltd	30.05.2020	18	38.88
7	(Lot- 2) 3822	23.70	Vatsana Development Construction Co., Ltd.	30.05.2020	18	38.88
8	3604	25.22	Xayya Construction and Renovation Sole Co., Ltd.	30.05.2020	18	38.88
<b>IV</b>	<b>Huaphan</b>	<b>66.15</b>			<b>54</b>	
9	3205	20	Chitchaluen Construction Co., Ltd	24.07.2020	18	0.53
10	3209	36.32	Kingkeo Oudom Construction Co., Ltd	24.07.2020	18	27.75
11	3249	9.83	Chaluenxam Construction Co., Ltd	24.07.2020	18	27.75
<b>V</b>	<b>Xiengkhouang</b>	<b>36</b>		<b>05.05.2020</b>	<b>18</b>	
12	3903	36	Phengxay Sole Co., Ltd	05.05.2020	18	43.29
<b>VI</b>	<b>Bolikhamxay</b>	<b>34.17</b>			<b>72</b>	
13	5103	19.10	Phouthisack Road-Bridge Construction Sole Co., Ltd	21.08.2020	18	25.20
14	5107	16.50	Xayya Construction and Renovation Sole Co.,	11.08.2020	18	28.53

No.	Province/Road No.	Length (km)	Contractor Name	Contract		Progress (%)
				Signed Date	Month	
			Ltd.			
15	(Lot 1). 5102	34.30	Road No. 8 Construction Enterprise ( R8CE ) & Tay Troung Son Construction Sole Co.,LTD (TSC) Joint Venture	27.08.2020	18	23.53
16	Lot 2). 5102	34.17	Road No. 8 Construction Enterprise ( R8CE ) & Tay Troung Son Construction Sole Co.,LTD (TSC) Joint Venture	27.08.2020	18	23.53

Table 6 Snapshot of PBC Civil Works (as of June 30, 2020)

No.	Province/Road No.	Length (km)	Contractor Name	Contract		Progress (%)
				Signed Date	Month	
<b>I</b>	<b>Phongsaly</b>	<b>144</b>			<b>72</b>	
1	1225, 1465, 1235, 1466	82.9	Somboun Road & Bridge Sole Co. Ltd.	18.07.2019	36	47
2	1233, 1223, 1205, 1207, 1237	144	Seunvansay Construction Sole Co. Ltd.	18.07.2019	36	47
<b>II</b>	<b>Oudomxay</b>	<b>217.7</b>			<b>108</b>	
3	1802, 1852, 1853, 1854, 1202, 1205	127.5	Soulitham R&B Const. Co. Ltd	11.06.2019	36	50
4	1232, 2088	90.2	Oudydy R&B Const. Co.; Ltd.	11.06.2019	36	50
5	1866, 1867, 1872	76.2	Sompasong R&B Const. Co. Ltd.	11.06.2019	36	50
<b>III</b>	<b>Xaybouly</b>	<b>264</b>			<b>72</b>	
6	PBC-01/Rd Nos. 3633, 3636, 3603, 3605, 3648	170.3	BM R&B Const. Co, Ltd	22.07.2019	36	47

No.	Province/Road No.	Length (km)	Contractor Name	Contract		Progress (%)
				Signed Date	Month	
7	PBC-02/Rd Nos. 3601, 3745, 3746, 3748, 3749, 3611, 3614	93.7	Sipaseuth R & B Construction Co. Ltd.	31.05.2020	36	18
<b>IV</b>	<b>Huaphan</b>	<b>216.9</b>			<b>72</b>	
8	3201, 3203, 3413, 3239, 3440, 3421, 3483	109.1	Agriculture Development Const. Co. Ltd.	11.07.2019	36	47
9	3244, 3507, 3209, 3204	107.8	Dansam & Sengthong Joint Venture	11.07.2019	36	47
<b>V</b>	<b>Xiengkhouang</b>	<b>92.4</b>			<b>72</b>	
10	Contract No. CW-XIE-PBC- 01/Rd Nos. 3901, 3902, 3903, 4011, 3905	92.4	phonsavanh Const. Co.; Ltd.	16.07.2019	36	47
11	Contract No. CW-XIE-PBC- 2/Rd Nos. 3909	55.50	Phouphieng Const. Co.; Ltd.	16.07.2019	36	47
<b>VI</b>	<b>Bolikhamxay</b>	<b>87.6</b>	<b>Khounthavong Const. Co.; Ltd.</b>	<b>09.07.2019</b>	<b>36</b>	
12	5165, 5102, 5158, 5103, 5109, 5345	87.6	Khounthavong Const. Co.; Ltd.	09.07.2019	36	47

32. The progress of E&S work is 40% achieved over the 100% of the 2020 work plan. The key achieved outputs are listed as follows:

- Completed 6 months ESS monitoring for 14 year 1 NCB projects in six provinces;
- Completed consultation with local communities and site closure monitoring of the road 18 A in Attapeu and Champasak Provinces;
- Completed the review and revision of ARAP of the year 1 road No. 1815 in Oudomxay province;
- Completed the review and revision of accident report and RCA report of incident that took place on 7 December 2019, on Km 29 of the Performance-Based Routine Maintenance Contract, Road No. 2088 in Nga district, Oudomxay Province. This incident led to the death of dump truck worker (employee of Oddy R&B Construction Company).



- Completed the training on environmental, occupational, health and safety for focal point staffs of 6 DPWTs and SweRoad RMEs;
- Ongoing on the job training for PTRI/EDPD technical staff on supervision and monitoring of LRSP2 project including (i) review and comment of SSAS and CESMP; (ii) compliance monitoring of contractor ESS; (iii) following up quarterly monitoring report and GRM monitoring with DPWTs; and (iv) LRSP2 document control.
- Completed the review and revision of EGEP of year 2 project, road No. 5120 in Bolikhamxay provinces;
- Specific Site Alignment Sheets (SSAS) of year 1 and year 2 projects have been prepared by DPWTs and CESMPs of year 1 projects have been prepared by contractors. ECoPs and Generic COC on GBV/VAC were applied in both SSASs and CESMPs. Moreover, ARAP of the year 1 (road No. 1815 in Oudomxay province) and EGEP of year 2 project (road No. 5120 in Bolikhamxay provinces) have also have been prepared.

## 7 E&S SAFEGUARDS MONITORING RESULTS

33. During this reporting period, PTRI and DPWTs have conducted 6 months monitoring with participants from PONRE, PLFNC, PWU, PLYU, OPWT, RMEs and Contractors for 14 Year 1 NCB projects as presented in table 7 below.

**Table 7 List of Monitored Project**

Date	Road No.	Contractor	No. of Monitoring Team Member		Organization
			Total	F	
1. Phongsaly Province					
25/10/2019	1225		12	4	PTRI, DPWT, PONRE, PLFNC, PWU, PLYU, OPWT, RMEs, Contractor
2. Oudomxay Province					
22/10/2019	1804	Panyathirath Co., LTD.	16	4	PTRI, DPWT, PONRE, PLFNC, PWU, PLYU, OPWT, RMEs, Contractor
22/10/2019	1851	Panyathirath Co., LTD.	16	4	PTRI, DPWT, PONRE, PLFNC, PWU, PLYU, OPWT, RMEs, Contractor
3. Xayabouly Province					

Date	Road No.	Contractor	No. of Monitoring Team Member		Organization
			Total	F	
5.5.2019	3613	DLC & Phonthong Sokchaleun Co., LTD.	9	3	PTRI, DPWT, PONRE, PLFNC, PWU, PLYU, OPWT, RMEs, Contractor
9.5.2019	3602	Panyathirath Co., LTD.	9	3	PTRI, DPWT, PONRE, PLFNC, PWU, PLYU, OPWT, RMEs, Contractor
21.10.2019	3613	DLC & Phonthong Sokchaleun Co., LTD.	16	3	PTRI, DPWT, PONRE, PLFNC, PWU, PLYU, OPWT, RMEs, Contractor
23.10.2019	3602	Panyathirath Co., LTD.	16	3	PTRI, DPWT, PONRE, PLFNC, PWU, PLYU, OPWT, RMEs, Contractor
<b>4. Huaphan Province</b>					
28-29/10/2019	3249	Agri. Devt and Import-Export	15	4	PTRI, DPWT, PONRE, PLFNC, PWU, PLYU, OPWT, RMEs, Contractor
28-29/10/2019	3222	Dala Construction Co., LTD.	15	4	PTRI, DPWT, PONRE, PLFNC, PWU, PLYU, OPWT, RMEs, Contractor
<b>5. Xiengkhouang Province</b>					
29/10/2019	3904	Sibounheung Co.	16	1	PTRI, DPWT, PONRE, PLFNC, PWU, PLYU, OPWT, RMEs, Contractor
29/10/2019	4041	Sibounheung Co.	16	1	PTRI, DPWT, PONRE, PLFNC, PWU, PLYU, OPWT, RMEs, Contractor
30/10/2019	3907	Phengsai Co., LTD	16	1	PTRI, DPWT, PONRE, PLFNC, PWU, PLYU, OPWT, RMEs, Contractor
<b>6. Bolikhamxay Province</b>					
16/10/2019	5154	Vannavong Construction Co., LTD	14	3	PTRI, DPWT, PONRE, PLFNC, PWU, PLYU, OPWT, RMEs, Contractor
14/5/2020	5154	Vannavong Construction Co., LTD	5	0	DPWT, OPWT

34. There are common finding from 14 projects including (i) insufficient safety, warning and speed limited signs; (ii) improper camp management (improper management of solid waste and wastewater); (iii) dust generation due to not enough water spraying; (iv) no document for using borrow areas; and (v) no CESMP. However, recommendations for corrective action have been provided to contractors and corrective actions have been taken by contractors. The summary of monitoring findings are corrective actions taken are presented in table 8 below. The details of finding and corrective actions are in Attachment 2a and 2b and Minutes of Monitoring of six provinces are in Attachment 2c.

**Table 8 Summary of monitoring findings and corrective actions taken**

Province	Monitoring Findings	Corrective Actions Taken
Bolikhamxay	<ul style="list-style-type: none"> <li>Location of camp in the community area.</li> <li>Insufficient safety sign installed at community areas and risk points.</li> <li>Improper storage of oil tank and oil spillage on the ground.</li> <li>No CESMP</li> </ul>	<ul style="list-style-type: none"> <li>The SMWG has advised the contractor to strictly implement the project rule required in the ECOP and Code of conduct on gender-based violence and violence against children. The contractor has ESHS rules in the ECOP and COC on GBV/VAC. Contractor prepared and submitted CESMP with signed ESHS rules and COC on GBV/VAC. Contractor had no social issues and had good relationship with local people.</li> <li>More safety, warning and speed limited signs at all community areas and risk points.</li> <li>Oil spillage was cleaned up and storage was improved with concrete slab, fence and roof.</li> <li>CESMP has been submitted to PTRI.</li> </ul>
Xiengkhouang	<ul style="list-style-type: none"> <li>No CESMP</li> <li>Dust generation at local community</li> <li>Insufficient installation of safety, warning and speed limited signs – cannot see during the night time</li> <li>No approval of using borrow pit areas/pits</li> </ul>	<ul style="list-style-type: none"> <li>Prepared and submitted CESMP</li> <li>Regularly spray water at local community area during windy/dry season at least 2 times a day</li> <li>Fixed and installed more safety, warning and speed limited signs are easily visible</li> <li>Obtained approval or letter for using borrow areas/pits</li> </ul>
Huaphan	<ul style="list-style-type: none"> <li>Due to the construction area is mountainous so it is difficult to access to borrow area and high safety risk.</li> <li>Construction activities such site clearance and excavation caused difficulty for local people to use due to in rainy season</li> <li>Insufficient installation of safety, warning and speed limited signs.</li> </ul>	<ul style="list-style-type: none"> <li>Install safety fence and warning signs. Train driver to be very careful when using the access road</li> <li>Contractor has cleaned up and improved the road alignment so that local people can use/travel</li> <li>Installed more safety, warning and speed limited signs.</li> <li>Obtained approval/letter for using the borrow</li> </ul>

Province	Monitoring Findings	Corrective Actions Taken
	<ul style="list-style-type: none"> <li>• No approval/letter for using the borrow area</li> <li>• Not enough water spraying at community areas</li> <li>• No CESMP</li> </ul>	<ul style="list-style-type: none"> <li>• area.</li> <li>• Provided water spraying at least 2 times a week during windy/dry season.</li> <li>• Prepared and submitted CESMP.</li> </ul>
Xayabouly	<ul style="list-style-type: none"> <li>• Dust generation at community area.</li> <li>• Improper in storage construction material and waste.</li> <li>• Insufficient safety/ warning and speed limited signs.</li> <li>• Guardhouse is located nearby the fuel storage tank which is high risk for accident. Fuel storage tank has no fence, roof and concrete slab.</li> <li>• Due to the mountainous area, it is difficult to get borrow pits so many borrow pits are located nearby the road so it is high risk of accident. The slop of some borrow area are not stabilized and have no approval letter.</li> <li>• Solid waste was not properly managed and not enough waste bin</li> <li>• No CESMP</li> </ul>	<ul style="list-style-type: none"> <li>• Sprayed water at community areas 2 times a day.</li> <li>• Collected and cleaned up all construction materials.</li> <li>• More safety and warning signs were provided</li> <li>• Moved the fuel tank away from the guardhouse and fuel storage area consisted of fence, roof and concrete slab.</li> <li>• Install safety fence and warning signs along the access road to the borrow areas. Train driver to be very careful when using the access road.</li> <li>• Provided more bins.</li> <li>• Submitted CESMP to PTRI.</li> </ul>
Oudomxay	<ul style="list-style-type: none"> <li>• Poor camp management: not enough waste bin and no waste water treatment pit it discharged directly to local agriculture land.</li> <li>• Not enough safety and warning signs.</li> <li>• Dust generation at community area.</li> <li>• Fuel storage area has no roof, fence and concrete slab.</li> <li>• No approval documents for using borrow pits.</li> <li>• 5 Households are located in the ROW and had been affected by natural erosion in the rainy season each year. These households were preparing to partly shift their houses away from the side drain/ROW with constriction materials piles collected.</li> <li>• No CESMP.</li> </ul>	<ul style="list-style-type: none"> <li>• More waste bins were provided. Toilet with septic tank has been constructed. No wastewater discharge.</li> <li>• Installed new and more safety and warning signs.</li> <li>• Sprayed water at community areas 2 times a day</li> <li>• Provided fence, roof and concrete slab for fuel storage area.</li> <li>• Obtained approval letter for using all borrow pits.</li> <li>• Due to HHs constructed the house close to the ROW and it is affected by natural erosion every year so there is no cash compensation for HHs to move out but there is an agreement with HHs that the contractor will clear the new land and provide support for HHs to move their houses. ARAP was prepared and applied to document the agreements.</li> <li>• CESMP has been submitted.</li> </ul>
Phongsaly	<ul style="list-style-type: none"> <li>• No project information signs.</li> <li>• Insufficient safety/ warning and speed</li> </ul>	<ul style="list-style-type: none"> <li>• Due to the contract has just been awarded, these issued are under improvement.</li> </ul>

Province	Monitoring Findings	Corrective Actions Taken
	limited signs. • The slop of borrow pit No. 3 at KM5+300 is too steep and will cause erosion and sediment transport to natural river. • No CESMP	

## 8 ACCIDENT REPORTING AND MITIGATION MEASURES

35. **The accident.** On 07 December 2019, a fatal accident (electrocution) took place on Km 29 of the PBC on Road No. 2088 in Nga district, Oudomxay Province. This incident led to the death of a dump truck worker (employee of Oddy R&B Construction Company). DPWT of ODX reported to PMU of DOR and EDPD of PTRI and to the WB within 24 hour and took immediate action to stop the work contract. A WB safeguard team<sup>3</sup>, PMU, DPWT, EDPD, and SweRoad conducted a series of follow-up meetings and discussion regarding the WB guideline on the incident response<sup>4</sup> and the need to prepare a root cause analysis (RCA) to determine core issues that led to the incident and identify corrective actions (called the safeguard corrective action plan or SCAP) to ensure that such incidents do not take place again. DPWT and SweRoad took actions to investigate the case and secure agreements among various parties before allowing the works to resume in February 2020. Given that Udomxay is a mountainous area and there are many low hanging electric lines along the roads, to make sure that this accident will not happen again for this contract, a technical team comprising DPWT, SweRoad, contractor, and EDL conducted a quick assessment on safety due to electricity lines and identified areas with high risk and actions to be conducted by EDL and the contractor to prevent the risk and avoid similar accident to occur. Contractor provided compensation to the victim family as per contract requirements. Given that most of the subproject roads in the 6 provinces in the north are mountainous, PMU sent a letter to all DPWTs requesting all DPWT to conduct a safety risk assessment for all the subprojects while EDPD plans to provide more specific training focusing on environmental health and safety and OHS for workers. However, due to travel restriction to prevent covid-19 outbreak, all training has been postponed to Q3-Q4 2020.

36. **RCA and SCAP.** In January 2020, DPWT and SweRoad prepared a root cause analysis (RCA) report and submitted it to PMU, EDPD, and WB. After a follow-up discussion with WB team in February 2020, it was agreed that the RCA will be updated to incorporate the medium-term corrective action plan (SCAP) and the combined RCA and SCAP report was submitted to WB in March 2020. During the virtual mission in May (25-29 May) 2020,

<sup>3</sup> The incident occurred 1 day after the wrap-up of a WB support mission (03-06 December 2019) was completed and before a safeguard mission planned for 08-20 December 2019 commenced.

<sup>4</sup> Environment and social INCIDENT RESPONSE TOOLKIT FOR WORLD BANK STAFF (November 2018)

given the delay due to travel restriction, the mission request EDPD to clarify that medium-term mitigation measures that are applied to the incident road (2088) from other roads and update the training program proposed in the SCAP and to include the updated SCAP in the final E&S safeguard monitoring report to be submitted by end of July 2020. Table 9 and 10 is the updated SCAP with clarity on its application.

37. To mitigate DPWT took the lead to secure agreement between the contractor assisted the Follow-up meetings and discussion among the WB safeguard team and DPWT, PMU, EDPD/PTRI, and SweRoad were conducted<sup>5</sup>.

**Table 9 Immediate Actions:**

Corrective Actions	Responsibility	Timeline	Updated during the Mission
Suspension of works	Department of Road, PDPWT, supervision consultant and contractor	December 7-31, 2019	Completed
	Department of Road and EDPD/PTRI, PDPWT, contractor and supervision consultant	December 7-9, 2019 (Completed)	Completed
Pay Compensation for the victim's family agreed in 2 installments	Contractor	First payment made on December 8, 2020. The 2 <sup>nd</sup> payment to be made by June, 2020	

**Table 10 Medium term/ongoing actions (2020-2025]**

Root Causes	Corrective Actions	Responsibility	Timeline	Updated during the Mission
1. The transmission line by EDL is not properly installed with insufficient safety space leading to the incident.	Conduct Risk assessment to identify if any vulnerable locations. Prepare corrective and preventive measures	DPWT, SweRoad, EDPD/PTRI, PMU/DOR, EdL, Contractor	27 Dec 2019 Completed	<ul style="list-style-type: none"> <li>Safety Risk assessment has been conducted to identify the risk points and preventive measures.</li> <li>42 risk points identified and 6 High risk points had been rectified. Actions taken including tensioning the transmission lines in order to obtain sufficient height, re-erecting the electric poles off the road and realign the transmission lines.</li> <li>Risk assessment has been conducted for 6 provinces as part of Alignment Sheet and CEMP</li> </ul>
	Coordinate with EDL to take immediate actions/preventive measures to address the risks	DPWT, SweRoad, EDL and contractor	Q1 2020 [completed for ODX]	<ul style="list-style-type: none"> <li>Coordination with EDL to take immediate actions/preventive measures to address the high risk points</li> <li>For the road 2088: A meeting was held on 27 Dec 2019 with participants from DoR, DPWT, DEM, EDL, SweRoad and contractor to discuss actions/preventive</li> </ul>

<sup>5</sup> The incident occurred 1 day after the wrap-up of a WB support mission (03-06 December 2019) was completed and before a safeguard mission planned for December 08 to 20 commenced.

Root Causes	Corrective Actions	Responsibility	Timeline	Updated during the Mission
				measures to be taken. <ul style="list-style-type: none"> <li>Stakeholder mapping in 6 provinces will be carried out in Q3 2020</li> <li>SGMWG and 1 SS was assigned to support and ensure effective and timely fund flow.</li> </ul>
	All the time provide on-site supervision while working on site. Stop the work immediately if working condition is unsafe	Contractor	27 Dec 2019 Completed [only for ODX]	<ul style="list-style-type: none"> <li>Ongoing - All the time, provide on-site supervision while working on site. Stop the work immediately if it is unsafe working condition.</li> <li>This also applies to all SP/contract.</li> <li>DPWT and the provinces/this group will take over the responsibility of CSC when they leave.</li> </ul>
2. Site-specific ESMP was not detailed enough, therefore the safety risks are undermined by the contractor.	Update the contractor ESMP to ensure the detailed alignment sheet, safety risk assessment and preventive measures are fully covered. [CESMP or any subplans]	Contractor	By March 13, 2020 Completed [only for ODX]	<ul style="list-style-type: none"> <li>Under revision and expected to finalize by beginning of June 2020 and continue monitoring up to end of the contract period.</li> <li>This also applies to all SP/contract.</li> <li>DPWT and the provinces/this group will take over the responsibility of CSC when they leave.</li> <li>The first 2 CESMP that have been approved (starting with PSL and Year 2 (1 for each province) will be submitted to WB for review and comment (not NOL).</li> <li>EDPD will provide more specific guidance on this.</li> </ul>
3. Environmental, social health and safety including occupational, health and safety (ESHS/OHS) system is not up to the best practices	<b>Improve ESHS/OHS system:</b> <ul style="list-style-type: none"> <li>- Develop comprehensive safety at work instructions and guidelines;</li> <li>- Provide training on the ESHS/OHS to all engineers and workers working on project sites;</li> <li>- Provide PPE to workers and engineers who are working on sites;</li> <li>- Provide First Aid kits at site camp sufficiently;</li> <li>- Strictly implement the safety at work instructions and guidelines.</li> <li>- Enhance effectiveness of monitoring for</li> </ul>	Contractor, DPWT, SweRoad, EDPD/PTRI, PMU/DOR	By March 13, 2020 (In progress)	<ul style="list-style-type: none"> <li>The Safety at work instructions and guidelines has been developed and applied to all SP in six provinces?;</li> <li>Formal training on the ESHS to all DPWTs and RME had been done in January 2020</li> <li>Formal training on the ESHS to all engineers and workers working for the project has been delayed due to coronavirus outbreak; New date set by End of July 2020.</li> <li>PPEs to workers and engineers have been provided by contractor;</li> <li>First Aid Kits has been provided by contractor;</li> <li>Installation of all preventive measures has been done by contractor;</li> <li>Enforcement monitoring daily by contractor and monthly by supervision consultant and quarterly by DWPT and PTRI/EDPD as well as development partner missions is ongoing;</li> <li>Timely and effectively accident/incident reporting and coordinating system is in place, but need to be organized in more systematic way and further improvement; and</li> <li>Incorporate the safety at work instructions and guidelines into quality assurance</li> </ul>



Root Causes	Corrective Actions	Responsibility	Timeline	Updated during the Mission
	ESHS/OHS compliance by contractor and supervision consultant. Monthly reports to be prepared; - Timely and effectively accident/incident reporting and coordinating system with focal points assigned/reminded on their responsibilities and reporting timeframe;			systems of the road is ongoing.
4. Ineffective coordination among stakeholders especially PMU, local authorities, contractor and EDL.	Strengthen coordination mechanism at each stage of the road works Effective monitoring and reporting	DPWT, SweRoad, EDPD/PTRI, PMU/DOR, contractor	By March 31 2020 (In progress)	Ongoing: <ul style="list-style-type: none"> <li>Road sector stakeholder mapping</li> <li>Put in place coordination mechanism at each stage of the road works</li> <li>Effective monitoring and reporting</li> </ul>
5. The site management by the contractor and supervision by the consultant have not taken sufficiently stringent measures to monitor the implementation of the safety measures.	- incorporate above lessons learned and measures/good practices into contract management manual. - Improve Quality Assurance system and ensure sufficient resources (site engineer and safeguards staffs) are mobilized on sites.	Contractor, DPWT, SweRoad, PMU/DOR	By March 16, 2020 (In progress with the new RME and Safeguard staff on board/sites)	<ul style="list-style-type: none"> <li>SCAP actions will be implemented not only on the road in questions but all subprojects of LRSP2</li> <li>Improvement of contract management manual is ongoing by Sweco consultant team.</li> <li>Improvement of QA system is ongoing and some resources ( road maintenance engineers and safeguards staffs) have been mobilized on sites.</li> <li>New ESS consultant will be working in September 2020.</li> <li>Training for SweRoad RMEs will be conducted in June 2020.</li> </ul>

## 9 CAPACITY BUILDING, TRAINING, AND COMMUNITY ENGAGEMENT

38. **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 and implementation of research



activities including the update of the E&S Operation Manual (ESOM) which was last updated in 2000. In late 2018, additional budget is also provided to ensure that the new subproject (NR13S) has budget for implementation of E&S measures. In early 2020, 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 2020. Table 11 presents the updated ESMF budget. In May 2020, during the WB mission, the budget ESOM for implementation of the ESMF. During the Key activities of this component focus on training, mobilization of consultants and supporting staff supports.

Table 11 ESMF Budget

No.	Activities	ESMF Original Cost US\$	ESMF-AF Cost US\$	Total	Paid	Committed	Planned
(a)	Supervision, monitoring and training on ESMF	579,000	0	574,000	306,000	77,000	191,000
(b)	Research and specific training on environmental and social issues related to natural disaster (details to be identified during implementation)	341,000	115,200	456,200	50,400	179,950	225,850
	<b>Total (a) and (b)</b>	<b>920,000</b>	<b>115,200</b>	<b>1,030,200</b>	<b>356,400</b>	<b>256,950</b>	<b>416,850</b>

39. **Safeguard training.** In February 2020, PTRI has conducted on-the-job training ESHS with focusing on safety issues/ safety risk assessment and key contractor obligations for DWTP, PONRE, OWTP, SweRoad RMEs in Department of Road in Vientiane Capital with a total of 43 participants of which 7 are female. It can be said that this TOT training has improved the capacity of DPWTs and SweRoad RMEs resulting in submission of SSAS, CESMP and GRM monitoring. Some DPWTs has conducted training on ESS for year 1 and year 2 contractors and consultation with local community. Some DPWTs will start after Covid-19 pandemic. Attachment 7 provides some key training materials (in Laos).
40. It is also expected that 6 junior safeguard support staff (SSS) will be mobilized to assist each province to improve the implementation and reporting of safeguard activities.
41. Ongoing on the job training for PTRI/EDPD technical staff on supervision and monitoring of LRSP2 project including (i) review and comment of SSAS and CESMP; (ii) compliance monitoring of contractor ESS; (iii) following up quarterly monitoring report and GRM monitoring with DPWTs; and (iv) LRSP2 document control.

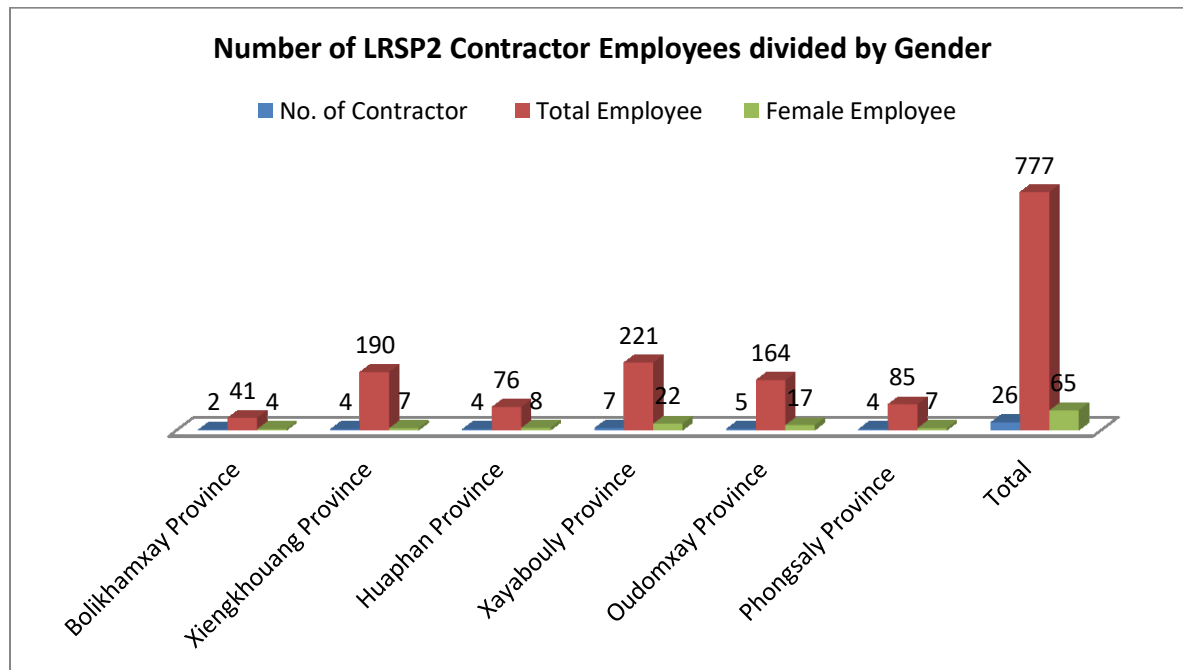
## 10 GRIEVANCE REDRESS MECHANISM (GRM) MONITORING

### (a) GRM Operations and Monitoring

42. GRM Monitoring Logbook to be used by Village Grievance Committee had been distributed to all villages located along NCB sub-projects year 1 since October 2019. There are 55 complains has been recorded from 4 provinces (HP, XK, BLKX and XY) No information from ODX and PSL. For PSL just NCB Y1 and Y2 just start for two months. These 55 cases were from 6 subprojects out of 11 but no serious complaints/grievance. The common grievance/complaints are related to dust, traffic/speeding, safety signs and storage of construction materials along the road. DPWTs had advised the contractors to solve the issues and most of them were solved up to date. The detail of GRM monitoring translated into English is in Attachment 3a and GRM recorded by village in Attachment 3b.

### (b) Gender Integration and Mainstreaming

43. All construction companies have recruited female staffs and most of them are administrative staffs and housekeepers which are local people. In six provinces, there are 26 contractors (NCB Y1/2 and PBC) with a total number of employees of 777 persons and 65 of them are female employees which is a very small number (figure 1). For the Year 2 project, contractors will be encouraged to employ more female staffs. The detail of contractor employees is in Attachment 4.



**Figure 1 Number of Contractor Employee divided by Gender**

## 11 CHALLENGES AND NEXT STEPS

### (a) Challenges and Proposed Actions

44. During the May 2020 mission, EDPD/PTRI identified key challenges and proposed actions to enhance effectiveness of the E&S implementation and monitoring measures. After discussion, key agreement are as follows:

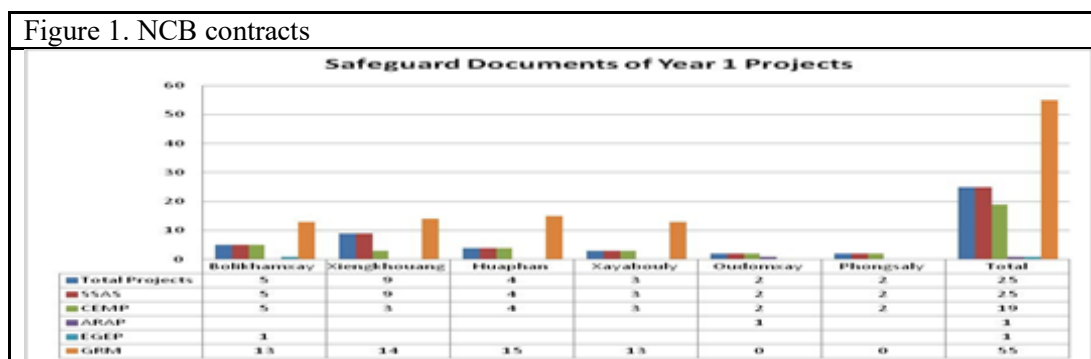
**Table 12 Challenges and Proposed Actions**

Challenges	Agreed Actions
<p>1) Management and use of E&amp;S Monitoring Budget of DPWTs is not effective as they do not separate the budget for E&amp;S monitoring so they have difficulty with allocation of budget for E&amp;S monitoring and facilitating effective coordination with other local agencies leading to ineffective E&amp;S monitoring. It was noted that as part of the annual budget plan from MPWT to DPWT, EDPD in agreement with DOF has clearly allocated a fixed amount for E&amp;S monitoring for each DPWTs and provided training to DPWTs on how to conduct monitoring and reporting as well as to use the safeguard monitoring budget.</p> <p>It was also noted that DPWTs has insufficient staffs for E&amp;S supervision and monitoring while DPWTs workload for safeguard preparation, supervision, and monitoring is increasing and that EDPD is in the process of recruiting 1 fulltime safeguard supporting staff (SSS) for each DPWTs to assist DPWTs on E&amp;S works in connection with the general engineer works.</p>	<p>To ensure that DPWT is working closely with other local agencies to mitigate potential negative impacts during the implementation of road works, EDPD through PMU/DOR will request the entire project DPWTs to establish a Safeguard Management and Monitoring Working Groups (SMWG) to be responsible for ensuring effective management and monitoring of E&amp;S safeguard of the subprojects. The SSS will be on board in July 2020.</p> <p>To ensure EDPD will work more closely with DOF on budget allocation and send a letter informally inform DPWT on how to use the budget for monitoring and reporting as well as how the contractor can use the subproject budget for implementation of safeguard activities. A clear procedures for FM management for safeguard should be part of EDPD training program to be provided to DPWTs.</p>
<p>(2) Limited understanding of local contractors on the E&amp;S safeguard requirements due to English language barrier and the lack of experience in undertaking construction with international support.</p>	<p>BD and CD need to be translated in Lao language including all safeguards documents.</p> <p>RME and EDPD need to summary the key contract requirements for contractors.</p>
<p>(3) For NR13S, given that NR13S implementation will begin in early 2020, especially RAP and EGDP implementation while EDPD has limited staff, Limited capacity to implement RAP and EGEP of NR13 South project.</p>	<p>EDPD is in the process of recruit 1 senior social safeguard consultant, 4 supporting staffs to assist EDPD. The supporting staffs will then be assigned to assist LRSP2 project.</p>
<p>Insufficient knowledge to fully understand different policies of different donors such as WB, EIB and AIIB.</p>	<p>Close working National E&amp;S Consultant and donor safeguard teams.</p>

**(b) Implementation and monitoring of Year 1 subprojects<sup>[1]</sup> (IDA and NDF financing)**

45. Most Year 1 NCB subprojects in the 6 provinces are under construction and expected to be completed by end of 2020 while those for Phongsaly (PSL) has just begun and will be completed in 2021. EDPD/PTRI presented status of the safeguard monitoring of the NCB subprojects and the preparation of safeguard documents (Figure 1) as follows while the mission comments and suggestions are provided in Section A5.3 (safeguard capacity building):

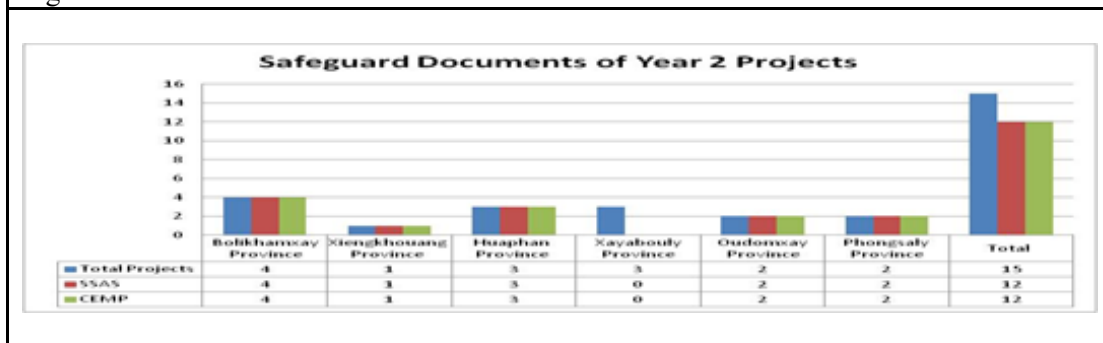
- The common complaints from villages are dust issue, speedy driving and construction materials and wastes. All GRM cases were addressed and closed;
- The subproject alignment sheet (SAS) and contractor-ESMP (C-ESMP) of some subprojects are under revision;
- Safety risk assessment will be required, and this will be part of the C-ESMP;
- Obtaining documents for borrow area will also be required as part of the C-ESMP;
- Contractors will be required to implement the key SAFEGUARD performance indicator and include photos in the C-ESMP such as: safety measures, facilities, PPE, etc.;
- On GRM, more training for communities and GRM will be provided and monitored, tracked and recorded on monthly basis by DPWTs and SweRoad;
- EDPD will develop a system to monitor the implementation of SAFEGUARD measures by DPWTs, SweRoad and contractors;
- EDPD will recruit 10 safeguard supporting staffs of which 4 will be working at EDPD and 6 will be assigned to DPWTs (1 for each province)
- New SweRoad E&S consultant expects is being mobilized and expected to be on board in June 2020;
- EDPD/PTRI will also conduct on-the-job training for the supporting staffs and SweRoad E&S consultant; and Annual review meeting and safeguard performance assessment by WB is recommended.

**(c) Preparation of safeguard documents for Year 2 subprojects<sup>[2]</sup> (to be financed by EIB)**

46. Figure 2 summarizes safeguard documents prepared for Year 2 NCB. With guidance from EDPD/PTRI, SweRoad consultants prepared these documents and all have received approval from EIB. Procurement for NCB in PSL has been completed and it will be implemented in Q3-Q4 2020. Review of some ESMPs suggested that they are acceptable. However, based on the implementation experience of Year 1 NCB, there are rooms for improvement on

clarity of key aspects necessary to facilitate effective implementation on the ground. For the EGD, the Bank suggested that additional information on the socioeconomic condition of PAPs should be collected and EDPD is requesting DPWT to provide this information.

Figure 2. NCB contracts



**(d) Preparation of safeguard documents for LRSP2-AF (NR13S) to be financed by IDA, EIB, and AIIB**

47. In Q3-Q4 2019, EDPD/PTRI also conducted the safeguard screening for road NR13S and timely completed the updated ESMF, RPF, and EGEF to be applied for LRSP2-AF (NR13S) including consultation and information disclosure. The NR13S is now effective and additional safeguard documents (ESMPs, RAPs, EGDs, and IEE) are being prepared under the leadership of EDPD/PTRI. EDPD/PTRI has also worked closely with PMU/DOR and provided safeguard inputs into the bidding document (BD) of the OPBRC as well as the TOR for the construction supervision consultant (CSC, called the Implementation Support and Works Supervision Consultant or ISWC). EDPD/PTRI will also speed up the mobilization of the national consultants and support staff to assist in the implementation of RAP for NR13S and management of safeguard measures.

## 12 ATTACHMENTS

- Attachment 1a. Maps showing locations of protected areas, topography, and road networks
- Attachment 1b. Project Implementation Progress
- Attachment 1c. Final TORs for the safeguard consultants and support staff
- Attachment 2a Details of Monitoring Findings in Six Provinces
- Attachment 2b Details of Corrective Actions in Six Provinces
- Attachment 2c Minutes of ESS Monitoring in Six Provinces
- Attachment 3a Summary of GRM Monitoring in Six Provinces
- Attachment 3b GRM recorded by Village Committee in Six Provinces
- Attachment 4 Details of Contractor Employees divided by Gender in Six Provinces
- Attachment 5 ESMF Budget
- Attachment 6 DPWTS UXO Confirmation Letter
- Attachment 7 Key Training Materials in Lao Language