



Lao People's Democratic Republic

Peace Independence Democracy Unity Prosperity

MINISTRY OF PUBLIC WORKS AND TRANSPORT

Department of Roads

National Road 13 South Extension Improvement and Maintenance Project (NR13SE)

Volume C-4

Gender Action Plan (GAP)

(Rev3)

CONSULTANT:



ISO 9001:2015 CERTIFIED

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LAO TRANSPORT ENGINEERING CONSULTANT

Souan Mone KM 5, Thadeua Road, Vientiane, Lao PDR

Tel.: (+856 21) 313510, 313761, 312840; Fax: 314811

E-mail: ltec@laotel.com. Homepage: www.ltec.com.la

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Abbreviations and Acronyms

ADFD	Abu Dhabi Fund for Development
AIIB	Asian Infrastructure Investment Bank
BKX	Bolikhamxay (Province)
CE	Contracting Entity
COI	Corridor of Impacts
CR	Compensation and Resettlement
DBMOT	Design Build Maintenance Operate and Transfer
DESIA	Department of Environment and Social Impact Assessment
DMS	Detail Measurement Survey
DNREM	Department of Natural Resources and Environment Monitoring
DOE	Department of Environment
DONRE	District Office of Natural Resources and Environment
DoR	Department of Roads
DPWT(s)	Departments of Public Works and Transport (Provincial level)
DRC	District Resettlement Committee
ECC	Environmental Compliance Certificate
EDPD	Environmental and Disaster Prevention Division
EG	Ethnic Groups
EGEF	Ethnic Groups Engagement Framework
EGEP	Ethnic Groups Engagement Plan
EIA	Environmental Impact Assessment
EIB	European Investment Bank
ESP	Environmental and Social Policy
ESS	Environmental and Social Safeguards
ESU	Environmental and Social Unit
FGD	Focus Group Discussions
GoL	Government of Laos
GRC	Grievance Redress Committee
GRM	Grievance Redress Mechanism
HHs	Households
IEE	Initial Environmental Examination
IR	Involuntary Resettlement
KM	Khammouan (Province)
LAK	Lao Kip
Lao PDR	Lao People's Democratic Republic
LFND	Lao Front for National Development
LOS	Level of Service
LRSP	Lao Road Sector Project
LWU	Lao Women Union
MAF	Ministry of Agriculture and Forestry
MOF	Ministry of Finance
MONRE	Ministry of Natural Resources and Environment
MPI	Ministry of Planning and Investment

MPWT	Ministry of Public Works and Transport
NA	National Assembly
NEIO	Natural Resources and Environment
NR13S	National Road Number 13 South
NR13SE	National Road 13 South Extension Project
NTFPs	Non-Timber Forest Products
O&M	Operation and Maintenance
OPBRC	Output- and Performance-Based Road Contract
PAHs	Project Affected Households
PAPs	Project Affected Persons
PMU	Project Management Unit
PONRE	Provincial Office of Natural Resources and Environment
PPM	Project-affected People's Mechanism
PRC	Project Resettlement Committee
PRO	Provincial Resettlement Office
PTI	Public Works and Transport Institute
RMF	Road Maintenance Fund
RoW	Right of Way
RP	Resettlement Plan
RPF	Resettlement Policy Framework
SIA	Social Impacts Assessment
TC	Typical Cross-Section
VGC	Village Grievance Committee
VRC	Village Resettlement Committee
VTE	Vientiane Capital
WB	World Bank

1 Introduction

1. The Government of Lao PDR (GOL) has prepared this Gender Action Plan (GAP) for the Climate Resilient Improvement of National Road 13 South Extension Improvement and Maintenance Project (the proposed NR13SE project).

2. The GOL through the Ministry of Public Works and Transport (MPWT), with assistance from the Asian Infrastructure Investment Bank (AIIB) and ADFD Kuwait Fund, is planning to implement the National Road 13 South Extension Improvement and Maintenance Project from kilometer (KM) 21 to KM71+300 (see **Figure 1-1**). The Project Road will be financing by AIIB and ADFD Kuwait Fund while the Government of Lao's Road Management Fund (RMF) will provide the counterpart fund.

1.1 Project Background

3. The National Road 13 (NR13) is the most important transport corridor in Lao PDR in terms of both domestic and regional connectivity and its upgrade, rehabilitation, and maintenance could result in significant benefits for the country. The entire NR13 is a north-south corridor (1,500 KM) and the backbone of the country that connects Lao PDR with China in the north and with Cambodia in the south. The NR13 South begins from Vientiane Capital to the Lao-Cambodian border (829 KM) and NR13 North (671 KM) extends from Vientiane Capital to Boten on the Chinese border. The main sections of the road were completed in 1997 and have not been rehabilitated since, receiving only periodic and emergency maintenance.

4. The MPWT is currently implementing the Lao National Road 13 South Improvement and Maintenance Project (the On-going Project) on NR13S, with support from WB, AIIB and EIB. The on-going project supports improvement works, and maintenance and operation of KM71 to KM 346 of NR13S from Ban Saysavang in Bolikhamxay Province to Thakhek in Khammouane Province. The project is under implementation with civil works started in 2021. An Environmental and Social Management Plan (ESMP), an Ethnic Group Engagement Plan (EGEP) and a Resettlement Plan (RP) for WB, AIIB and EIB sections respectively were prepared, cleared by the Financiers and publicly disclosed in January 2021.

5. The Survey and Conceptual Design for National Road 13 South Extension (NR 13 SE) Improvement and Maintenance Project, Section Vientiane Capital (KM21+000) to Bolikhamxay (KM71+300) was carried out in 2019 and the draft final report was submitted in June 2019. A draft Environmental and Social Impact Assessment (ESIA) and a draft RP were also prepared for the NR13 SE in 2019. Since financing is being secured by AIIB, ADFD Kuwait Fund, Road Fund and MCDF grant for implementation of this missing linked between Xaythany district Vientiane Capital and Thaphabath district Borikhamxay Province, the other sections, already under implementation.

1.2 Project Implementation

6. The Project will be implemented through an Output- and Performance-Based Road Contract (OPBRC) similar to that being used for North, with a 10-year contract life. The OPBRC expands the role of the private sector from a simple execution of works to a management and maintenance of road assets and the contractor is paid through a combination of output payments for defined improvement works along with periodic performance-based lump-sum payments for bringing the road to a certain service level and then maintaining it at that level for a relatively long period. The 10-year OPBRC will comprise the first 2- or 3-year construction/periodic maintenance period (called the “Construction Phase”) and follow-up operations and maintenance (O&M) which may begin from the start of the contract and extend for 7 or 8 years beyond completion of the Construction Phase. The payments for the Construction Phase will be made if the contractor meets or exceeds the performance indicators for defined fully finished road sections (“milestones”), and against works certification issued by the construction supervision consultant.

7. The Department of Roads (DOR), under MPWT, is responsible for implementation of this Project including overall technical oversight, execution, and management of the Project and has appointed a dedicated team (Project Management Unit - PMU) to be responsible for the day-to-day implementation, and operation of the project, including contracting and supervision of all consultants. The Environment Research and Natural Disaster Prevention Division (EDPD) of the Public Works and Transport Institute (PTI) under MPWT are responsible for monitoring and supervision of environmental and social safeguards (ESS) and providing technical assistance and capacity building.

1.3 Project Location and Works

8. The section of NR13SE commences in the outskirt area of Vientiane Capital with the starting point at Ban Na Monh, KM 21+000 KM in Xaythany District, North West from the Capital City and ending point at Ban. Xaysavang, KM71+300 in Thapabath District, Bolikhamxay Province with a total length of 50.300 KM. The NR13SE Project runs through two provinces including Vientiane Capital (VTE) and Borikhamxay Province (BKX); three districts including Xaythany and PakNgum Districts in VTE and Thabath District in BKX; and 21 villages (19 villages in VTE and 2 villages in BKX). Please see Figure 1-1 Project Location Map and Table 2-1 List of Project Villages.



Figure 1-1 Project Location

9. The work in urban area will be widening of existing road alignment from 9m to 23m (from 2 lanes to 4 lanes) while in some parts through community area will be widening of existing road alignment from 9m to 15m (2 lanes through community area) and some parts through non-community area will be widening of existing road alignment from 9m to 12m (2 lanes through non-community area). Please See Figure 2-1 to Figure 2-3 for more details.

10. There are three (3) Typical Cross-Sections (TC) including TC1, TC2, and TC3 as shown in Figure 1-2, Figure 1-3, and Figure 1-4 below. The details are as below:

- The urban road standard with divided 4-lane carriageway will be applied at the first section of 20.5KM, from KM 21+000 to KM 41+500: Roadway width of 23m (4 traffic lanes of 3.50m, 2 shoulders of 1.350m, 2 lateral margins of 0.350, 2 sidewalks of 1.50m) plus the slope of 1.5-2.5m and 2 safe zones of 1.5m (See Figure 2-1).
- The 2-lane through community area: Roadway width of 15m (2 traffic lanes of 3.50m, 2 shoulders of 2.150m, 2 lateral margins of 0.350, 2 sidewalks of 1.50m) plus 2 border boxes of 0.750m, the slope of 1.5-2.5m, and 2 safe zones of 1.5m (See Figure 2-2).
- The 2-lane through non-community area: Roadway width of 12m (2 traffic lanes of 3.50m, 2 shoulders of 2.50m) plus 2 lateral margins of 0.350, the slope of 1.5-2.5m, and 2 safe zones of 1.5m (See Figure 2-3).

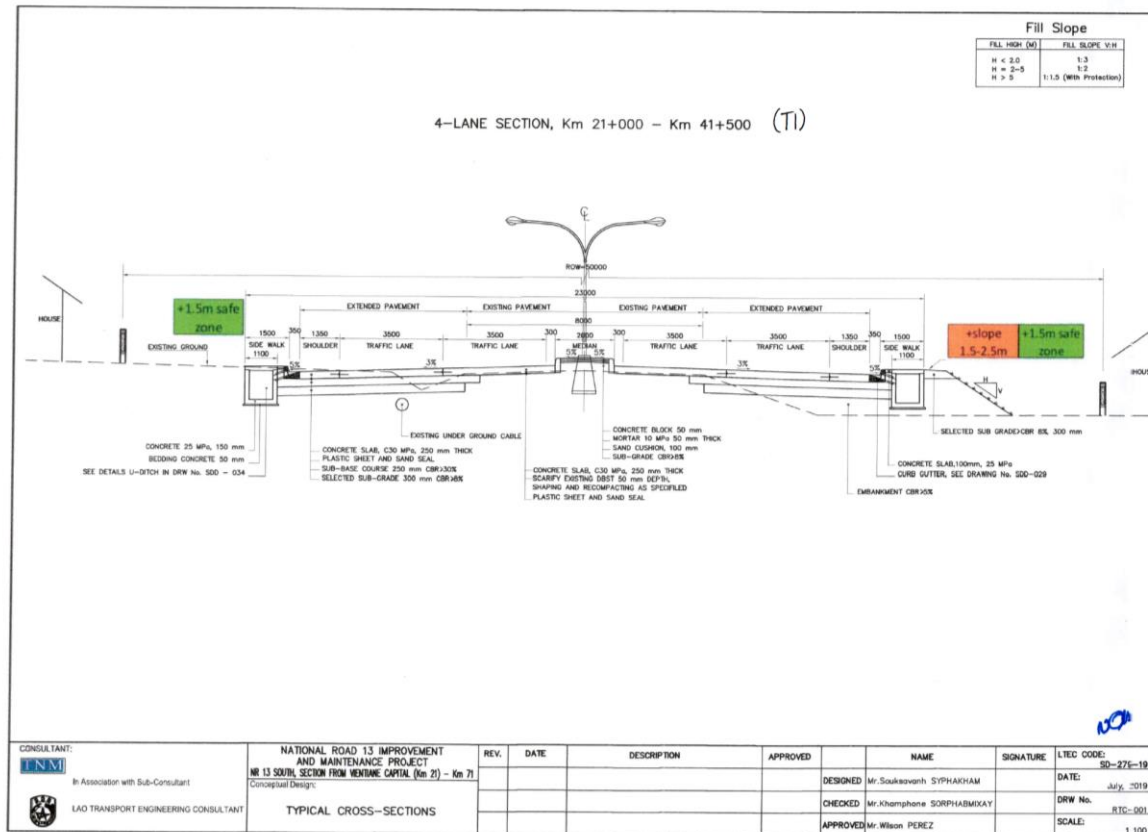


Figure 1-2 Typical Cross-Sections of 4-Lane Section (T1)

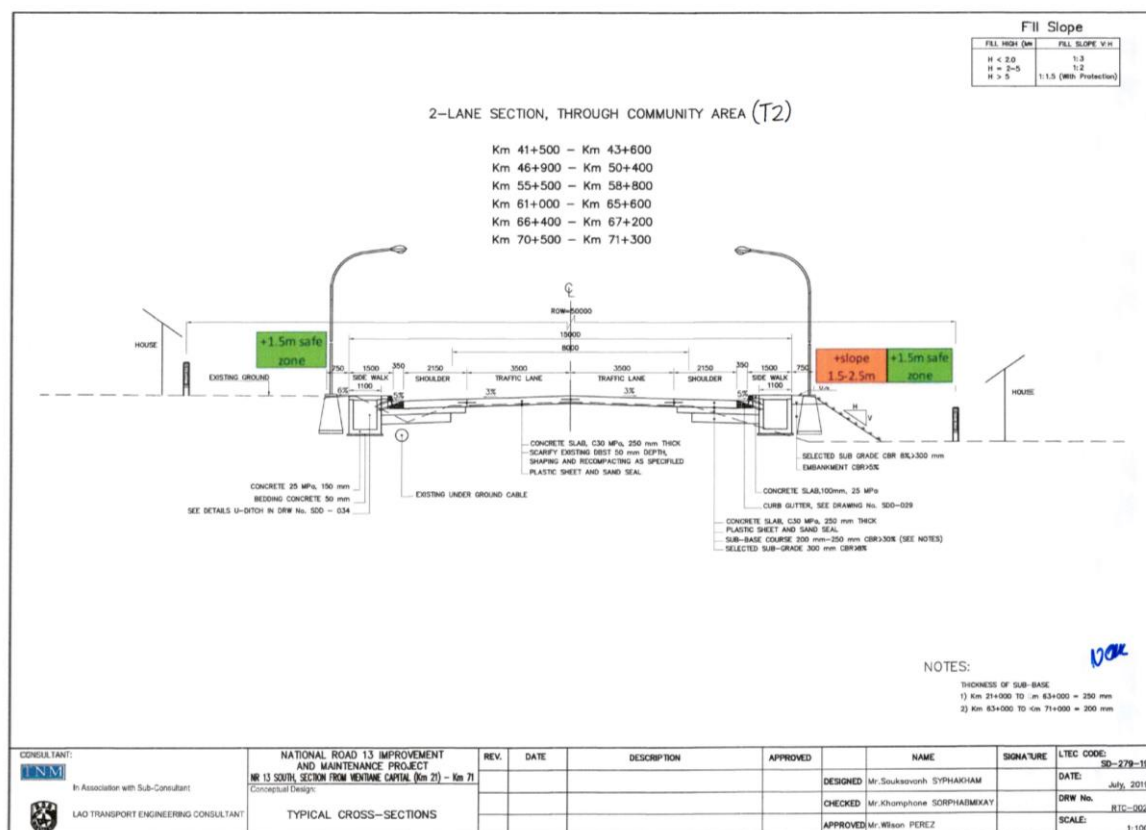


Figure 1-3 Typical Cross-Sections of 2-Lane Section through Community Area (T2)

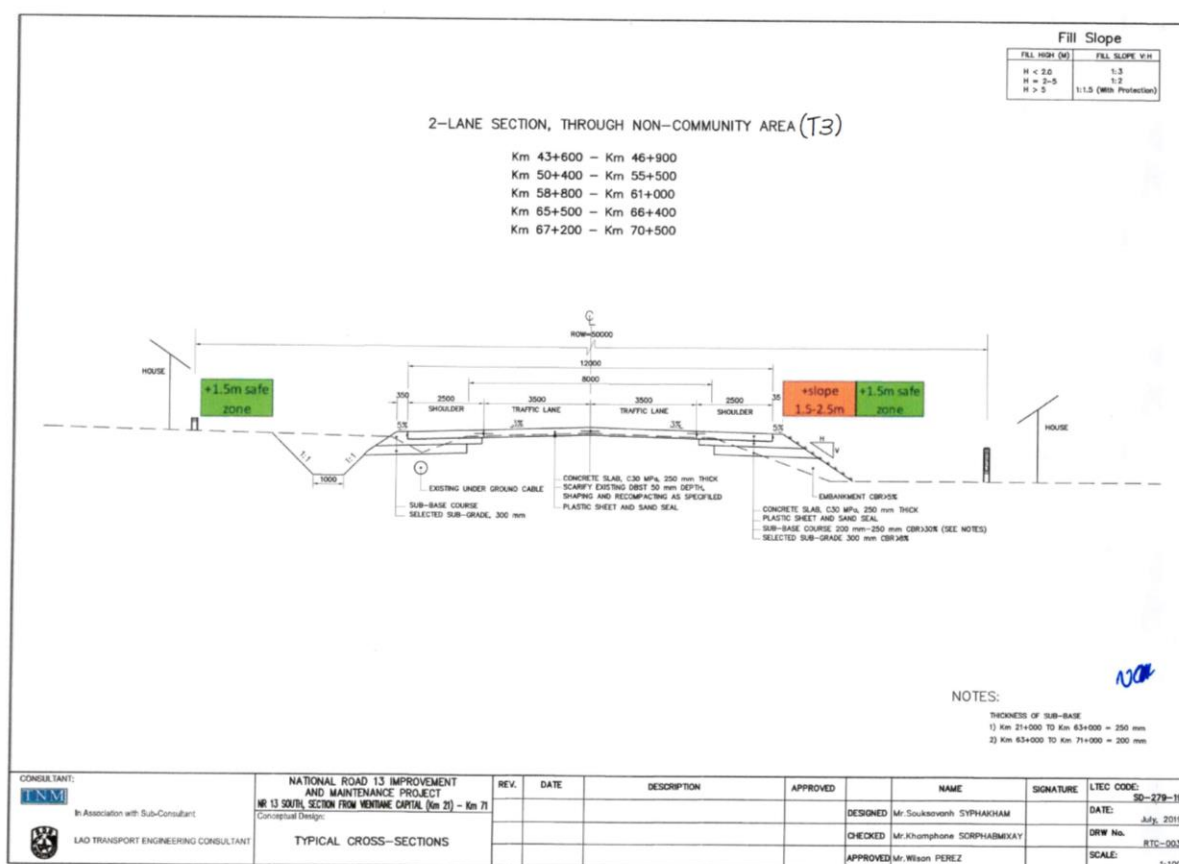


Figure 1-4 Typical Cross-Sections of 2-Lane Section through Non-Community Area (T3)

1.4 Project Objectives and Outcomes

11. The Project is expected to deliver a relatively high Economic Internal Rate of Return, mainly due to reduced vehicle operating costs and travel times. GoL intends to implement the Project as an Output- and Performance-Based Road Contract¹ (OPBRC), with a 10-year concession life. An OPBRC approach in line with the one adopted for NR13 South is envisaged for the Project.

2 Purpose and Scope

1. The purpose of the GAP is to outline a broad gender strategy and mechanisms to ensure that gender aspects are considered as an integral part during the decision-making, design and implementation of the project. Once structural investment for the project are defined, key aspects of the GAP should be incorporated into their framework to promote buy in from implementing agencies and other key stakeholders for gender mainstreaming and gender equality.

2. This GAP includes identification of appropriate steps, timeframes and implementation measures to achieve the objective of the project with more gender responsive and inclusive. It

¹ Request for Bids - Works – Roads: Output- and Performance-Based Road Contracts, World Bank, October 2017. <http://www.worldbank.org/en/projects-operations/products-and-services/brief/procurement-new-framework>

outlines details on how to conduct gender-responsive social assessment and other studies in order to understand the impact of gender on the project and determine effects on women roles, participation, contribution, barriers and impacts. A range of gender mainstreaming and equality measures are provided to address gender issues identified through preliminary works. The mechanisms will be at both project management and community levels. Details on gender targets, quotas, gender design features and quantifiable performance indicators are discussed to ensure women participation and benefits.

3. This Plan is a dynamic document throughout project lifecycles and should be reviewed and updated to fit with different periods.

4. The GAP aims to meet the following objectives:

- Enhanced participation of women in project-related activities through consultation and communication.
- Provide women with safe access in utilization of the road.
- Strengthening and increasing livelihood options directly by providing economic opportunities for women within the effected villages.

3 Principle and Approach

3.1 Gender Action Plan Principle

5. The following principles are used to guide gender development objectives for this GAP:

- Equal share of project benefits and opportunities between women and men;
- Support in participation of women at all stages of the project activities and support in women capacity building;
- Empowerment of women in the local community and participation of women in decision-making bodies;
- Tailored approach for targeting women, including those from vulnerable groups; and
- Monitoring and evaluation using measurable gender indicators.

3.2 Approach

6. The preparation of the GAP includes the following steps:

- Desk review of secondary data and information to characterize the broad gender situation and context within the area of influence;
- Community consultation and engagement through participatory methods to inform stakeholders, particularly women, about the project, gender considerations and commitments, and obtain input and feedback on potential gender issues;

- Evaluation of findings and recommendations identified through the consultation process and in management documents prepared for the project; and
- Development of a broad gender strategy and preliminary identification of priority actions and measures for gender mainstreaming and development for implementation in the next stage for the project.

4 Regulatory Requirements

4.1 National Regulatory Requirements

7. The Government policies have supported the steady advancement of women's status in Lao PDR. There is a strong legal framework in place for promoting gender equality within the country, with various national laws, policies, and international treaties ratified by the Government of Lao PDR that supports equal participation of women and men in economic, social, and political life.

8. The 1991 Constitution of Lao PDR guarantees equal rights for women and men (Article 22 and 24). It states: "Lao citizens of both sexes shall enjoy equal rights in political, economic, cultural, social, and family affairs". The Constitution mandates women advancement with the formation of Lao Women's Union (Article 7). Women's equal rights are also stipulated in the Family, Land, and Property Laws; Labour Law; Electoral Law; Penal Law. The Law on Development and Protection of Women (2004) mentions domestic violence but stops short of suggesting it can be penalized. The Women Union Law (2013) seeks to better empower women and promote gender equality in society. The Law contains 54 articles and, inter alia, provides that the government is required to create an organizational mechanism for women in order to promote their empowerment and gender equality. It also stipulates that the government creates conditions and opportunities to enable more women to become involved in leadership and management at various levels within different organizations.

9. Rights of inheritance for both men and women, and disposition of assets in the event of divorce, desertion or are supported by the Constitution (Article 17), Family Law, Inheritance Law, Property Law, the Law on Development and Protection of Women and the Land Law.

10. The 9th National Socio-Economic Development Plan (NSED) 2021-2025 integrated gender issues in terms of localization of Sustainable Development Goals (SDGs), specific output 2 and output 3 under outcome 2 on improved quality of human resources with enhanced research capacities, and abilities to meet development needs and utilized science and technologies to improve efficiency and add value to productions and services. A National Commission for the Advancement of Women was established in 2003 to drive national policy, promote gender equality and empower women.

4.2 AIIB Regulatory Requirements

11. AIIB believes that infrastructure financing and provision should be inclusive to avoid real barriers for segments of the population and prevent them from effectively participating in the

economy, which would lead to suboptimal economic and social outcomes. Making AIIB investments inclusive and sustainable requires gender attention. The Bank categorizes the Project using environmental and social risks and consequences. The Project considers gender disparities and vulnerable groups while assessing its social risks and implications. The bank bases its environmental and social assessment on current and/or recent data, including gender-disaggregated data. AIIB's Environmental and Social Framework (ESF) emphasizes gender equality for sustainable development. The ESF, Environmental and Social Policy (ESP), and Environmental and Social Standards (ESS) require clients to develop mitigation measures to avoid or reduce gender disproportionate impacts and identify potential gender-specific opportunities to enhance the inclusive and gender-responsive project design to promote equality of opportunity and women's socio-economic empowerment.

12. The Project-level Grievance Redress Mechanism (GRM) is scaled to the risks and impacts of the Project. It may utilize existing formal or informal complaint-handling mechanisms, provided that they are properly designed and implemented, and deemed by the Bank to be suitable for the Project; these may be supplemented, as needed, with Project-specific arrangements. The GRM is developed in such a manner that it does not impede access to other judicial or administrative remedies that might be available under law or through existing arbitration or mediation procedures. It is designed to address affected people's concerns and complaints promptly, including gender-related concerns and complaints relating to gender-based violence (GBV), using an understandable and transparent process that is gender sensitive, culturally appropriate and readily accessible to all affected people.

5 Gender Profile in Brief

5.1 Lao PDR Gender Profile in Brief

13. The literature reviews (WB, GoL, UNICEF) have informed the situation of gender issues in Lao PDR is in advance situation and the issues can be categorized into four key areas as following:

- Women and men have equal rights under the laws and regulations in Lao PDR. The government formulated a five-year strategy for the advancement of women and promotion of gender equality (2011-2015), followed by the formulation of a long-term Vision 2030 on promoting gender equality and a new five year plan (2016-2020) that aligns with the Nation Socio-Economic Development Plan (2016-2020). Although the legal framework provides equal rights to men and women, the application of these rights is still hindered by customs, traditions and the socio-economic characteristics of different population groups. Significant gaps between men and women still persist among different groups.
- Agency or women's voice and participation has steadily advanced in Lao PDR and progressing well. The constitution of the Lao PDR guarantees equality between men and women in politics, economy, culture, and society as well as in the family. The

NSEDP stipulates that the share of women should increase to 20% of leading management positions at provincial and district level, 10% at village level, 30 % at central level, and 30% for the Eighth National.

- Women and girls lag behind in access to education and health. According to report of UNICEF in 2019, Lao PDR has nearly achieved gender parity in enrolment at primary level, but gender parity in gross enrolment and completion is not yet achieved at secondary level. In particular, the dropout phenomenon is more pronounced among girls: 18% of girls and 15% of boys of lower secondary school age are out of school, increasing to 42% of girls and 35% of boys at upper secondary school age. In the poorest groups, 76% of girls and 61% of boys are out of school at this age. Early marriage could be one of the causes, but more analysis is needed.
- The social welfare and legal systems need to strengthen mechanisms to protect women and children from violence, and provide legal and counseling services. The Centre for Counseling and Protection of Women and Children, established by the Lao Women's Union, and its network in 15 provinces have the central role of providing psychological, legal, and health counseling for women and children who are victims of physical, sexual and other forms of violence. The Centre also provides temporary shelter, telephone hotline and subsistence for victims, facilitates legal actions against abusers, provides short-term skills training, and refers cases for further management and rehabilitation to appropriate Institution.
- Women are still constrained in livelihood options and economic opportunities. Women constitute the majority of workers in the informal sectors and among unpaid family workers, largely because they are less educated. Women have less access to farming inputs and credit. In 2015, 61% of women in the labour force worked as unpaid family workers, compared to 26% of men. One out of every four working women was reported to be an own account worker, compared to one out of two working men. While own account work, especially in the informal sector, can be vulnerable, it also offers greater autonomy and control.
- The proportion of women in wage employment in the non-agricultural sector is low (only 12.6% of total employment) relative to men (20.3%) while a relatively higher proportion of women are engaged in own account/self-employment (12.6% in total employment for women compared to 9% for men and in informal non-wage jobs. For employees, a wage gap appears to exist but more likely related to differences in asset endowments (skills, access to opportunities, etc.) rather than discriminatory practices.
- Women's role in agriculture is significant, but often undervalued. Rural areas in Lao PDR are undergoing a period of rapid transformation. Increased agricultural productivity and opportunities for off-farm jobs are helping to pull some households, and select areas, out of poverty. For women in asset-poor households and areas, including those who have lost access to arable land and lack nonfarm skills, the

commercialization of agriculture can also increase vulnerability. Shifting from subsistence based to market-oriented household economies can be particularly difficult for women in non-Lao-Tai ethnic groups whose cultural roles, limited Lao language and technical skills, often leave them unprepared to engage with the market. On average, women-headed households have less household labor and productive assets than men-headed households.

- The study of World Bank in 2017 reported that Lao PDR's current growth environment hosts a number of emerging opportunities and threats to the achievement of key development goals. Among these are the potential challenges associated with regional integration and trade; the question of migration (and its mirror image of trafficking); and growing risks due to climate change – all of which may affect men and women in different ways. Migration in the context of Lao PDR has a strong gender dimension. The majority of irregular migrants from Lao PDR in Thailand are women, most of whom work as domestic helpers. Formalizing migration flows and providing better access to social services with improved access to life-skills training, awareness raising for health safety will improve the wellbeing of women migrants. Violence against women in the context of family or human trafficking is also an emerging area that deserves attention.

5.2 Project Area Gender in Brief

14. According to data collection from the survey and focus group discussions conducted for the project in 2019 and 2020 in selected villages, the data shown the total number of direct affected people is 2,396 people, of which 1,175 people (49% of total affected people) were women. Approximately 48% of total population is farmer, following by 17% of workers and averages of 15% working as government official and 15% in business sector (e.g. family business). About 75% of total vulnerable people are female head of their households. It is notably that a number of women with lower level of education were higher than men and a number of women who cannot read and write were higher than men.

15. Both men and women participated in the consultation meeting and they agreed that road improvement will significantly contribute to social and economic development. Particular in more comfortable and faster travel to access to market and connect with other people outside their villages. It will provide better road condition. They also shared similar concerns during the construction such as an issue of the road safety (accident), dust, noise, waste, compensation and cultural awareness (e.g. should not work or make noise on the Buddha day).

16. According to the consultations, the role within the family is mostly shared by men and women during road construction, operation and maintenance. Activities that are typically gender specific include:

- (i) Women: ensure food availability; care of children; perform household works, attend community meetings;

- (ii) Men: care of children, share some household works, and attend community meetings; ensure income to support family.

17. The additional survey was done in 2023 in 21 villages directly affected by the project, with a population of 36,010 people from 7,352 households, and the percentage of women (51%) was higher than the percentage of men (49%). The Somsavanh Village has the highest density of populations and households with figure equal to 5198 people and 1165 households while Bolek Village is the second largest, which has populations and households equal to 3,242 and 658 respectively. Almost 100% of affected villages are Lao Tai except four villages that have some ethnic minority groups. Those villages include Khoksivilay Village (0.55% Hmong), Phailom Village (8.44% Hmong), Somsavanh Village (3% Khmu and 0.17% Hmong), and Khoksavang Village (0.56% Hmong). The main religion adopted in the affected villages is Buddhist. Only 0.5% in Khoksivilay Village, 2% in Phailom Village, 10% in Somsavanh Village and 1% in Khoksavang Village practiced Animist. Others include 1% in Phonsavanh Village and 2% in Dongkhouay Village believed in Christian.

18. The literacy rate in the project area is 99 percent, and at least the majority of the population in the affected villages has a primary education level, with both men and women have equal access to school. All affected villages have relatively good infrastructure and public utilities and both men and women have equal access. Majority of the project affected villages can access to clean water through bottled water, borehole, pipe water supply system, borehole with electric pump and shallow well with electric pump.

19. Majority of villages used land for lowland rainfed rice (7,113 ha) and for irrigated rice (1,286 ha). The least used of land is for sweet potato and green vegetables with 2 ha and 4 ha respectively and these types of agriculture only performed at Khoksavng Village. Occupations of people in the affected villages include government officials (including teachers, soldiers, general public services in provincial and district government departments) with Nonthong Village has the highest percentage at 52% and large number of people in Sangxay Village (95%) are farmers. Others of this population are currently engaged in private sector employment, farming, family business and general workers. More than 50% of the farmers are women.

20. That majority of households in term of wealth in project affected villages are sufficiently well-off. Except one percent of households in Khoksivilay Village that is poor without land. 11% of households in Sangxay Village and 3% each from Hai and Somsavad Village are poor but have some land. Somsavanh Village has the highest rate in term of single female head of the family and disabled people with figure equal to 50% and 10% respectively. The next highest rate is Phailom Village with percentage of single female head of family equal to 30%.

21. According to the survey, as shown in Section 2 above, the project will affect 1,209 project affected households (PAHs) with 5,200 project affected people (PAP) including 2,814 females by various forms of losses as presented in Section 2 above. Among the 21 project affected villages, Naxon Village has largest number of project affected households (168 PAHs)

and largest number of project affected people (839 PAP) and following by Phao Village with 123 PAHs and 640 PAP.

22. The consultation recorded 501 participants from all 21 villages, with the number of men (54%) higher than women (46%). The literacy rate in the project area is 100 percent, with both men and women having equal access to school. The majority of villagers work in the agriculture sector. The consultation recorded 501 participants from all 21 villages, with men's (54% attendance) being higher than women's (46% attendance). The findings from the consultation workshop have confirmed that the concerns expressed by both men and women during the consultation in 2019-2020 are still relevant. Concerns about men and women sharing during the focus group discussions are discussed more in Section 5.

6 Consultation Findings and Main Challenges Identified

23. The consultation with local communities and FGD were conducted with village authorities including representatives of the affected people (men, women, ethnic minorities, and disadvantaged people) in 21 villages, three districts and two provinces in January 2023 with a total of 785 participants (350 females and 435 males). The summary of consultation findings related to gender aspects is summarized in Section 6.1 below while the details of findings are presented in Attachment 2.

6.1 Consultation Findings

24. The findings from the field survey, consultation with local communities and FGDs informed that there is no gender issue in the project area. The findings related to gender aspects are presented below.

25. **Gender involvement:** Women are happy in participated in consultation meetings to share their knowledge and learn about the project. More than 70% of women who participated in the consultation rate their satisfaction with the current condition and facilities of the NR13S road at "moderately satisfactory" due to the road being narrow, some areas are already broken, insufficient signages, no drainage as well as insufficient light along the street. The women would like to engage workforce Lao women union have been involved in every state of project cycle mainly in community consultation, monitoring and evaluation to protect the right of women and children.

26. **Gender perception on positive impacts from the project:** the group discussions focused with men and women groups suggested that women and men believe they will have equal benefits from the project. Particularly women believe the road improvement and construction will make them travel more convenient and enabling them to better perform social and livelihoods function such as pick up children, go to market, visit relatives and friends, go to works, etc. They also believe that they will be able to access to hospital more convenient when getting sick. They are happy that the road will be wider and have better safety travel. For men groups they shared their view that they are happy that the road will have better traffic condition. Good road condition could extend lifespan of vehicles with less maintenance costs,

safer and faster travels. Travelling will be safer and more convenient as well as save travelling time.

27. **Gender perspective on compensation and resettlement issues:** During the survey interviews, the role of men and women were discussed. Many of the interviewees (men and women) argued that women have more power when talking about financial control and the final decision-making. When compensation comes, women will take charge to claim money, a man added. However, some others feel that the final decision-making comes from both husband and wife. They have equal roles and so they share equal responsibilities. Their roles and responsibilities are interchangeable in practice depending on their ability and availability, villagers added. We noticed that some traditional job assigned to men would be a work related to construction, general employment, agriculture and others. The traditional works assigned to women includes handicrafts and agriculture works. At home, women perform the cooking, cleaning, and feeding of small animals.

28. **Gender perception and concerns on negative impacts from the project:** the group discussions focused with men and women groups suggested that both men and women groups were concerned about the design of the road and whether it will include facilities such as drainage, signage, and light. They also worry about increasing dust, rubbish, road accident, and difficulty to access villages and houses. The problems with fair and transparent compensation are a high concern for the villages. In terms of the dust impact, the participants were aware that it is a common issue during road construction and many of the road construction projects did not have effective solutions to address this issue based on their experiences. Local communities also experienced the solid waste issues. They explained that many of the road construction projects likely to leave their unused materials in local communities during and/or after the completion of the construction and those materials become rubbish in the communities. Additionally, many women participants claimed that apart from leaving unused materials, rubbish also come from workers during the construction. Sometimes construction workers do not manage their rubbish and throw it in public.

29. **Gender perception and recommendation for mitigation measure:** overall, both women and men shared similar mitigation measures. They request the design of the road to ensure having proper drainage, signages and light. Regarding the dust and noise, regular pouring of water during the construction is suggested in order to minimize the dust issue. In terms of compensation matters, they suggested that the project committees should come and closely consult with local authorities and affected households. Agreement between parties should be made at the local level. Project and local communities should be able to reach an agreement of what and how both parties can contribute to the project development. Once the promise is developed, the parties must stick on it. Some other village interviewees claimed that livelihood restoration is also essential mitigation, particularly those affected families. The suggested mitigation measures by men are more related to creating a temporary road during the construction of the main road (if it is possible). Men also proposed to have signal signs close to the construction areas, specific posters with road conditions should be posted before and on

the construction area. Additionally, signal lights or posters in curve areas and drainage ways are also suggested. For women, frequent recommended mitigation is to create pedestrian in the school areas or even building a small bridge across the road. They request the project to put more light on the road as it will help to increase road safety.

30. Gender perception on road safety (impacts, mitigation measures and recommendations): Both men and women worry very much about road safety, such as when there is no warning sign or streetlight and it is difficult to access a house, shop, village, or school. The greatest concern is for the safety of children when they have to travel alone to and from school. Traffic jams and difficult road conditions during the construction will lead to road accidents, particularly when children have to cross the road to enter and exit the school. Implement measures to prevent community health and safety, such as control of the driving speed limit, water spraying, placing warning signs in all construction areas, noise control, and covering the truck when transporting construction materials to prevent falling on the road. When excavating a drainage channel, be sure to place warning signs at all construction sites and water the road frequently. People who will be affected are also worried about waste management, so they suggest that before construction starts, the project finds the best places to implement good solid waste and wastewater management systems for the construction site, worker camp, and storage areas.

31. Gender perception on SEA/SH and VAC including sexually transmitted diseases: Overall, sexual exploitation, abuse, harassment, and violence against children are not concerns among the affected people. Consultations and interviews with local officials, as well as discussions with both men and women in focus groups, showed that there is no record of these kinds of problems in the communities and families. However, their concerns are more about the possibility that the number of workers looking for a job in the communities might increase, which might lead to social issues such as robbery, theft, cultural and traditional distribution, high density, safety, drunk, violence which may also lead to gender and child violence and abuses.

32. Gender perception on Economic activities: Men and women are both worried about whether or not the project will cover the loss of income because their shops, services, and businesses might have to close temporarily during the construction phase. Women are more engaged in informal economic activities, mostly selling foods, drinks, and groceries. The development road and its facilities can obstruct women from continuing such economic activities, as the space for their businesses may be temporarily closed and become unavailable later on. In addition, affected people, both men and women, worry that accessing their shops and businesses will be difficult, resulting in low customer numbers, reduced incomes, and no profit from economic activities. They might have to close their shop at the end or find another place to temporarily move their economic activities until the construction is finished. Therefore, they suggest that the project address the issue of income loss and include it in the compensation package to be provided to the affected people. Villagers request that project to

notify village authorities and villagers at least two months in advance before beginning the construction work.

33. Additional FGDs with local communities were conducted by Road Safety Audit Consultant, with participation from PCU/PMU and ESIA consultant, in three villages (B. Somsavanh, B. Phao and B. Naxay) on 16th and 19th of May 2023 with a total of 106 participants (68 females and 38 males). The FGDs were divided in two sub-groups of males and females with focusing on road safety discussion. The result of the FGDs indicated that participants are not satisfying and worried about vehicle high speeding, pavement condition, drainage system, road crossing and etc. Requests or recommendations from participants included control of vehicle speed, provide sidewalk, road safety signage, pedestrian crossing, overpasses and traffic lights. Please refer to Attachment 9 of SEP for more details.

6.2 Main Challenges Identified

34. Based on JICA technical guideline (2016) for promoting gender mainstreaming in the project, the gender perspectives can be incorporated in the field of transportation in terms of (i) transport infrastructure development and service provision, (ii) construction works, (iii) institutional capacity development of relevant organizations, and (iv) environmental and social considerations. Many misunderstand that transport infrastructure and services could benefit men and women equally. However, gender differences do exist as described below in the aforementioned four areas in the field of transportation. It is therefore necessary to take into account such differences in formulating a project so that both men and women can benefit from the project.

- (i) ***Gender differences and challenges in relation to transport infrastructure development and service provision***
 - a) **Travel pattern:** While men tend to travel between home and workplace during peak hours, women, who are also responsible for housework and child rearing, not only make a trip associated with work (activities that generate income) but also travel short distances many times outside peak hours to drop off and pick up children at schools, to accompany with a family member to hospitals, to shop at markets, and for other purposes.
 - b) **Access to means of transportation:** Women have more limited access to available means of transport in relation to mode of transport used, travel patterns in relation to trip purpose, frequency and distance of travel), cultural acceptance, personal safety and harassment.
 - c) **Social and cultural restrictions:** Social and cultural norms may not allow women to go out on their own and may require men or older women from the family to accompany them when going out. In some cases, women cannot use public transportation, as they are not allowed to have contact with men strangers.

- d) **Safety:** women are more likely to be involved in traffic accidents than men are. In some case, they are more vulnerable to sexual harassment and other offenses when using public transportation.

(ii) Gender differences and challenges in relation to construction works

- e) In general, men are more likely to participate in unskilled labor. Women sometimes cannot participate in construction works due to lack of facilities such as women toilets and changing rooms. Furthermore, women may face discrimination in terms of employment or wages, even if they engage in the same tasks as men.

(iii) Gender differences and challenges in relation to institutional capacity development of relevant organizations.

- a) Employment in the field of transportation is men dominated as it is in other fields of infrastructure. In some case, is that needs of women in the field of transportation are not acknowledged as staff of relevant organizations lack sufficient understanding of gender issues.

(iv) Gender differences and challenges in relation to environmental and social considerations. Thus, it is necessary to take into account how projects may have different impacts on men and women.

- a) **Resettlement:** it is important to ensure that eligibility criteria consider gender issues to ensure resettlement compensation for lost of land and livelihoods compensate equality between men and women affected household/people.
- b) **Sexually transmitted diseases:** During large-scale infrastructure works, the number of construction workers (mainly men) from outside the local area increases, and they may come into contact with the entertainment industry, etc. In particular, construction of highways leads to increase of the number of workers looking for a job from rural areas to cities and facilitates transfer of people and goods. Sexually transmitted diseases such as HIV/AIDS spread to which women are more susceptible.
- c) **Economic activities:** It is necessary to be aware that projects may have different, positive and negative impacts on men and women economic activities. Compared with men, women are more likely to engage in informal economic activities, such as selling on streets. Development of areas surrounding new transportation facilities can impede women to continue such economic activities, as the space for their business may become unavailable.

35. According to the findings of the discussions that took place with the local community, the difficulties that are associated with gender issues will not be an issue for this project. The majority of people living in the villages are Lao Tai, and in these areas, men and women enjoy equal opportunities to participate in political, access to education and public service facilities. They hey share responsibilities in both economic activities and household work, as well as decision-making within the families. More than half of the affected people who participated in the consultation meeting were women, who voiced their concerns. The consultants facilitated

the discussions to ensure women can freely share their concerns; specific questions related to cultural norms, roles, and responsibilities in the families, and women's worries about the design, construction, and operation of the project, were discussed. The results from the consultations have confirmed that there are no gender barriers to engaging in the consultation process of the project development and preventing them from benefiting from using the road infrastructure.

6.3 Entry Points for Gender Mainstreaming in NR13SE

36. Gender-responsive social analysis is an important element during project lifecycle, where there is a construction and operational footprint. Consultations should be undertaken regularly throughout project lifecycles for gender mainstreaming. Key stages of the lifecycle include:

- Consultation;
- Design and implementation;
- Monitoring and reporting.

7 Gender Action Plan

37. Priority GAP activities and timeline set based on intervention that the project identified are presented in Table 7-1 below.

Table 7-1 GAP Activities and Timeline

No.	Activities	Outcome/ indicator	Timeline	Responsibility	Budget (USD)
I	Consultation				
1.1	Conduct consultations/FGDs with separated female and males groups	<ul style="list-style-type: none"> Number and list of participants (male and female) Opinions and recommendations on Project impacts and mitigation measures of male and female groups are integrated in the Project design 	Pre-construction phase	ESIA Consultant	ESIA consultant budget – done
1.2	Conduct additional consultations/FGDs with women, children and vulnerable groups on road safety and road accidents	<ul style="list-style-type: none"> Number and list of participants Opinions and recommendations of women, children and vulnerable groups on road safety and road accidents are integrated in the Project design 	Pre-construction Phase	Road Safety Audit Consultant	Road Safety Audit Consultant budget
1.3	Conduct road safety campaigns for road users on road safety.	<ul style="list-style-type: none"> Number of awareness raising campaigns conducted and number of women participants Increased knowledge of women, children and vulnerable groups on road safety which can lead to preventing and/or reducing road accidents 	O&M phase	DOT, PTI, CSC and Contractor	
2	Design and implementation				
2.1	Women employment within PCU/PMU and Consultant	Number of female employees within PCU/PMU, consultant team and			

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No.	Activities	Outcome/ indicator	Timeline	Responsibility	Budget (USD)
	team and contractor: <ul style="list-style-type: none"> Equal pay for equal work for both men and women applied; Ensure gender responsive working environment through contract, code of conduct terms and conditions applied 	contractor			
2.2	Enhancing the project design: <ul style="list-style-type: none"> Consider specific needs and safety of women, children and vulnerable groups in the design and modification of roads and facilities. 	Opinions and recommendations of women, children and vulnerable groups on road safety and road accidents are integrated in the Project design	Pre-construction phase	Detailed Design Consultant	Consultant budgets
2.3	Compensation be made via bank account with both husband and wife names	Bank account with both husband and wife names	Pre-construction phase	EDPD/PTI	Included in RP budget
2.4	Conduct additional consultations/FGDs with women, children and vulnerable groups on road safety and road accidents	Number and list of participants Opinions and recommendations of women, children and vulnerable groups on road safety and road accidents are integrated in the Project design	During construction Phase	Road Safety Audit Consultant	Road Safety Audit Consultant budget
2.5	Implement and comply with Environmental and Social Code of Practices (ESCOP); and Code of Conduct (COC) and Action Plan to prevent Gender-Based Violence and Violence Against Children (GBV/VAC).	Zero incidents on SEA/SH and VAC associated with Project staffs, consultants and workers	Through the construction and O&M phases	Contractor	Contractor budget
3	Monitoring				
3.1	Engage women in the compliance monitoring of contractor ESMP	<ul style="list-style-type: none"> Female member of the Grievance Redress Committee and SMWGs Monitoring results from women regarding contractor's ESS performance 	Throughout Construction phase	EDPD/PTI and DPWTs/SMWGs	Included ESMP Budget

8 Monitoring and Evaluation

38. Monitoring and evaluation is integral to the implementation of the GAP and should emphasize the process of continual improvement through feedback, learning and experience. Impacted communities, governments and stakeholders should participate in developing the monitoring and evaluation indicators for measure the project results and impacts. Routine reporting for Project should be undertaken as per specific activities (e.g. monthly, quarterly and semi-annual monitoring) in order to:

- Improve gender mainstreaming and related practices and activities;
- Identify potential issues, constraints and social impacts so that remedial actions to address these issues can be developed and implemented;
- Assess the effectiveness of management, monitoring and evaluation measures of gender mainstreaming and related activities;
- Monitor changes in awareness, attitudes, behavior, adaptability of community to gender related issues and the results of gender mainstreaming in activities;
- Evaluate management of grievances, disputes or conflicts in relation to gender;
- Ensure evidence- and results-based gender actions for projects; and
- Report on key results of safeguards and impacts.

9 Attachments

- Attachment 1: Focused Group Discussion Questionnaires
- Attachment 2: Summary of stakeholder concerns from the village consultation and FGD

Attachment 1: Focused Group Discussion Questionnaires

Focus Group Discussion Guiding Questions with Male and Female Groups

1. General/Demographic information

- Please use the separated sheet to collect the basic data of the participants
- Please read the government compensation decree 84 and if you are asked by the villagers about the compensation, you can just read the specific article to them in order to make sure that you will not give any wrong information.

2. Satisfactory of road facilities and condition

- Key Q1. Please rate your level of satisfaction with the current condition and facilities of the NR13S road.

Unsatisfactory	Moderate satisfactory	Satisfactory
Please provide reasons for your rating	Please provide reasons for your rating	Please provide reasons for your rating

3. Road safety

- Key Q1. Is there a particular design or issue that should be taken into account to ensure that the road design and construction are user-friendly and safe for women, children, and the elderly? Please explain:

4. Labour of division in the household/family

- Key Q1. What is the labour of division or role of men and women in your household/family? Who are in your family could influence decision-making in the family? How?
- Key Q2. If there is any conflict in the family, how would you manage the conflict or violence in the family?

5. Engagement in different phase of the project

- Key Q1. How would you (men/women) like to be engaged in the project activities in different phases of the project?
- Key Q2. Does your community have any employment policy or career development programme for women? What are they? Who provides support?

6. Travel time and frequency

- Key Q.1. What time of day and how frequently do you, your husband/wife/children travel on the road? Please explain.

7. Positive Impact from the project

- Key Q1. Ask villagers if they see any potential benefits associated with the project, including:
 - Current and future livelihood opportunities;
 - Village/community accessibility;
 - Income generation for men and women;
 - Health and safety especially road users;
 - Time saving for travel on the road.

8. Negative Impact from the project

3.1 Physical Impact

- Key Q1. What would the impact of the project on their lands and assets? (partially or entirely)
- Key Q2. What are their recommendations to address the potential impacts?
 - What should be done? How should it be done?
 - When should be done? Who should be the responsible person/authority?
- Key Q3. Any impacts on the public/cultural/traditional facilities? Any recommendations to deal with the impact sustainably?
- Key Q4. Any specific impact on men, women, children and elderly? Any recommendations to deal with the impact?

3.2 Socio-economic

- Key Q1. How would the impact on their businesses/income sources:
 - Close the shop permanently or partially during the construction?
 - Stop the rent?
 - Terminate the business such as guesthouses/hotels/restaurants?
- Key Q2. What are your major concerns about the safety during the construction and operation:
 - Could the construction activities lead to accident or increased inaccessibility?
 - After: Would the project infrastructures lead to more flood or any issues, especially related to women, elderly people and/or children?
- Key Q3. What are your recommendations to deal with the impact?
 - What should be done? How should be done?
 - When should be done? Who should be the responsible person/authority?

3.3 Health - mental issue

- Key Q1. Would the change (displacement, moving houses, losing land/asset, etc.) affect the people? If so, who would be likely to be affected the most?
- Key Q2. What could be the recommendations to this issue?

3.4 Environmental impact

- Key Q1. What would be the key concerns about the environment such as air pollutions (dust, particulates), water pollutions (sediment, wastewater, run-off, spills, discharges, etc), noise pollution, flooding experience/issue during the construction and operation?
- Key Q2. What are their recommendations to deal with the impact?
 - o What should be done? How should be done?
 - o When should be done? Who should be the responsible person/authority?

9. Opinion about the drainage operation and maintenance?

- Key Q1. How would you contribute to the maintenance of the drainage?

10. Any Other suggestions

Attachment 2: Summary of stakeholder concerns from the village consultation and FGD

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
Xaythany District, Vientiane Capital				
1	<ul style="list-style-type: none"> Ban. Khoksivilay 	<ul style="list-style-type: none"> Village authorities and villagers are strongly support the project as the project will have significant positive impacts on improvement of the local livelihood activities, business and economic, health and well-being such as more convenience and saving time for travelling to other villages, districts, provinces, work, school, agriculture farms, transportation of agriculture products as well as reduction in road accidents, and etc. However, there are also negative impacts such as acquisition of private land; loss of houses and shops; generation of dust, noise and vibration and risks of road accidents during the construction if no proper measures such as insufficient watering the road, safety and speed control signs. Other issues are construction waste and solid waste from worker camps. If the project will have an impact on people's shops or houses, the project should complete the compensation process before beginning any construction work. Could the project remove the house 	<ul style="list-style-type: none"> Bringing more prosperity, income, and easy travel. Effects on land and houses, shops. Please provide compensation if the construction will cause relocation of affected people. Should not work on the Buddhism lent moon (full moon). Loss of income due to the closure of their stores and restaurants during construction. Risk of road accident, travel difficulty during the construction. The project should compensate those who have lost income and set up the warning signage in the construction site. Generate dust and pollution. It may have debris and block the drainage pipe, resulting in flooding. During the construction phase, the road should be watered and a waste disposal area should be defined. Villagers can clear the drainage along the roadside. Suggest starting the construction work in the community area first to reduce a significant impact on the villagers (starting from 21km to the entrance of Hua Xieng village). Please provide a detour route. 	<ul style="list-style-type: none"> Once the construction is finished, travel will be more convenient and faster. Can the project help in the removal of affected structural land, houses, and fences? Affected households, those housing along the main road, want to receive compensation fairly. Don't do the construction work on the Buddha days. Maintain a routine of watering the road to reduce dust and the risk of road accident. Install a temporary in-out conduit, warning signs, and a mechanism for feedback or complaints. Worry about road safety in the construction area during construction. Install the temporary conduit at the entrance to the road or village. Pay special attention to those who are affected by the project, as it may affect them mentally and morally because of worrying that they will not receive fair compensation for affected assets. Recommend that the project notify the contractor to set up a waste disposal site. The removed wood from the roadway should be managed appropriately. Recommend that the endeavor connect road drainage to residential drainage. Propose the project to compensate for the pipes that they brought and used to connect their villages and houses to the main road.

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<p>structure for us?</p> <ul style="list-style-type: none"> • Please share the details of the method of measurement and the calculation of the compensation amount. • Requested the project to compensate or replace for the pipes that they brought and used to connect their villages and houses to the main road. • If private land is taken, proposed to compensate at the market price and if the affected land is not sufficient to rebuild their house or shop, request the project to find the new land for them as per their requested. • Requested the project to construct crossing roads in community areas such market, health center and schools for villagers and students. • Recommended the project finish the compensation payment before starting any construction or demolition work. • For the land compensation unit, the project should use the current market rate. • Recommended to conduct traditional ceremony to ask for approval of land and water spirits before commencement of construction activities. • Also, not allow to work on Buddha day (full moon). 		
2	Ban. Nonthong	<ul style="list-style-type: none"> • Village authorities and villagers are strongly support the project as the 	<ul style="list-style-type: none"> • Easy for travel and transport. • Inconvenient for trading during construction. 	<ul style="list-style-type: none"> • Good road conditions will make travel convenient and save time.

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<p>project will have significant positive impacts on improvement of the local livelihood activities, business and economic, health and well-being such as more convenience and saving time for travelling to other villages, districts, provinces, work, school, agriculture farms, transportation of agriculture products as well as reduction in road accidents, and etc.</p> <ul style="list-style-type: none"> • However, there are also negative impacts such as acquisition of private land; loss of houses and shops; generation of dust, noise and vibration and risks of road accidents during the construction if no proper measures such as insufficient watering the road, safety, and speed control signs. Other issues are construction waste and solid waste from worker camps. • During construction, the project should be routinely watered to control dust, and warning signs should be placed in the construction area as mitigation. • What is the compensation policy for the project? • If private land is taken, proposed to compensate at the market price and if the affected land is not sufficient to rebuild their house or shop, request the project to find the new land for them as per their requested. • Requested the project to construct 	<ul style="list-style-type: none"> • Loss of land and house • The project should complete the compensation process before beginning any construction work. • The project should have a clear schedule to complete the construction. • Travel difficulty during construction period especially in the rainy season, and people are afraid of road accidents. Once the construction was finished, people might drive at high speeds, resulting in a road accident. A speed control sign shall be put in place. • Loss of income due to the closure of the shops during the construction. It is requested that the project have a clear schedule for the completion of the construction. • Request for fair compensation. • Request project to water the road, provide a detour road, and install warning signs. • Villagers can clean the drainage. • Request the project to facilitate dealing with the land title certificate in the event that we are affected. 	<ul style="list-style-type: none"> • Provide relocation compensation or new construction to replace the existing structure. • Provide appropriate compensation. • Don't do the construction work on the Buddha days. • Some shops may temporarily close during construction. • Worry about road safety when traveling during the construction period. • Propose building a small road and installing temporary pipes at the road's entrance. • Should provide sufficient compensation to those who have lost their land and house. • Suggest allocating an area for waste management first before starting any construction work. • Watering the road at least 3-4 time/day. • Propose to construct the drainage connecting from household to the main pipe. • For those affected people which their land will be affected, the project should help deal with issuing the new land title certificate.

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<p>crossing roads in community areas such market, health center and schools for villagers and students.</p> <ul style="list-style-type: none"> • Recommended the project finish the compensation payment before starting any construction or demolition work. • For the land compensation unit, the project should use the current market rate. • Recommended to conduct traditional ceremony to ask for approval of land and water spirits before commencement of construction activities. • Also, not allow to work on Buddha day (full moon). 		
3	Ban. Phailom	<ul style="list-style-type: none"> • Village authorities and villagers are strongly support the project as the project will have significant positive impacts on improvement of the local livelihood activities, business and economic, health and well-being such as more convenience and saving time for travelling to other villages, districts, provinces, work, school, agriculture farms, transportation of agriculture products as well as reduction in road accidents, and etc. • However, there are also negative impacts such as acquisition of private land; loss of houses and shops; generation of dust, noise and vibration and risks of road 	<ul style="list-style-type: none"> • Easy to travel, faster, and with more civilization. • Effect land, houses, and structures. • Should provide appropriate compensation. • Loss of income due to the closing of shops during the construction phase. • Worry of road accidents during construction and theft. • Requested the project to construct crossing roads in community areas such market, health center and schools for villagers and students. • Requested the project to water the road on a regular basis, and have an area for collecting and managing construction waste. • Propose to construct the drainage connecting 	<ul style="list-style-type: none"> • Good road conditions will make travel convenient and save time. • Should provide compensation and remove structural. • Don't do the construction work on the Buddha days. • Worry about road safety when traveling during the construction period. • The project should continue construction. Do not leave it for years and then continue the construction.

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<p>accidents during the construction if no proper measures such as insufficient watering the road, safety, and speed control signs. Other issues are construction waste and solid waste from worker camps.</p> <ul style="list-style-type: none"> • During the construction period, the project should regularly water the road to prevent dust. • How will the project provide compensation for the loss of property and the house? • How will the pipe in front of the house be compensated? • The project should help with issuing new land title certificates. Who will pay the fee? • If private land is taken, proposed to compensate at the market price and if the affected land is not sufficient to rebuild their house or shop, request the project to find the new land for them as per their requested. • Requested the project to construct crossing roads in community areas such market, health center and schools for villagers and students. • Recommended the project finish the compensation payment before starting any construction or demolition work. • For the land compensation unit, the project should use the current market 	<p>from household to the main pipe.</p>	

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<p>rate.</p> <ul style="list-style-type: none"> • Recommended to conduct traditional ceremony to ask for approval of land and water spirits before commencement of construction activities. • Also, not allow to work on Buddha day (full moon). 		
4	Ban. Somsavanh	<ul style="list-style-type: none"> • Village authorities and villagers are strongly support the project as the project will have significant positive impacts on improvement of the local livelihood activities, business and economic, health and well-being such as more convenience and saving time for travelling to other villages, districts, provinces, work, school, agriculture farms, transportation of agriculture products as well as reduction in road accidents, and etc. • However, there are also negative impacts such as acquisition of private land; loss of houses and shops; generation of dust, noise and vibration and risks of road accidents during the construction if no proper measures such as insufficient watering the road, safety, and speed control signs. Other issues are construction waste and solid waste from worker camps. • When will the relocation begin? • The shoulder of the road will be 	<ul style="list-style-type: none"> • Better road condition, without holes, easy to travel and not dusty. • Should provide fair compensation for affected people. • Access to the village might be difficult during the construction. • The demolition of shops can cause a loss of income. • Before beginning any construction work, the project should put up warning signs or ropes to make a delineation at the borrow pit area and control the traffic during the construction. • Once the project is completed, requested the project to put up a warning sign before arriving at the school area or install protective equipment in those areas. • Set up the GRM unit, which would receive complaints directly from the villagers, and inform the contractor about it. • Allocate new land for affected people who lost houses, and shops and do not have a new place to settle. • The construction area should not let water 	<ul style="list-style-type: none"> • Easy to travel, reduce traffic jams, and facilitate the improvement of trading. • Worry about fair compensation. • Propose to start the construction according to the plan's schedule. • The number of street vendors will be reduced during the construction. • Worry about road safety due to traffic congestion during construction. • During the construction phase, safety management should be implemented. • Pay special attention to those who are affected by the project, as it may affect them mentally and morally because of worrying that they will not receive fair compensation for affected assets. • Environmental issues caused by construction activities include waste from transporting materials, which leads to dusty and muddy roads in the dry season. • Propose to water the road to reduce pollution. • Request the project to repair the road in the rainy season to avoid potholes and prevent accidents. • Propose the project to manage water stagnancy during construction.

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<p>measured from which point?</p> <ul style="list-style-type: none"> • When will the construction begin? • How will the area that is far from the former road (25 meters) be compensated if there is a change? • Propose to provide equal compensation. • Request the project to issue a new land title certificate for affected people. • The compensation policy will depend on the government policy for the development project. • If private land is taken, proposed to compensate at the market price and if the affected land is not sufficient to rebuild their house or shop, request the project to find the new land for them as per their requested. • Requested the project to construct crossing roads in community areas such market, health center and schools for villagers and students. • Recommended the project finish the compensation payment before starting any construction or demolition work. • For the land compensation unit, the project should use the current market rate. • Recommended to conduct traditional ceremony to ask for approval of land and water spirits before commencement of construction activities. • Also, not allow to work on Buddha day 	<p>block during the rainy season as motorbikes might fall. It will be dusty during the dry season. It might have waste from the construction site or worker camp in the community.</p> <ul style="list-style-type: none"> • Please try to finish the construction as soon as possible so that it does not cause difficulties due to construction. • Request the project to have an environmental management unit. • Propose to construct the drainage connecting from household to the main pipe. • Provide appropriate compensation to affected people and support in issuing the new land title certificate. 	

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		(full moon).		
5	Ban. Khoksavang	<ul style="list-style-type: none"> • Village authorities and villagers are strongly support the project as the project will have significant positive impacts on improvement of the local livelihood activities, business and economic, health and well-being such as more convenience and saving time for travelling to other villages, districts, provinces, work, school, agriculture farms, transportation of agriculture products as well as reduction in road accidents, and etc. • However, there are also negative impacts such as acquisition of private land; loss of houses and shops; generation of dust, noise and vibration and risks of road accidents during the construction if no proper measures such as insufficient watering the road, safety, and speed control signs. Other issues are construction waste and solid waste from worker camps. • Propose to construct the drainage connecting from household to the main pipe. • Maintain a routine of watering the road. Install warning signs. • Affected people must be able to get the compensation. • If private land is taken, proposed to 	<ul style="list-style-type: none"> • Good road conditions will make travel more convenient and ease of trading. • The project should have completed compensation before starting the construction. • Shops and businesses loss their incomes due to inconvenience during the construction. • Worry about road safety due to traffic congestion during construction. • After the road construction is finished, people will drive at high speeds, and there is no safety when children cross the road. • Should review the income loss of the affected people during the shop closings. • Should put speed control warning signs. 	<ul style="list-style-type: none"> • Easy to travel and time saving. • Should provide an appropriate compensation price for affected properties. • Don't do the construction work on the Buddha days. • Income loss as a result of business/shops along the road closing down during construction. • Worry about traffic safety. Request to put up warning signs in the construction area and water the road regularly. • Request to put a temporary pipe at the village's entrance to allow people to enter and exit. • Request the project to have a waste disposal area. • Should have a place for refuse disposal. • Propose the project to construct a drainage system connecting the residence to the main drainage system or natural streams.

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<p>compensate at the market price and if the affected land is not sufficient to rebuild their house or shop, request the project to find the new land for them as per their requested.</p> <ul style="list-style-type: none"> • Requested the project to construct crossing roads in community areas such market, health center and schools for villagers and students. • Recommended the project finish the compensation payment before starting any construction or demolition work. • For the land compensation unit, the project should use the current market rate. • Recommended to conduct traditional ceremony to ask for approval of land and water spirits before commencement of construction activities. • Also, not allow to work on Buddha day (full moon). 		
6	Ban. Phonsavanh	<ul style="list-style-type: none"> • Village authorities and villagers are strongly support the project as the project will have significant positive impacts on improvement of the local livelihood activities, business and economic, health and well-being such as more convenience and saving time for travelling to other villages, districts, provinces, work, school, agriculture farms, transportation of agriculture 	<ul style="list-style-type: none"> • Ease of travel facilitates commerce and increases prosperity value. • For effected land and building structures, the project should provide appropriate compensation and finish the compensation before beginning the construction work. • Don't work on Buddha's Day. • If the project affects the landmark pole of the village, the project has to organize traditional activities to ask permission from the village 	<ul style="list-style-type: none"> • More comfortable driving with a new road. • Request compensation for the affected properties that must remove and support the new structure to replace it. • Don't work on Buddha's day. Should not make noise at night if there is a funeral in the village. • Worry about road accidents and inconvenient travel during construction. Request the project to place warning signs in all construction areas. • Propose the project to install a temporary pipe at

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<p>products as well as reduction in road accidents, and etc.</p> <ul style="list-style-type: none"> • However, there are also negative impacts such as acquisition of private land; loss of houses and shops; generation of dust, noise and vibration and risks of road accidents during the construction if no proper measures such as insufficient watering the road, safety, and speed control signs. Other issues are construction waste and solid waste from worker camps. • Request to install warning signs and water the road in the construction area. • How will the land be compensated, and who will cover the fee of issuing a new land title certificate? • Request the project to take care of poor families who are affected and have lost both land and houses. • Improve the road and ease of access to the village. • If private land is taken, proposed to compensate at the market price and if the affected land is not sufficient to rebuild their house or shop, request the project to find the new land for them as per their requested. • Requested the project to construct crossing roads in community areas such market, health center and schools for villagers and students. 	<p>spirit.</p> <ul style="list-style-type: none"> • The number of businesses might be reduced during construction. • Concerns about road accidents, travel difficulties, and the possibility of an accident when children cross the road. • Request the project to have a road-crossing point for children near the school. • The project will create more dust and waste. • Request the project to have a waste disposal point. 	<p>the entrance of the village to facilitate entry and exit.</p> <ul style="list-style-type: none"> • Before starting the project, request the project to establish a waste disposal area and manage wood debris along the road. • Regularly/daily water the road during construction. • Request the project to take care of the poor, affected villagers, who do not have new land to rebuild their houses.

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<ul style="list-style-type: none"> • Recommended the project finish the compensation payment before starting any construction or demolition work. • For the land compensation unit, the project should use the current market rate. • Recommended to conduct traditional ceremony to ask for approval of land and water spirits before commencement of construction activities. • Also, not allow to work on Buddha day (full moon). 		
7	Ban. Naphasouk	<ul style="list-style-type: none"> • Village authorities and villagers are strongly support the project as the project will have significant positive impacts on improvement of the local livelihood activities, business and economic, health and well-being such as more convenience and saving time for travelling to other villages, districts, provinces, work, school, agriculture farms, transportation of agriculture products as well as reduction in road accidents, and etc. • However, there are also negative impacts such as acquisition of private land; loss of houses and shops; generation of dust, noise and vibration and risks of road accidents during the construction if no proper measures such as insufficient 	<ul style="list-style-type: none"> • The finished new road makes traffic easier. • Request the project to provide compensation to affected people. • Villagers should be able to participate in the relocation consultation process with the project owners and local authorities. • Don't work on Buddha's day. • Worry about accidents during the construction period. • Request to finish the construction as soon as possible to minimize income loss. • Put up warning signs during the construction period. • Regularly water the road during the construction period to reduce dust. • Villagers can participate in the maintenance of the drainage system. • During the construction period, there should 	<ul style="list-style-type: none"> • Whenever there is construction, there will be dust pollution. When excavating a drainage channel, be sure to place warning signs at all construction sites and water the road frequently. • Request the project to provide appropriate compensation to the affected people. • Request the project to provide a temporary road to access shops or businesses along the road and a connecting road to the villages during the construction. • Special support should be provided to those who have only a single plot of land. • Propose the project to have a place to manage waste from old road excavation. • Once the construction is finished, the project should have a cleaning and maintenance unit.

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<p>watering the road, safety, and speed control signs. Other issues are construction waste and solid waste from worker camps.</p> <ul style="list-style-type: none"> • Will the project compensate for a new store? • Will the project compensate for the vacant land during construction? • Each construction site should be equipped with warning signs and a lighting system to facilitate safe travel. • How will compensation be provided for the shop that was demolished in 2019 based on photographs and survey data available at the time? • If private land is taken, proposed to compensate at the market price and if the affected land is not sufficient to rebuild their house or shop, request the project to find the new land for them as per their requested. • Requested the project to construct crossing roads in community areas such market, health center and schools for villagers and students. • Recommended the project finish the compensation payment before starting any construction or demolition work. • For the land compensation unit, the project should use the current market rate. • Recommended to conduct traditional 	<p>be road lights to facilitate vehicular visibility.</p> <ul style="list-style-type: none"> • Request the government to resolve the problem related to the high-voltage power line system located on the land of an individual by removing it. 	

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<p>ceremony to ask for approval of land and water spirits before commencement of construction activities.</p> <ul style="list-style-type: none"> • Also, not allow to work on Buddha day (full moon). 		
8	Ban. Dongkhouay	<ul style="list-style-type: none"> • Village authorities and villagers are strongly support the project as the project will have significant positive impacts on improvement of the local livelihood activities, business and economic, health and well-being such as more convenience and saving time for travelling to other villages, districts, provinces, work, school, agriculture farms, transportation of agriculture products as well as reduction in road accidents, and etc. • However, there are also negative impacts such as acquisition of private land; loss of houses and shops; generation of dust, noise and vibration and risks of road accidents during the construction if no proper measures such as insufficient watering the road, safety, and speed control signs. Other issues are construction waste and solid waste from worker camps. • How will the project compensate for the loss of property of affected people? • Propose to water the road and put warning signs at each construction site to avoid accidents. 	<ul style="list-style-type: none"> • New road provides travel comfortable and increase economy in the affected villages. • Request the project to complete the compensation before starting construction work. • Don't work on Buddha's day. • Request for a specific disposal area for waste from construction. • Request to improve the road between Hau Xieng Village and Dong Kaouy Village. 	<ul style="list-style-type: none"> • Travel comfortably and save time. • Request the project to provide compensation for the affected structure and build a new one to replace it. • Request the project to provide a temporary access road to affected shops. • Put warning signs at all construction sites. • Find a place for waste disposal or a place to properly store wastes.

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<ul style="list-style-type: none"> • Request to improve the road between Hau Xieng Village and Dong Kaouy Village. • If private land is taken, proposed to compensate at the market price and if the affected land is not sufficient to rebuild their house or shop, request the project to find the new land for them as per their requested. • Requested the project to construct crossing roads in community areas such market, health center and schools for villagers and students. • Recommended the project finish the compensation payment before starting any construction or demolition work. • For the land compensation unit, the project should use the current market rate. • Recommended to conduct traditional ceremony to ask for approval of land and water spirits before commencement of construction activities. • Also, not allow to work on Buddha day (full moon). 		
9	Ban. Borlerk	<ul style="list-style-type: none"> • Village authorities and villagers are strongly support the project as the project will have significant positive impacts on improvement of the local livelihood activities, business and economic, health and well-being such as more convenience and saving time for 	<ul style="list-style-type: none"> • Comfortable to travel • Request the project to complete the compensation before starting construction work. • Worry the construction period will be too long, which will make traffic difficult. • Worry if the construction were finished, 	<ul style="list-style-type: none"> • Once the construction is finished, it will be comfortable for traveling and save time. • Request to provide reallocation costs or compensation costs. • Don't work on the big Buddha's day. • Request the project to put up a temporary pipe or bridge to facilitate access to businesses for those

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<p>travelling to other villages, districts, provinces, work, school, agriculture farms, transportation of agriculture products as well as reduction in road accidents, and etc.</p> <ul style="list-style-type: none"> • However, there are also negative impacts such as acquisition of private land; loss of houses and shops; generation of dust, noise and vibration and risks of road accidents during the construction if no proper measures such as insufficient watering the road, safety, and speed control signs. Other issues are construction waste and solid waste from worker camps. • Request to put pipe in the community areas as it is an area for livelihood and should be comfortable. • Water the road and put warning signs at the construction sites. • Request to build a community office for the village. • If private land is taken, proposed to compensate at the market price and if the affected land is not sufficient to rebuild their house or shop, request the project to find the new land for them as per their requested. • Requested the project to construct crossing roads in community areas such market, health center and schools for villagers and students. 	<p>people might drive at high speeds.</p> <ul style="list-style-type: none"> • Causing dust and waste from the construction. • Request the road construction to be watered regularly in the dry season before children go to school. 	<p>affected families.</p> <ul style="list-style-type: none"> • Transporting construction materials might cause accidents. The project should water the road and put up warning signs at the construction sites. • Before starting the project, request that the project find a place for waste and wood debris disposal from the construction to avoid scattering dumping. Should provide a pipe to connect wastewater from households to the main drainage system of the project.

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<ul style="list-style-type: none"> • Recommended the project finish the compensation payment before starting any construction or demolition work. • For the land compensation unit, the project should use the current market rate. • Recommended to conduct traditional ceremony to ask for approval of land and water spirits before commencement of construction activities. • Also, not allow to work on Buddha day (full moon). 		
PakNgum District, Vientiane Capital				
1	Ban. Nongbouathong	<ul style="list-style-type: none"> • Village authorities and villagers are strongly support the project as the project will have significant positive impacts on improvement of the local livelihood activities, business and economic, health and well-being such as more convenience and saving time for travelling to other villages, districts, provinces, work, school, agriculture farms, transportation of agriculture products as well as reduction in road accidents, and etc. • However, there are also negative impacts such as acquisition of private land; loss of houses and shops; generation of dust, noise and vibration and risks of road accidents during the construction if no proper measures such as insufficient 	<ul style="list-style-type: none"> • Better trading, more comfortable for children to travel. • Request to have compensation in compliance with national policy and regulations. • If the properties of the village's temple are harmed, please compensate for that loss as well. • There is a school located along the road, what are the mitigation plans of the project to prevent students from having accidents when they enter and exit school? • Put emphasis on the prevention of accidents by putting up warning signs or having staff facilitate children crossing the road when they enter and leave school. • Water the road to prevent dust (in the morning, afternoon, and evening). • Request the project to have a mitigation plan 	<ul style="list-style-type: none"> • Make the country more beautiful and cleaner. Make the country's economy better and save time. • There are many families affected by the project who have lost their residences, particularly elderly people who are vulnerable. • Propose the project to compensate or build a house for vulnerable groups that cannot help themselves. • Request the relevant parties to rebuild the fence of the temple that has been affected by the project. • Worry about accidents during the construction period. • Once the construction is complete, worry that people might drive at a higher speed. Propose the project to have a mitigation plan. • Environmental issues during the construction include an increase in dust, noise, and flooding. • Water the road to prevent dust in the morning, afternoon, and evening.

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<p>watering the road, safety, and speed control signs. Other issues are construction waste and solid waste from worker camps.</p> <ul style="list-style-type: none"> • What is the compensation policy of the project for those who lose buildings and land? • Request the project to provide fair compensation cost. • If private land is taken, proposed to compensate at the market price and if the affected land is not sufficient to rebuild their house or shop, request the project to find the new land for them as per their requested. • Requested the project to construct crossing roads in community areas such market, health center and schools for villagers and students. • Recommended the project finish the compensation payment before starting any construction or demolition work. • For the land compensation unit, the project should use the current market rate. • Recommended to conduct traditional ceremony to ask for approval of land and water spirits before commencement of construction activities. • Also, not allow to work on Buddha day (full moon). 	<p>to solve issues with stagnant water in order to prevent flooding of the access road to the village.</p> <ul style="list-style-type: none"> • People who are affected and don't have a house or land elsewhere, or who have only used land certificates issued before the land law went into effect, should be covered by a special policy in the project. 	

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
2	Ban. Sangxay	<ul style="list-style-type: none"> • Village authorities and villagers are strongly support the project as the project will have significant positive impacts on improvement of the local livelihood activities, business and economic, health and well-being such as more convenience and saving time for travelling to other villages, districts, provinces, work, school, agriculture farms, transportation of agriculture products as well as reduction in road accidents, and etc. • However, there are also negative impacts such as acquisition of private land; loss of houses and shops; generation of dust, noise and vibration and risks of road accidents during the construction if no proper measures such as insufficient watering the road, safety and speed control signs. Other issues are construction waste and solid waste from worker camps. • If the project will affect people's property, what solution does it plan to offer? • Should have mitigation measures for ensuring safety. • If there is a significant impact on the structure and unable to stay, the project should provide compensation and similarly for other minor effects by the project. • If the project area affects a traditional customs area, the project has to solve this 	<ul style="list-style-type: none"> • Make the country more beautiful and cleaner. Make the country's economy better and save time. • Request the respective agencies to pay attention to watering the road to prevent dust. • If the construction will cover the cemetery area of the village, the project has to follow the traditional practices of the village. • During construction, worry that vehicles transporting construction equipment may drive at high speed because the area has no warning signs and no speed control. • Pollution such as dust, noise, and stagnant water due to waste from the construction • Before disposing of waste, the project should ask local authorities at the village level and make sure to water the road in the morning, afternoon, and evening. 	<ul style="list-style-type: none"> • Make the country more beautiful and cleaner. Make the country's economy better and save time traveling. • The project might have a minor effect on the land around villages. Villagers in the community agree to give it as a contribution from the village. • Worry about difficulty traveling and accidents during the construction. It might also have stagnant water in several areas. • After finishing the construction, the project should have a monitoring unit to monitor areas with stagnant water in the rice fields. • After completing the construction, it should have awareness-raising training for villages on safe driving and livestock control premise for their own and travelers' safety. • If it will affect the houses of the villagers. They are happy to contribute, but if it will affect those vulnerable groups, the project should provide compensation. • Regularly water the road and manage waste properly. • During the construction, the road may have holes which may cause accident. • After the completion of the construction of the drainage system, the local authorities in the village agreed to contribute to its maintenance.

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<p>related issue.</p> <ul style="list-style-type: none"> • If private land is taken, proposed to compensate at the market price and if the affected land is not sufficient to rebuild their house or shop, request the project to find the new land for them as per their requested. • Requested the project to construct crossing roads in community areas such market, health center and schools for villagers and students. • Recommended the project finish the compensation payment before starting any construction or demolition work. • For the land compensation unit, the project should use the current market rate. • Recommended to conduct traditional ceremony to ask for approval of land and water spirits before commencement of construction activities. • Also, not allow to work on Buddha day (full moon). 		
3	Ban. Khoksa	<ul style="list-style-type: none"> • Village authorities and villagers are strongly support the project as the project will have significant positive impacts on improvement of the local livelihood activities, business and economic, health and well-being such as more convenience and saving time for 	<ul style="list-style-type: none"> • Make the country more beautiful and cleaner. Make the country's economy better and save time traveling. • During the construction, don't put anything that will block the entrance to the village. • When the relocation and demolition start, request the project to improve the new area 	<ul style="list-style-type: none"> • Comfortable traveling, more beautiful and save time. • Request for compensation according to the policy of project. • The construction may cause traffic congestion in community and school areas, request the project to put up warning signs.

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<p>travelling to other villages, districts, provinces, work, school, agriculture farms, transportation of agriculture products as well as reduction in road accidents, and etc.</p> <ul style="list-style-type: none"> • However, there are also negative impacts such as acquisition of private land; loss of houses and shops; generation of dust, noise and vibration and risks of road accidents during the construction if no proper measures such as insufficient watering the road, safety, and speed control signs. Other issues are construction waste and solid waste from worker camps. • When will the measurement team come to measure? • When will the project start construction? • Should urgently manage issues of land clearing that are blocking the entrance to the village. • For affected properties, request the project to provide fair compensation. • If private land is taken, proposed to compensate at the market price and if the affected land is not sufficient to rebuild their house or shop, request the project to find the new land for them as per their requested. • Requested the project to construct crossing roads in community areas such market, health center and schools for 	<p>in order to be able to efficiently operate the businesses in a timely manner.</p> <ul style="list-style-type: none"> • The construction should not block entrances to businesses. • Put up warning signs to prevent accidents at any points that may be at risk. • Regularly water the road in the morning, afternoon, and evening. • Request the project to install the pipe that connects the house to the road's main drainage. 	<ul style="list-style-type: none"> • Traveling difficulty during construction. Worry about accidents due to potholes and dust during the dry season. • After the completion of the road construction, request the project to have security measures to ensure the safety of children as they travel to and from school. • Worry about potholes and water stagnating in front of the house during the construction.

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<p>villagers and students.</p> <ul style="list-style-type: none"> • Recommended the project finish the compensation payment before starting any construction or demolition work. • For the land compensation unit, the project should use the current market rate. • Recommended to conduct traditional ceremony to ask for approval of land and water spirits before commencement of construction activities. • Also, not allow to work on Buddha day (full moon). 		
4	Ban. Thangkhong	<ul style="list-style-type: none"> • Village authorities and villagers are strongly support the project as the project will have significant positive impacts on improvement of the local livelihood activities, business and economic, health and well-being such as more convenience and saving time for travelling to other villages, districts, provinces, work, school, agriculture farms, transportation of agriculture products as well as reduction in road accidents, and etc. • However, there are also negative impacts such as acquisition of private land; loss of houses and shops; generation of dust, noise and vibration and risks of road accidents during the construction if no proper measures such as insufficient 	<ul style="list-style-type: none"> • Make travel convenient and request the project to provide streetlights on the road. • Make the construction corridor and implement awareness-raising to make people understand the issues related to the construction. • Don't want barriers blocking the entrance to the village, house, and market. • Try to shorten period of time for the construction. • Can people use drainage on the roadside to discharge wastewater from their homes? 	<ul style="list-style-type: none"> • Don't want barriers blocking the entrance to the village, house, and market. • New road construction makes traffic more comfortable and makes trade better. • Request for compensation according to the policy of the government. • Request the project to make the entrance and exit of the school area as it will be crowded during the construction. • Pay attention to safety measures. • Worry about dust, potholes, difficult travel, and road accidents. • Allocate an appropriate place for waste disposal and wood scraping. Water the road in the morning, afternoon, and evening. • After the construction is finished, request the environment be restored and replanted. • Request for a temporary road for accessing houses

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<p>watering the road, safety, and speed control signs. Other issues are construction waste and solid waste from worker camps.</p> <ul style="list-style-type: none"> • How to compensate for the loss of villagers' property? • What is the width of the road, measured from where to where? • Request to implement the mitigation measures for safety during construction. • Request the company to avoid generating vibrations from construction activities. • If private land is taken, proposed to compensate at the market price and if the affected land is not sufficient to rebuild their house or shop, request the project to find the new land for them as per their requested. • Requested the project to construct crossing roads in community areas such market, health center and schools for villagers and students. • Recommended the project finish the compensation payment before starting any construction or demolition work. • For the land compensation unit, the project should use the current market rate. • Recommended to conduct traditional ceremony to ask for approval of land and water spirits before commencement of construction activities. 		<p>during the construction.</p>

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<ul style="list-style-type: none"> Also, not allow to work on Buddha day (full moon). 		
5	Ban. Donehai	<ul style="list-style-type: none"> Village authorities and villagers are strongly support the project as the project will have significant positive impacts on improvement of the local livelihood activities, business and economic, health and well-being such as more convenience and saving time for travelling to other villages, districts, provinces, work, school, agriculture farms, transportation of agriculture products as well as reduction in road accidents, and etc. However, there are also negative impacts such as acquisition of private land; loss of houses and shops; generation of dust, noise and vibration and risks of road accidents during the construction if no proper measures such as insufficient watering the road, safety, and speed control signs. Other issues are construction waste and solid waste from worker camps. What is the width of the road when measured from the center of the road? Request for mitigation measures to be in place in areas where there is a high risk of speeding. If private land is taken, proposed to compensate at the market price and if the 	<ul style="list-style-type: none"> Make traffic more comfortable. Request the project to provide compensation to affected people. There is a school near the road. Worry that students might be at risk of road accidents. Worry the difficulty to access the village, and there may be a barrier blocking the entrance. Once the construction is complete, the road should have warning signs for the safety of people crossing and small vehicles when they enter the main road. Request to have limited control for car and truck driving in the rural area. The vibration from the soil compression may cause damage to the house structures of the villagers. Pay attention to regularly watering the road. If land will be affected, request that the government support the cost of issuing a new land title certificate. 	<ul style="list-style-type: none"> Make traffic more comfortable. Request that the project provide compensation to affected people. Difficulty accessing villages and schools during the construction. Worry about difficulty accessing houses, shops, and businesses during the construction. The project should provide a temporary road to ease the access. Implement mitigation measures to prevent stagnant water and potholes. Request the project to engage communities in wastewater management. Propose to finish the construction of drainage on the roadside as soon as possible to solve issues related to accessing the village. The major problem is the traffic of trucks and flooding near the houses, as they are below the road level. Request to construct the drainage from the household connecting to the main drainage of the road.

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<p>affected land is not sufficient to rebuild their house or shop, request the project to find the new land for them as per their requested.</p> <ul style="list-style-type: none"> • Requested the project to construct crossing roads in community areas such market, health center and schools for villagers and students. • Recommended the project finish the compensation payment before starting any construction or demolition work. • For the land compensation unit, the project should use the current market rate. • Recommended to conduct traditional ceremony to ask for approval of land and water spirits before commencement of construction activities. • Also, not allow to work on Buddha day (full moon). 		
6	Ban. Naxone	<ul style="list-style-type: none"> • Village authorities and villagers are strongly support the project as the project will have significant positive impacts on improvement of the local livelihood activities, business and economic, health and well-being such as more convenience and saving time for travelling to other villages, districts, provinces, work, school, agriculture farms, transportation of agriculture products as well as reduction in road 	<ul style="list-style-type: none"> • Have good road conditions and be more comfortable while traveling. • Request to provide compensations. • The village's cemetery near the roadside may be affected. Request for proper mitigation. • There is an elementary school near the roadside. Request for more attention on safety management. • Request the construction to have warning signs to ensure safety. • Due to the demolition of shops, the shops 	<ul style="list-style-type: none"> • Facilitate trading in the village. • There are two schools that may be affected. To ensure safety at the entry and exit points of the schools, the project should put up warning signs before reaching the school area. • Worry about difficulty accessing houses, shops, and businesses during the construction. The project should provide a temporary road. • Worry about community safety. Potholes may cause road accidents. Some houses might be at risk of flooding.

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<p>accidents, and etc.</p> <ul style="list-style-type: none"> • However, there are also negative impacts such as acquisition of private land; loss of houses and shops; generation of dust, noise and vibration and risks of road accidents during the construction if no proper measures such as insufficient watering the road, safety and speed control signs. Other issues are construction waste and solid waste from worker camps. • For the house that was built long time ago before the law enforcement requirement of obtaining a permission certificate before construction, will the project consider providing compensation? • Provide compensation for building a new house. • Request to have street lights. • Request to put drainage pipes in front of the house. • If private land is taken, proposed to compensate at the market price and if the affected land is not sufficient to rebuild their house or shop, request the project to find the new land for them as per their requested. • Requested the project to construct crossing roads in community areas such market, health center and schools for villagers and students. • Recommended the project finish the 	<p>may have to close during construction. Request to solve the issue of accessing roads during the construction period.</p> <ul style="list-style-type: none"> • Request implementation of mitigation measures to prevent water stagnating during the rainy season as it causes potholes and mud. • Would it be possible to drain the wastewater into the main drainage system of the road? How does the project plan to help with this issue? 	<ul style="list-style-type: none"> • Request for installation of warning signs and enforce vehicle speed control measures. • Water the road in the morning, afternoon, and evening. • Should have a specific place for waste dumping. • Request to solve issues related to flooding over the road in the small road and house entrance. • Request for special assistant for those whose houses will be affected and who have no other place to settle.

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<p>compensation payment before starting any construction or demolition work.</p> <ul style="list-style-type: none"> • For the land compensation unit, the project should use the current market rate. • Recommended to conduct traditional ceremony to ask for approval of land and water spirits before commencement of construction activities. • Also, not allow to work on Buddha day (full moon). 		
7	Ban. Phao	<ul style="list-style-type: none"> • Village authorities and villagers are strongly support the project as the project will have significant positive impacts on improvement of the local livelihood activities, business and economic, health and well-being such as more convenience and saving time for travelling to other villages, districts, provinces, work, school, agriculture farms, transportation of agriculture products as well as reduction in road accidents, and etc. • However, there are also negative impacts such as acquisition of private land; loss of houses and shops; generation of dust, noise and vibration and risks of road accidents during the construction if no proper measures such as insufficient watering the road, safety, and speed control signs. Other issues are construction waste and solid waste from 	<ul style="list-style-type: none"> • Have good road conditions and be more comfortable while traveling. • The project will affect the wall of the school located along the road, which may increase the risk of accidents for students. • During construction period, travel will be difficult in the rainy season because the road will be bumpy and have potholes, which may cause accidents. • Request the implementation of the mitigation measures to avoid accidents and dust. • The government should issue a new land title certificate for affected people without collecting fees. 	<ul style="list-style-type: none"> • New road project will facilitate economic growth. • Propose the project to provide compensations. • The construction will damage the existing road access to the village and school. Request the project to repair and improve those roads. • Unfinished construction may cause traffic accidents and congestion. Worry of many heavy trucks travel in the area. • Worry about difficulty entering or exiting the houses. • After finishing the construction, the house below the road may face flooding issues in some areas during the rainy season. • Propose to put up warning signs to ensure safety during the construction. • Request to receive compensation, according to the policy of the project. • Worry about environmental issues during the construction, such as waste from wood and stagnant water in some areas during the rainy

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<p>worker camps.</p> <ul style="list-style-type: none"> • Should finish the construction as soon as possible to avoid dust. • Request the project to have streetlights on the new road. • Who will be responsible for paying for the issuance of a new land title certificate on the affected land? • Want the project to finish the construction as soon as possible so people can use the road without getting dusty and in a more comfortable manner. • If private land is taken, proposed to compensate at the market price and if the affected land is not sufficient to rebuild their house or shop, request the project to find the new land for them as per their requested. • Requested the project to construct crossing roads in community areas such market, health center and schools for villagers and students. • Recommended the project finish the compensation payment before starting any construction or demolition work. • For the land compensation unit, the project should use the current market rate. • Recommended to conduct traditional ceremony to ask for approval of land and water spirits before commencement of construction activities. 		<p>season.</p> <ul style="list-style-type: none"> • During construction, request for regularly water the road in the community areas. • Engage local communities and assist affected individuals. The project should consider assisting vulnerable groups by elevating lowlands to prevent inundation of their houses.

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<ul style="list-style-type: none"> Also, not allow to work on Buddha day (full moon). 		
8	Ban. Somphaseuth	<ul style="list-style-type: none"> Village authorities and villagers are strongly support the project as the project will have significant positive impacts on improvement of the local livelihood activities, business and economic, health and well-being such as more convenience and saving time for travelling to other villages, districts, provinces, work, school, agriculture farms, transportation of agriculture products as well as reduction in road accidents, and etc. However, there are also negative impacts such as acquisition of private land; loss of houses and shops; generation of dust, noise and vibration and risks of road accidents during the construction if no proper measures such as insufficient watering the road, safety, and speed control signs. Other issues are construction waste and solid waste from worker camps. Request for compensation to all affected people. Regularly water the road to reduce dust. Request the project to help improve access roads to the villages by using excavated soil to fill the alleyways. 	<ul style="list-style-type: none"> Once the road construction is complete, it will make travel more comfortable. Request not to put an object that block the entrance of the house and villages. Construction will make accessing the services and businesses difficult. Propose for a safeguard unit to monitor the implementation of mitigation plans to ensure safety in the construction areas. Request the project to have a clear construction timeline and finish as soon as possible to solve issues of dust and mud during the rainy season. Request the drainage system to be cleaned before the rainy season to prevent solid waste from blocking the waterway. Request to include specific roads for motorcycles and bicycles. And finish the construction as soon as possible. 	<ul style="list-style-type: none"> Once the road construction is complete, people will have a better life. Request to provide compensation to affected people. Request to provide a temporary road to allow access to the connecting road. Worry about road accidents during construction, such as when many large trucks are traveling and making it difficult to enter the house. Suggest putting up traffic signs during the construction, having safeguard staff in the construction sites, and ensuring safety. Worry small roads may be affected, resulting in mud and dust. Request for regularly water the road in the morning, afternoon, and evening.

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<ul style="list-style-type: none"> • If private land is taken, proposed to compensate at the market price and if the affected land is not sufficient to rebuild their house or shop, request the project to find the new land for them as per their requested. • Requested the project to construct crossing roads in community areas such market, health center and schools for villagers and students. • Recommended the project finish the compensation payment before starting any construction or demolition work. • For the land compensation unit, the project should use the current market rate. • Recommended to conduct traditional ceremony to ask for approval of land and water spirits before commencement of construction activities. • Also, not allow to work on Buddha day (full moon). 		
9	Ban. Hai	<ul style="list-style-type: none"> • Village authorities and villagers are strongly support the project as the project will have significant positive impacts on improvement of the local livelihood activities, business and economic, health and well-being such as more convenience and saving time for travelling to other villages, districts, provinces, work, school, agriculture 	<ul style="list-style-type: none"> • The road will be improved, making it more comfortable and saving time. • Loss of income due to the demolition of shops and markets during construction. • Request the project to have warning signs in the road construction and drainage construction areas. • Request for speed control on the narrow road and in the construction area. 	<ul style="list-style-type: none"> • The road will be improved and more comfortable to travel on, saving time and reducing traffic jams. • The construction will affect the entrances to the temple, school, and residence in the community. The project should find solutions to this issue. • The construction of drainage and waste disposal along the roadside in a disorderly manner may lead to flooding of the village during the rainy season. The project should find a solution to properly

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<p>farms, transportation of agriculture products as well as reduction in road accidents, and etc.</p> <ul style="list-style-type: none"> • However, there are also negative impacts such as acquisition of private land; loss of houses and shops; generation of dust, noise and vibration and risks of road accidents during the construction if no proper measures such as insufficient watering the road, safety, and speed control signs. Other issues are construction waste and solid waste from worker camps. • Request to provide compensation to affected people. • Request to construct drainage. • Request to set up the GRM unit and environment unit to solve environment issues. • If private land is taken, proposed to compensate at the market price and if the affected land is not sufficient to rebuild their house or shop, request the project to find the new land for them as per their requested. • Requested the project to construct crossing roads in community areas such market, health center and schools for villagers and students. • Recommended the project finish the compensation payment before starting any construction or demolition work. 	<ul style="list-style-type: none"> • Once the construction is complete, request the project to have a mechanism to control the driving speed of users. • Request the project to engage with the village authorities in managing environmental issues and community safety issues. 	<p>manage the issue.</p> <ul style="list-style-type: none"> • Request the project to allocate a location for waste disposal from scraps on the road surface.

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<ul style="list-style-type: none"> • For the land compensation unit, the project should use the current market rate. • Recommended to conduct traditional ceremony to ask for approval of land and water spirits before commencement of construction activities. • Also, not allow to work on Buddha day (full moon). 		
10	Ban. Somsavanh	<ul style="list-style-type: none"> • Village authorities and villagers are strongly support the project as the project will have significant positive impacts on improvement of the local livelihood activities, business and economic, health and well-being such as more convenience and saving time for travelling to other villages, districts, provinces, work, school, agriculture farms, transportation of agriculture products as well as reduction in road accidents, and etc. • However, there are also negative impacts such as acquisition of private land; loss of houses and shops; generation of dust, noise and vibration and risks of road accidents during the construction if no proper measures such as insufficient watering the road, safety, and speed control signs. Other issues are construction waste and solid waste from worker camps. • Propose to start construction work in the 	<ul style="list-style-type: none"> • Convenience, save time, and facilitate better trading. • Should complete the compensations before beginning the construction work in the case of the relocation of houses, shops, and other structures? • Worry about the construction starting, then stopping, making travel difficult. • Once the construction is complete, there should be preventive measures to avoid accidents. • Should have a crossing point for villagers. • Request to compensate the loss of incomes due to closing the shops during the construction period. • Regularly water the road in the morning, afternoon, and evening. • Request that the construction work be finished as soon as possible; please don't take it too long. • Monitor closely during the rainy season; where there are potholes or cars stuck, the project should solve the problem 	<ul style="list-style-type: none"> • Don't work on the big Buddha's day. • Request to construct a temporary road for villagers and build the village alleyway. • Regularly water the road during construction and put up warning signs at the construction sites to avoid possible accidents during the construction phase. • Should construct drainage connections from households to the main pipe of the project. • Before beginning the construction work, the project should have a proper location for waste disposal. • Loss of incomes during the construction due to the closure of shops and businesses. Thus, would it be possible to grant an income tax exemption during this period?

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<p>community area first to excessive dust.</p> <ul style="list-style-type: none"> • The project should repair the small road to facilitate travel. • Regularly water the road to mitigate possible accidents caused by dust during construction. • Should set up a warning sign when entering the construction area. • If private land is taken, proposed to compensate at the market price and if the affected land is not sufficient to rebuild their house or shop, request the project to find the new land for them as per their requested. • Requested the project to construct crossing roads in community areas such market, health center and schools for villagers and students. • Recommended the project finish the compensation payment before starting any construction or demolition work. • For the land compensation unit, the project should use the current market rate. • Recommended to conduct traditional ceremony to ask for approval of land and water spirits before commencement of construction activities. • Also, not allow to work on Buddha day (full moon). 	immediately.	
Thaphabath District, Bolikhamxay Province				

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
1	Ban. Naxay	<ul style="list-style-type: none"> • Village authorities and villagers are strongly support the project as the project will have significant positive impacts on improvement of the local livelihood activities, business and economic, health and well-being such as more convenience and saving time for travelling to other villages, districts, provinces, work, school, agriculture farms, transportation of agriculture products as well as reduction in road accidents, and etc. • However, there are also negative impacts such as acquisition of private land; loss of houses and shops; generation of dust, noise and vibration and risks of road accidents during the construction if no proper measures such as insufficient watering the road, safety, and speed control signs. Other issues are construction waste and solid waste from worker camps. • If the temple affected by the project, according to tradition, a ceremony of possession must be held before construction work can begin. • People are worried about traffic difficulties during the construction as students travel to and from school, which may lead to road accidents. • Request the project to put up traffic warning signs for safety. • The project should have a detailed work 	<ul style="list-style-type: none"> • Better living conditions and saving time for traveling. • Request the project to have appropriate compensation before beginning the construction work. • Villagers worry about wastewater discharge because there was a rainstorm last year that caused flooding and very slow water runoff. 	<ul style="list-style-type: none"> • Request that the project provide compensation to all affected people. • Don't work on the big Buddha's day. • Villagers worry about difficulty accessing their house and the road to the village. • Request for installation of traffic safety warning signs. • Villagers propose making an alleyway to access the village to avoid road accidents. • Villagers request the project to have a proper place for waste disposal, and defining the location should follow the advice of the community.

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<p>plan and timeline for the construction work to avoid any delays or taking longer because it causes a loss of income.</p> <ul style="list-style-type: none"> • Request the project to have a proper location for waste disposal during construction to ensure the waste will not block the road and cause flooding. • If private land is taken, proposed to compensate at the market price and if the affected land is not sufficient to rebuild their house or shop, request the project to find the new land for them as per their requested. • Requested the project to construct crossing roads in community areas such market, health center and schools for villagers and students. • Recommended the project finish the compensation payment before starting any construction or demolition work. • For the land compensation unit, the project should use the current market rate. • Recommended to conduct traditional ceremony to ask for approval of land and water spirits before commencement of construction activities. • Also, not allow to work on Buddha day (full moon). 		
2	Ban. Xaysavang	<ul style="list-style-type: none"> • Village authorities and villagers are strongly support the project as the 	<ul style="list-style-type: none"> • Convenience, save time, and facilitate better trading. 	<ul style="list-style-type: none"> • Once the construction is complete, the road will be bigger, more beautiful, and more convenient.

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<p>project will have significant positive impacts on improvement of the local livelihood activities, business and economic, health and well-being such as more convenience and saving time for travelling to other villages, districts, provinces, work, school, agriculture farms, transportation of agriculture products as well as reduction in road accidents, and etc.</p> <ul style="list-style-type: none"> • However, there are also negative impacts such as acquisition of private land; loss of houses and shops; generation of dust, noise and vibration and risks of road accidents during the construction if no proper measures such as insufficient watering the road, safety and speed control signs. Other issues are construction waste and solid waste from worker camps. • Request the project to provide appropriate compensation. • Villagers would like to discharge household wastewater into the drainage system of the project. • If private land is taken, proposed to compensate at the market price and if the affected land is not sufficient to rebuild their house or shop, request the project to find the new land for them as per their requested. • Requested the project to construct crossing roads in community areas such 	<ul style="list-style-type: none"> • Villagers worry about the traffic during the construction, which will be difficult when children travel to and from school. • Villagers worry about wastewater discharge because there was a rainstorm last year that caused flooding and very slow water runoff. 	<ul style="list-style-type: none"> • Request to put up warning signs at each point during construction period. • Affected people request that the project complete implementing compensation before starting construction work. • Villagers worry about difficult access to their houses and villages. • Request the project to perform the construction work according to the working schedule. • During the rainy season, request the project to monitor each point as it might flood. The size of the pipe should be appropriate and meet the management requirements standard. • Request to put pipe to connect wastewater from households to the main drainage system of the project.

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<p>market, health center and schools for villagers and students.</p> <ul style="list-style-type: none">• Recommended the project finish the compensation payment before starting any construction or demolition work.• For the land compensation unit, the project should use the current market rate.• Recommended to conduct traditional ceremony to ask for approval of land and water spirits before commencement of construction activities.• Also, not allow to work on Buddha day (full moon).		

