



Appraisal Environmental and Social Review Summary

Appraisal Stage

(ESRS Appraisal Stage)

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BASIC INFORMATION

A. Basic Project Data

Country	Region	Project ID	Parent Project ID (if any)
Cambodia	EAST ASIA AND PACIFIC	P169930	
Project Name	Cambodia Road Connectivity Improvement		
Practice Area (Lead)	Financing Instrument	Estimated Appraisal Date	Estimated Board Date
Transport	Investment Project Financing	3/23/2020	7/23/2020
Borrower(s)	Implementing Agency(ies)		
Ministry of Economy and Finance	Ministry of Public Works and Transport, Ministry of Rural Development		

Proposed Development Objective(s)

The project development objective is to improve climate resilient road access to economic and human development facilities in targeted provinces.

Financing (in USD Million)	Amount
Total Project Cost	100.00

B. Is the project being prepared in a Situation of Urgent Need of Assistance or Capacity Constraints, as per Bank IPF Policy, para. 12?

No

C. Summary Description of Proposed Project [including overview of Country, Sectoral & Institutional Contexts and Relationship to CPF]

The project targeted area include Kampong Cham, Kratie, and Tboung Khmum provinces with a total population of over 2 million people. More than 80 percent of the population in these three provinces live in rural areas, of which about 50 percent are women. Communities in the targeted provinces will benefit from improved road accessibility to economic and human development facilities such as markets, hospitals and schools, significantly reducing the risk of connectivity disruption from the heavy rainfall and flooding. The main expected impacts include: (i) supporting economic development through enhanced market access, particularly for agriculture producers; (ii) supporting human development through improved access to schools and health facilities; and (iii) improving climate resilience of the



road infrastructure and enabling all-season access along the project roads. The proposed investment will contribute to economic growth and poverty reduction through enhanced connectivity to markets and jobs, improved all-season accessibility to education and health facilities and reduced transportation cost and time for population and business in the project area.

The design of the proposed project builds on a network connectivity approach to improve climate-resilient road accessibility in rural areas and between rural areas and the main road corridor in the targeted provinces. The proposed scope of road improvement works includes two-level interventions. The first intervention is to improve the sections of the national and provincial roads (Component 1) along the targeted road network which connect the rural and provincial roads with the core road network and main economic centers in the country. These road sections are under the responsibility of the Ministry of Public Works and Transport (MPWT). The second intervention is to improve rural road accessibility in the targeted area (Component 2), which is under the responsibility of the Ministry of Rural Development (MRD), by focusing on priority rural roads to improve climate resilient access to markets, schools and health facilities. Institutionally (Component 3), the proposed project will equip MRD and MPWT with tools and capacities to better fulfill their mandates as road network managers.

The proposed project is part of the World Bank Group Program described in the Country Partnership Framework (CPF) for Cambodia 2019–2023. The proposed project will support the CPF objectives: expand and improve sustainable infrastructure services (CPF Focus Area 1, Objective 3); foster human development (CPF Focus Area 2); and improve agricultural productivity (CPF Focus Area 3, Objective 8). The proposed project will contribute to achievement of the World Bank Group’s twin goals to reduce extreme poverty and promote shared prosperity by extending the benefits of climate resilient road accessibility and lower transportation costs to a broader segment of the population in rural areas, where most of the poor and near-poor are concentrated.

D. Environmental and Social Overview

D.1. Project location(s) and salient characteristics relevant to the ES assessment [geographic, environmental, social]

The project will be implemented in the provinces of Kampong Cham, Kratie and Tboung Khmum located in Central and Eastern Cambodia.

For the Component 1, MPWT has prioritized the improvement and maintenance of the following road sections through Output and Performance Based-Road Contracts (OPBRC): the last section of NR7 (31.25 km) before entering Kratie province; NR73 (50 km) linking Kampong Cham and Kratie provinces, running mostly through open space; Provincial Road 377 (PR377, 36 km) linking Kratie town to Sambo district and serving important touristic destination (Kampi) in Kratie province; and PR377A (13.6 km) connecting with NR7. There are 12 old bridges within the identified sections, which have to be replaced. The project roads will be improved along the existing carriageway with a limited widening of road shoulders, where land is available, to improve road safety for motorbikes and reduce congestion. The NR7 and NR73 road improvement works will be mostly periodic maintenance with replacement of the asphalt concrete (AC) overlay, strengthening pavement on a limited number of damaged and flood-prone locations, strengthening of the existing bridges, and improvement and replacement of drainage systems. The PR377 and PR377A improvement works will be rehabilitation works with AC overlay of the existing road considering the poor condition of the pavement. For Component 2, the final list of rural road sections to be financed by the proposed project will be defined after appraisal, in the course of the project implementation. The prioritized rural roads will be paved with



Double Bituminous Surface Treatment (DBST), which will reduce transportation costs and dust raised from the passing traffic on the existing unpaved roads, thus providing better air quality for people living along the road.

The national and provincial roads are under the responsibility of the MPWT and rural roads under the responsibility of MRD. Under MPWT component, the major structure such as bridges has been assessed and designed. Under rural roads, there will be several structures in some sections, such as small bridges, box/and pipe culverts, and water spillways (specific types of the structures to be defined by the detailed design). These structures will be assessed and improved/replaced to ensure resilience to floods. Solutions for the structures on rural roads will be designed once the proposed candidate rural roads are identified.

The Kampong Cham and Tbong Khmum provinces are located in the central and eastern lowlands of Cambodia, with the Mekong River flowing through them. Agriculture and industrial crops are the most common land use in both provinces, followed by forest, flooded land, plain land, and red soils. The Kratie province has narrow floodplains caused by the Mekong, including undulating uplands and lowlands. For all the three provinces, there are large fluctuations in water levels between dry and rainy seasons. Periodic floods are a common cause of temporary loss of connectivity, mainly in rural areas. Kampong Cham and Tbong Khmum provinces are characterized by about 11 percent and 22 percent of forest cover, respectively (Cambodia Forest Cover 2016). There are no protected areas, RAMSAR site, or important bird area (IBA) in these two provinces. Kratie province has greater forest cover (61 percent) and consists of rich natural resources such as forests, Ramsar sites; wetland areas; IBA, and Mekong dolphin protected area. The MPWT proposed road sections in Kampong Cham, Tbong Khmum, and Kratie is dominated by a ribbon of residential/commercial/small industrial properties and patches of agricultural land. Sensitive receptors along the roads include residential areas, schools, health facilities, temples, small businesses, etc. Areas of vegetation/forest can be noted in some parts of the Right Of Way (ROW), in most portions they are degraded by human activities. No extensive natural forest is located close to the proposed MPWT road sections under the project. Freshwater habitat such as river, reservoir, creek, etc. can also be noted along the proposed roads, especially PR377 in Kratie. The risks and impacts to the Mekong and its resources were assessed, and the mitigation measures were proposed in the ESMPs to avoided impacts during and after construction.

From the social point of view, Kampong Cham and Tbong Khmum provinces are in a process of urbanization and industrialization. Taking advantage of its strategic location, Kampong Cham province has become a northeastern region transportation hub for Cambodia with a relevant number of garment manufacture plants. Kratie province remains mostly rural with significant economic and social exchanges with its neighbor Vietnam (trade, migrations, family networks, etc). Traditionally the significant forest, grazing and farming lands are increasingly converted to plantations and rice paddies due to economic development pressures. Tourism is also an increasing source of revenue. The Poverty Provincial Surveys conducted between 2014 and 2016 by the Government of Cambodia reported above-average percentages of poor households (level 1 & 2 poverty categories) for Kratie (24.6 percent) and average ratings for Kampong Cham (18.1 percent) and Tbong Khmum (19.2 percent).

Each of the three provinces has its own rich and diverse socio-cultural features, with the presence in different proportions of Indigenous Peoples (IP). The 2018 Commune Database, for instance, notes a number of IP minority groups in Kratie province, in particularly Kouy, Phnong, Mil, Kruol, Thmor, Khaonh, Kroal Kroal, and Stieng groups, primarily in Chetr Borei and Sambour Districts, as well as Snuol District. The Commune Database does not list any IP groups in Kampong Cham province, but it does list Stieng households in Memot District, Tboung Khmum province. Based on different field visits and consultations with local stakeholders during the preparation phase, it was



determined that there is no presence of Indigenous Peoples (following the four criteria stated in para 8 of ESS7) for the road sectors funded under Component 1. For the roads funded under Component 2, it will be determined during project implementation since the specific locations of the funded rural roads are unknown at this stage.

D. 2. Borrower's Institutional Capacity

MPWT and MRD have significant experience with the application of the World Bank's Safeguards Policies through a number of IDA-financed investment projects that have been implemented during the last years. Currently, among others, MPWT is implementing the Road Asset Management Project II (RAMP II) and MRD the South East Asia Disaster Risk Management Project (SEA-DRM), and the Livelihood Enhancement and Association of the Poor Project (LEAP) with an improving track record on safeguards compliance. Both MPWT and MRD keep improving the internal capacities of their Environmental and Social Offices (ESO) in terms of staffing and their qualifications. Many of them graduated in the field of engineering, environment, and public administrations, either bachelor or master level.

In general terms, MPWT ESO has a strong capacity and long experience working on environmental management, resettlement, Indigenous Peoples, or stakeholder engagement; MRD ESO has lesser experience comparing to MPWT's ones. Currently, MPWT ESO has three staff and two part-time consultants working in Environmental and Social areas (4 of them assigned to RAMP II). For the currently WB-funded project RAMP II, the MRD ESO has seven assigned staff. The level of staff turnover has been high due to the switching/promoting of positions. The implementing agencies (MPWT and MRD) appointed focal persons/ESO staff during project preparation. All their E&S specialists are based in the capital city Phnom Penh, with no assigned staff at provincial or district levels. One person from MPWT and two people from MRD attended the face-to-face Environmental and Social Framework (ESF) roll-out training in Myanmar, where a number of them (including their provincial departments and the management) obtained ESF orientation in Phnom Penh and at the Bank office. Additional training on relevant ESF aspects (e.g. on Involuntary Resettlement and on Indigenous Peoples) was provided during project preparation.

For this project, MPWT will assign one environment and one social officer from their Social and Environment Office (SEO), and the MRD will assign one environmental per province, and three social officers of SEO. Specific institutional capacity strengthening/ building measures such as the provision of additional resources, training needs have been identified and listed in the Environmental and Social Commitment Plan (ESCP) to ensure ownership and sustainability of the resources. Since this will be one of the first projects in Cambodia applying the new ESF, staff (both national and focal persons at each province, implementation supervision consultants and the awarded contractors and site engineers) will continue to receive additional training to ensure adequate capacity to implement and monitor all applicable Environmental and Social Standards (ESSs).

The overall Environmental and Social Management System (ESMS) at the corporate level for MPWT and MRD still needs strengthening in terms of the number of staff, allocation of role and responsibility, monitoring and reporting skills. Because of that, the project's ESMF and ESMP include provisions to address this weakness. For the preparation of the ESF instruments required to be finalized and disclosed prior to Appraisal, the MPWT and MRD have assigned additional consultants and environmental, social, and gender staff to their ESOs for this project. Both Senior Management and technical staff of MPWT and MRD have shown a high degree of commitment and ownership during project preparation to comply with the ESF requirements.

II. SUMMARY OF ENVIRONMENTAL AND SOCIAL (ES) RISKS AND IMPACTS



A. Environmental and Social Risk Classification (ESRC)

Substantial

Environmental Risk Rating

Substantial

The overall environmental risk is rated as Substantial.

A - type, location, sensitivity and scale of the Project including the physical considerations of the Project. The three proposed MPWT road sections which pass through Kampong Cham, Tbong Khmum and Kratie are not cutting through or located within critical natural habitats or critical wetland areas and do not require major road widening. The road corridors are dominated by a ribbon of residential/commercial/small industrial properties and patches of agricultural land. One of the proposed roads, PR 377, runs parallel to the Mekong River and is the main road to the Irrawaddy Dolphin observation site. The road width is narrow, but currently accommodating increasing traffic in the area. Some sections of this stretch may require the widening of road shoulders to improve road safety and reduce congestion. For rural roads, the project road sections will be confirmed after appraisal and go through robust prioritization process. There are no protected areas in Kampong Cham and Tbong Khmum. Rural road networks typically pass through rural residential and agricultural areas with some areas of modified habitats. There are potential impacts on natural habitats in Kratie if the project roads pass through natural/critical habitats. During rural road prioritization for investment decisions, the proposed road sections will be screened to ensure that the proposed investment will not cause major negative environmental and social impacts (e.g. exclude roads which provide access to protected areas, may cause deforestation, etc.). Hence, the risk associated with baseline conditions, project location and scale is considered moderate.

B - nature and magnitude of the potential E&S risks and impacts. The road improvement measures include (a) paving/sealing of the roads to all-weather standards; (b) limited widening of the road shoulders along the existing carriageway, where land is available, to improve road safety; and (c) improvement of roads structure to climate-resilient standards including raising above flood levels and repairing/replacing bridges and culverts to adapt to the changing hydrology in the area. Potential negative environmental impacts from road works include those related to: (i) possible erosion and run-off to water bodies during earthworks; (ii) occupational and community health and safety including temporary traffic blockages and traffic safety; (iii) the possibility of cutting small trees/branches; (iv) pollution from construction and generation of various streams of domestic and construction wastes (dust, noise and vibration, wastewater, solid wastes and used oil); (v) use of construction materials such as soil, gravels, and uses of water for the construction; (vi) possibility of irrigation or drainage channel blockages, etc. These impacts are likely temporary and reversible and could be managed by applying proper mitigation measures, closer monitoring, and compliance with good construction practices. Given the overall significant scale of the project, the diversity of locations, and the anticipated challenges associated with the ES performance of contractors which, depending on their capacity and expertise, can vary for the similar types of civil works, the risks under this type are rated substantial.

C - capacity and commitment of the Borrower to manage risks and impacts: MPWT and MRD have got significant experience of the implementation of the World Bank financed-projects, with improving track records on safeguards compliance. However, the experience on the requirements of respective ESF and ESSs is limited. The number of staff assigned by ESOs may be limited due to existing heavy workloads. The risk from borrower capacity and commitment is considered moderate, taking into account ESOs staff availability and high turn-over.

D - other areas of risk that may be relevant: The project area is vulnerable to floods, storms (including extreme precipitation events) and droughts.

Social Risk Rating

Substantial

Public Disclosure



The overall social risks and impacts of this project are expected to be Substantial.

Direct and indirect social risks associated with rehabilitation and improvement of existing national, provincial, and rural roads are expected to be mostly temporary, predictable, and avoidable. While no physical displacement is expected, the potential social risks and impacts are likely to result from a small number of roadside vendors who will have to be partially economically displaced, impacts to small strips of gardens, trees or agricultural areas/crops, fences of houses/farms encroaching the right-of-way and realignment of small sections of roads and renovation of some bridges; temporary labor influx of workers in low-density areas; and risk of GBV, VAC, and child labor. Based on different field visits and consultations with local stakeholders during the preparation phase, it was determined that there is no presence of Indigenous Peoples (following the four criteria stated in para 8 of ESS7) for the road sectors funded under Component 1. For the roads funded under Component 2, it will be determined during project implementation since the locations of the funded rural roads are unknown at this stage. The project's negative impacts to IPs are expected to be negligible.

Special attention will need to be paid during project implementation to monitor and enforce compliance in the application of ESS2 (Labor and Working Conditions), particularly to child labor; ESS4 (Community Health and Safety), because temporary labor influx of workers is expected; and ESS5 (Land Acquisition, Restrictions on Land Use, and Involuntary Resettlement) because of the potential negative impacts to vendors operating close to the improved roads, impacts to small strips of gardens, trees or agricultural areas/crops, fences of houses/farms encroaching the right-of-way plus the realignment of small sections of roads and the renovation of some bridges.

B. Environment and Social Standards (ESSs) that Apply to the Activities Being Considered

B.1. General Assessment

ESS1 Assessment and Management of Environmental and Social Risks and Impacts

Overview of the relevance of the Standard for the Project:

Improving the local road connectivity through the rehabilitation, improvement, and maintenance of strategic national, provincial and rural roads is a recurrent demand coming from public authorities, productive sectors and the general public. Engagement with stakeholders (including indigenous chiefs or roadside vendors) during project identification phase highlighted that there was a general agreement that road improvement will potentially bring significant benefits to the communities: reduce the travel time to reach schools, health, and other public service centers, reduce transportation costs for farmers and agricultural producers, expand access to markets and work opportunities, enhance connectivity during rainy season, improve road safety and improve air quality due to dust dispersion from unpaved road surfaces (community health).

The project will support road improvement and maintenance, which may include road widening within the existing ROW, overlaying, elevating flood-prone sections, improving small bridges and drainage, etc. By widening, this project means increasing the existing carriageway on the existing two-lanes to improve safety and reduce congestion, mostly affecting road shoulders, which will be paved/sealed to enable motorbikes and bicycles to use it instead of the main carriageway. Based on that, potential adverse impacts to the environment will be derived primarily from labor influx, dust, noise, vehicle emissions, generation of various streams of wastes and other forms of pollution (e.g. accidental spills of oil) at the construction sites and project facilities such as construction camps, material plants and borrow



pits, drainage blockage/flooding, traffic interruption, removal of vegetation, as well as increased traffic flow and speed during operations.

While no physical displacement is expected, the potential social risks and impacts are likely to result from a small number of roadside vendors who will have to be partially economically displaced, impacts to small strips of gardens, trees or agricultural areas/crops, fences of houses/farms encroaching the right-of-way and realignment of small sections of roads and the renovation of some bridges; temporary labor influx of workers in low-density areas; and risk of GBV, Violence Against Children (VAC), and child labor -since national Labor Law defines 12 years old as the minimum working age for children. In some project locations, there is the likely presence of ethnic minorities (indigenous peoples).

For Component 1, Environmental and Social Management Plans (ESMP) for sections PR377 and 377A, NR73 and NR7 have been prepared to assess potential adverse environmental and social impacts and identify measures to be taken during the project's construction and operation phases to eliminate or mitigate such impacts for the proposed national and provincial road sections. The contents of the ESMPs are in line with the indicative outline included in Annex 1 of the ESF. They include an environmental and social assessment part (mainly consideration of relevant baseline data, results of public consultations with affected stakeholders and matrix of environmental and social risks and impacts). The ESMPs requirements for Component 1 road sections will be incorporated into the project operation manual and road works bidding documents and contracts. These were disclosed and consulted along with the other ESF instruments prepared prior appraisal, in March 2020.

For Component 2, an Environmental and Social Management Framework (ESMF) has been found the most appropriate ESF instrument since the final list, and conceptual designs of the financed road projects will be defined after appraisal, in the course of the project implementation. The ESMF was prepared, disclosed, and consulted in March 2020. The ESMF will be integrated into the Project Operations Manual to provide practical guidance for environmental and social impacts screening and assessment, for preparation of environmental and social management tool once individual roads to be improved are identified, and for assigning implementation arrangements and institutional responsibilities for the development and implementation of respective ESMPs. These ESMPs will be disclosed as those get developed in the course of the project implementation.

The ESMF and ESMPs have considered, in an integrated way, all relevant direct, indirect and cumulative environmental and social risks and impacts of the project. These documents (overview in the ESMF, and detailed in ESMPs) have included specific provisions for Labor-Management Procedures (under ESS2), and measures for the minimization and management of pollution (air, noise, solid and liquid wastes, etc.) and efficient use of resources such as sand, gravel, water and energy usage (under ESS3), Community Health and Road traffic safety assessment and plan during construction and operation phases (under ESS4), Labor influx and Gender-Based Violence assessments and plans (under ESS4), measure for biodiversity conservation and sustainable management of living natural resources (under ESS 6), and chance find procedures (under ESS8).

For involuntary resettlement (ESS5), for the MPTW's component, Draft Resettlement Plans have been prepared for all its road sections to be financed by this project. For the MRD's component, a Resettlement Framework (RF), with specific provisions about voluntary land donation protocol and records reporting (under ESS5) was prepared. These documents were consulted and disclosed in March 2020.



For Indigenous Peoples (ESS7), based on different field visits and consultations with local stakeholders during the preparation phase, it was determined that there is no presence of Indigenous Peoples (following the four criteria stated in para 8 of ESS7) in Component 1. This fact has been properly documented in the Component 1 ESMPs. For Component 2, MRD prepared, consulted, and disclosed (in March 2020) the component's Indigenous Peoples Planning Framework (IPPF), including Free Prior and Informed Consent (FPIC) verification documents. The IPPF includes provisions for obtaining, verifying and documenting FPIC when required under ESS7. MPWT and MRS also prepared, consulted and disclosed (in March 2020) the project's Stakeholder Engagement Plan and Project Grievance Mechanism (under ESS10) and the Environmental and Social Commitment Plan (ESCP).

ESS10 Stakeholder Engagement and Information Disclosure

The implementing agencies have prepared, consulted and disclosed a Stakeholder Engagement Plan (SEP). The SEP will be implemented, updated and disclosed by the MPWT (national and provincial roads) and the MRD (rural roads) throughout the different phases of the project life cycle. The project's SEP includes a Project Grievance Mechanism.

Consultations related to all the ESF tools will be carried out before the completion of appraisal.

As part of the information disclosure arrangement, the ESMF, ESMP, RPF, IPPF, and the SEP will be publicly disclosed and consulted in the local language and English. Upon completion of the consultations, all ESF documents will be updated as/if needed, and posted on the MPWT and MRD official websites along with the detailed Minutes of consultations.

B.2. Specific Risks and Impacts

A brief description of the potential environmental and social risks and impacts relevant to the Project.

ESS2 Labor and Working Conditions

The ESMF and ESMPs have incorporated Labor-Management Procedures to address any gaps between the national law with ESS2 and its inclusion in the bidding documents. The project's labor provisions have included any necessary measures with regard to any form of labor to be deployed under the investments. Project workers include MPWT and MRD's staff and their consultants working directly for the Implementing Agency (direct workers), employees of civil works contractor and subcontractors (contracted workers), primary supply workers (e.g., providers of construction materials) and community workers (especially for the rehabilitation and maintenance of rural roads, since it is a common practice in Cambodia).

Since the national Labor Law defines 12 years old as the minimum working age, a specific clause on minimum working age in line with the ESF has been included in the Labor-Management Procedure in order to be included in the future at the project's bidding documents. Strong emphasis has been placed on monitoring compliance, so the ESMF/ESMP have included requirements on Occupational Health and Safety procedures and all relevant provisions that contractors need to prepare, implement and monitor on all construction sites for ensuring basic safety around work sites, use of personal protective equipment, and training and awareness education for workers. The contractor will



develop a dedicated labor grievance mechanism for direct and contracted workers, and the general project's Grievance Mechanism (included in the SEP) has been adapted to collect grievances coming from community workers.

ESS3 Resource Efficiency and Pollution Prevention and Management

Water will be consumed for suppressing dust at the construction sites, in the process of producing/batching of construction materials at the material plants and for washing the construction machinery and domestic needs at the campsites. As per the respective ESMPs, Contractors will have to obtain permits indicating water sources and permissible volumes and shall ensure, through the engagement with local communities, that local water users are not adversely impacted. As the project activities only involve improvements/ maintenance of existing roads, it will neither consume a large amount of energy and raw materials nor use or procure pesticides. The ESMF and ESMPs will identify mitigation measures for efficient use of these resources were technically and practically feasible as well as to prevent the use of resources from unlicensed sources. Typical pollutions generated from road improvement activities include: (i) dust and other forms of air pollution from construction site, transportation and auxiliary facilities; (ii) noise and vibration; (iii) solid waste (domestic waste and construction waste including used oil and lubricant); and (iv) wastewater from workers camps. These impacts are temporary, site-specific, and can be managed through a set of mitigation measures to be included in the ESMF and ESMPs. There will be no need for stand-alone waste management plan and water management plan Contractors will be required to prepare method statements, defining specific measures to manage all waste streams to be generated during the construction, and to avoid water pollution.

ESS4 Community Health and Safety

The project's ESMF and ESMPs have included road traffic safety assessments and plans to be detailed once the final road improvement design is available.

A separate road safety plan has been prepared, including requirements for the post-construction road safety audit. It has taken into account potential indirect and cumulative environmental and social impacts caused by the improvement and maintenance of the roads: traffic growth, higher speeds, more trucks, etc.

Health and safety plans have been included at the ESMF and ESMPs. Consultations have been carried out to help to identify the accessibility and safety needs of socially vulnerable groups (women, elderly, disables, children) and reflecting in engineering design solutions. The ESMF and ESMPs have included a brief assessment of the public's exposure to natural hazards.

It is likely that temporary workers' camps will have to be installed. The ESMPs and the ESMF have included project induced labor influx and Gender-Based Violence (GBV) assessments and provisions, with clear procedures and institutional responsibilities to help minimize community conflicts, misunderstandings, and exposure to communicable diseases. Among others, there are provisions to promote local recruitment of workforce plus mitigation measures such as a worker code of conduct (including provisions for both worker-community and worker-worker interactions). Additional activities have been included in the assessments and plans to avoid GBV are, among others: specific actions (training, public awareness, etc.) to avoid sexual harassment, sexual assault and exploitation,



and human trafficking, establishment of a health screening form and an HIV/AIDS awareness program will be implemented to limit community exposure to labor influx and Gender-Based Violence.

ESS5 Land Acquisition, Restrictions on Land Use and Involuntary Resettlement

Even if most of the ROWs for the financed roads are expected to be public land, there is a limited number of encroachers of mainly roadside vendors and fences of houses/farms. No houses to be resettled were reported during the preparation of the Draft Resettlement Plans (MPTW component) and Resettlement Framework (MRD component).

In most of the cases, permanent and temporary economic displacement have been avoided and/or minimized applying a flexible approach when doing the technical road designs: small changes in the layout, limit widening in particular road sections, etc. Part of the potentially affected roadside vendors are socially vulnerable, so their primary source of income can be likely temporary/permanently affected by project. Based on an initial census in February 2020, it is expected that 147 households will lose minimal assets as a result of the project for Component 1: mostly minimal impacts to 193 structures, mainly zinc roofs and concrete pavement and 11 trees. In addition, one household (in PR 377) is expected to fully lose his wooden, vacant, shop, but this can be compensated and rebuilt in land owned by the affected household next to the current location.

During the project preparation phase, there has been very close coordination among the MPTW, MRD, and the General Department of Resettlement -under the MEF-, with the technical support of WB. Including joining field visits, several technical meetings, and an Involuntary Resettlement Clinic carried out in Phnom Penh on December 6, 2019.

Both the Draft Resettlement Plan for Component 1 and the Resettlement Framework for Component 2, plus future Resettlement plans for the rural roads, include explicit provisions to guide when voluntary donations would be appropriate and the process of carrying out the donations, including documentation that will need to be followed (in line with footnote 10 of ESS5). Special provisions have been included as well on stakeholder engagement and grievance mechanisms to make sure that no Project Affected Person (PAP) is directly or indirectly forced to donate the land and/or assets they are using due to this project.

For the provincial roads under Component 1, since the project locations are already known, Draft Resettlement Plans have been prepared for all its road sections to be financed by this project.

For the MRD's component, a Resettlement Framework (RF), with specific provisions about voluntary land donation protocol and records reporting (under ESS5) was prepared. These documents were consulted and disclosed in March 2020. Once the project designs are ready for the rural roads under Component 2, in case resettlement is needed, Resettlement Plan (or plans) following ESS5 requirement will be prepared after the appraisal stage and to be implemented before the commencement of road works.

Both the Draft Resettlement Plan for Component 1 and the Resettlement Framework for Component 2, plus future Resettlement plans for the rural roads, include explicit provisions to ensure the proper application and documentation of Voluntary Land Donations (VLD), in line with footnote 10 para 4 of ESS5.



ESS6 Biodiversity Conservation and Sustainable Management of Living Natural Resources

The national and provincial roads in Thbong Khmum, Kampong Cham and Kratie provinces to be rehabilitated under the project, run through the peri-urban and inter-urban environment. Road corridors are dominated by a ribbon of residential/commercial/small industrial properties and patches of agricultural land, including rice fields and farmlands and areas inundated (caused by prolonging rain or river water in the wet season). The roads are not cutting through or located within critical natural habitats or critical wetland areas. No extensive natural forest is observed along the ROWs. The biodiversity hotspot closest to the proposed MPWT roads is the Mekong River, which lies along the proposed PR377 sections and is home to Mekong Irrawaddy dolphins. The proposed sections of PR377 are an important provincial road that links the main corridor to Irrawaddy dolphin observation site, an important touristic destination. Freshwater habitat such as a river, reservoir, creek, etc. are also noted along the proposed roads.

The project will not finance road improvement that could provide access to critical habitats such as wildlife sanctuaries and protected areas or may cause deforestation. It is anticipated that impacts on biodiversity and habitats are limited to the construction sites since the project activities will only involve improvements and minor widening of existing roads. Any activities that may adversely affect critical habitats such as protected areas and wildlife reserves will not be allowed. The ESMPs for Component 1 roads will assess impacts on biodiversity and flora and fauna, and propose appropriate measures to avoid, reduce and/or mitigate potential impacts. The ESMF, which has been prepared for the Component 2 roads, provides practical guidance for rural road screening against ineligibility criteria, impacts screening checklist, and identification and preparation of environmental and social management tool that will be prepared once rural roads are identified. Such mechanisms should ensure that those rural roads whose rehabilitation may cause significant adverse impacts on biodiversity and natural resources, will be screened out. The ESMF and ESMPs include guidance to ensure that (i) cutting of trees and vegetation is limited to a minimum and justified by technical requirements; (ii) relevant national legislation is followed, and (iii) replanting is undertaken where feasible. The location and distance of the Component 2 roads from critical habitats will be screened and assessed to ensure that project activities do not cause negative impacts on important biodiversity sites. The respective provisions of the ESMF and ESMPs are based on the Cambodian regulatory requirements and the ones of the ESF ESSs. In Cambodia, the Law on Protected Areas (2008) will guide the assessment and selection of road candidates in an environmentally friendly manner. In addition, a new Environmental and Natural Resources Code of Cambodia is being developed. The draft Code includes general principles, environmental impact assessment, strategic environmental assessment, and biodiversity, and protection of endangered species. It establishes biodiversity conservation corridors to provide linkages and protection for high-conservation areas. It also addresses the protection of cultural heritage, public participation and access to information, a collaborative management process, and dispute resolution procedures (Open Development Cambodia). As per the procedures specified in the ESMF, the Ministry of Environment (MoE) would be consulted and informed at the very early stage about the risks and impacts and requested to provide further advisory support and collaboration.

ESS7 Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities



Each of the three project provinces has its own rich and diverse socio-cultural features, with the presence in different proportions of Indigenous Peoples. The Government's 2018 Commune Database, for instance, notes a number of IP minority groups in Kratie province, in particularly KouyKuoy, Phnong, Mil, Kruol, Thmor, Khaonh, Kroal Kroal and Stieng groups, primarily in Chetr Borei and Sambour Districts, as well as Snuol District. The Commune Database does not list any IP groups in Kampong Cham province, but it does list Stieng households in Memot District, Tbound Khmum province.

In general terms, this project is not expected to result in adverse impacts on Indigenous Peoples, but there is a need to ensure that groups are not excluded, and there is equity in the benefits. Based on different field visits and consultations with local stakeholders during the preparation phase, it was determined that there is no presence of Indigenous Peoples (following the four criteria stated in para 8 of ESS7). This fact has been properly documented in the ESMPs for Component 1.

For Component 2, MRD prepared, consulted, and disclosed (in March 2020) the component's Indigenous Peoples Planning Framework (IPPF), including Free Prior and Informed Consent (FPIC) verification documents. The IPPF has been prepared to screen the presence of indigenous communities with collective attachment to the project area following the four criteria included in WB's ESS7. The IPPF also includes a methodology for screening for the presence of ethnic groups in the area of influence of the potentially eligible rural roads, and to assess the nature and degree of the expected direct and indirect economic, social, cultural (including cultural heritage), and environmental impacts on Indigenous Peoples who are present in, or have collective attachment to, the project area.

Cambodia's regulatory framework related to Indigenous Peoples (2009 National Policy on the Development of Indigenous Groups) is mostly in line with ESS7. However, there is no sufficiently detailed regulations or operating procedures to facilitate full implementation of Indigenous Peoples Plans (IPPs). Because of that, the IPPF for Component 2 has been prepared on the basis of the World Bank's ESS 7 by taking into account relevant Cambodian policies and regulations. Clear mechanisms for FPIC, if applicable, are outlined in this IPPF, along with procedures for conducting Social Assessment and preparing an IPP. The IPPF also outlines a Grievance Redress Mechanism (GRM), based on the GRM for the project, which would have to be further refined in consultation with IPs. Training and capacity building has also taken place to ensure the SEO strengthens their knowledge on these issues.

Special attention will be paid to ensure the active participation of the different resident Indigenous Peoples and representatives in the project's stakeholder engagement activities, and that any information shared is sensitive to cultural needs. A stakeholder grievance mechanism will be prepared, included requirements to allow indigenous peoples to submit any feedback or grievances. In case the project finally includes road improvement activities in areas inhabited by Indigenous Peoples, preparation of specific Indigenous Peoples Development Plans after the appraisal stage for the rural roads (Component 2) will be needed to assess and mitigate potential cumulative adverse environmental and social risks and impacts affecting them.

Even if IPs are found in some project areas, the project would be unlikely to have circumstances that require Free, Prior and Informed Consent (FPIC) as defined in ESS7 for the planned roads under Component 2. Mostly because the project is not likely to have adverse impacts on land and natural resources subject to customary use/occupation, no relocation and no significant impacts on cultural heritage. However, this would be determined with more certainty when MRD components are defined and if IP groups are found. Determination on whether FPIC applies should be



done in consultation with IPs as part of the Social Assessment in line with what it is stated in para 24 of the WB’s ESS 7. If FPIC is triggered, Indigenous Peoples will be consulted in good faith based on sufficient and timely information concerning the benefits and disadvantages of the project and how the anticipated activities occur, before they occur (i.e. ‘prior’). ‘Consent’ refers to the collective support of affected IPs for the project activities that affect them, reached through a culturally appropriate process. In terms of documenting FPIC, if applicable, MRD would ensure proper documentation.

ESS8 Cultural Heritage

Compared to other parts of Cambodia, the presence of cultural heritage assets in these four provinces are not as many as found in others like Siem Reap. However, close to the roads, the presence of temples, mosques, stupas, funerary monuments, etc. is common.

1996 Law on the Protection of Cultural Heritage widely recognizes the value of tangible and intangible cultural heritage as an asset for development and an integral part of people’s identity. Therefore Cambodia’s regulatory framework related to cultural heritage is in line with ESS8.

The environmental and social screening procedures of the ESMF, and the provisions of the ESMPs envisage identification of cultural heritage and assessment of tangible and intangible significance in consultation with affected stakeholders, including the Ministry of Culture and Fine Arts (MoCFA) and (when required) religious leaders and indigenous village chiefs, and deployment of a chance find the procedure.

The provisions and procedures have been included in the ESMF and ESMPs for both Components 1 and 2.

ESS9 Financial Intermediaries

At this stage, no financial intermediaries are expected to be involved in the project.

B.3 Other Relevant Project Risks

None

C. Legal Operational Policies that Apply

OP 7.50 Projects on International Waterways	No
OP 7.60 Projects in Disputed Areas	No

Public Disclosure



III. BORROWER’S ENVIRONMENTAL AND SOCIAL COMMITMENT PLAN (ESCP)

DELIVERABLES against MEASURES AND ACTIONs IDENTIFIED	TIMELINE
ESS 1 Assessment and Management of Environmental and Social Risks and Impacts	
ORGANIZATIONAL STRUCTURE. Establish and maintain the Project Implementation Teams (PITs) at the MPWT and MRD, for their respective components. These PITs will comprise qualified staff from their respective departments, to ensure proper management of the E&S risks as follows: at MPWT PIT one environment and one social officer from the Social and Environment Office (SEO) of MPWT; and at MRD PIT one environmental, and three social officers of the DRR and SEO.	08/2020
ENVIRONMENTAL AND SOCIAL ASSESSMENT. Prepare, consult, adopt and implement the assessments and plans, in a manner acceptable to the Bank, the E&S documents as follows: - For Component 1, section specific Environmental and Social Management Plans (ESMPs); - For Component 2, Environmental and Social Management Framework (ESMF), envisaging preparation of rural road specific ESMPs	06/2020
MANAGEMENT TOOLS AND INSTRUMENTS. (i) Implement the ESMPs for Component 1; (ii) Screen proposed rural road subprojects in accordance with the ESMF prepared for Component 2 of the Project, and thereafter, draft, consult, adopt and implement the subproject ESMPs, as required, in a manner acceptable for the Bank.	08/2020
MANAGEMENT OF CONTRACTORS. Incorporate the relevant E&S documents and plans, and the Labor Management Procedures (LMP), into the ESHS specifications of the procurement documents and works contracts. Thereafter ensure that contractors comply with the ESHS specifications of their respective contracts.	08/2020
ESS 10 Stakeholder Engagement and Information Disclosure	
STAKEHOLDER ENGAGEMENT PLAN PREPARATION AND IMPLEMENTATION. Update, adopt and implement the Stakeholder Engagement Plan (SEP)	06/2020
PROJECT GRIEVANCE MECHANISM. MRD and MPWT will establish, adopt, maintain and operate a grievance mechanism, as described in the SEP.	08/2020
ESS 2 Labor and Working Conditions	
LABOR MANAGEMENT PROCEDURES. Prepare, adopt, and implement the Labor Management Procedures (LMP).	08/2020
GRIEVANCE MECHANISM FOR PROJECT WORKERS. Establish, maintain, and operate a grievance mechanism for Project workers, as described in the LMP and consistent with ESS2.	08/2020

Public Disclosure



OHS MEASURES. Prepare, adopt, and implement occupational, health and safety (OHS) measures as part of respective EMSF and ESMPs under Components 1 and 2. Ensure proper supervision and training of project workers	08/2020
ESS 3 Resource Efficiency and Pollution Prevention and Management	
WASTE MANAGEMENT PLAN. Develop, adopt and implement Waste Management Plans, as part of subproject-specific ESMPs	08/2020
RESOURCE EFFICIENCY AND POLLUTION PREVENTION AND MANAGEMENT. Develop and implement measures for resource efficiency and pollution prevention, as part of respective ESMPs.	08/2020
ESS 4 Community Health and Safety	
TRAFFIC AND ROAD SAFETY. Adopt and implement measures and actions to assess and manage traffic and road safety risks as required in the ESMPs (Component 1) and the subproject ESMPs based in the ESMF (Component 2)	08/2020
COMMUNITY HEALTH AND SAFETY. Prepare, adopt, and implement measures and action to assess and manage risks and impacts to the communities arising from Project activities, and include these measures in the ESMPs (C1) and the subproject ESMPs (C2)	08/2020
GBV, SEA and VAC RISKS. Prepare, adopt, and implement a Gender-Based Violence Action Plan (GBV Action Plan) as required in the ESMPs (C1) and the subproject ESMPs based in the ESMF (C2) to assess and manage the risks of GBV, SEA and VAC	08/2020
ESS 5 Land Acquisition, Restrictions on Land Use and Involuntary Resettlement	
RESETTLEMENT PLANS. Prepare, consult, adopt, and implement RPs for C1, and, in case involuntary resettlement is envisaged, the subproject RPs based in the Resettlement Policy Framework (RPF) for C2 in accordance with ESS5	08/2020
GRIEVANCE MECHANISM. As part of the RPs and RPF, establish a Grievance Redress Mechanism (GRM) for potentially affected people as a result of land acquisition	08/2020
ESS 6 Biodiversity Conservation and Sustainable Management of Living Natural Resources	
BIODIVERSITY RISKS AND IMPACTS. Identify and implement measures to address biodiversity risks and impacts, as part of respective ESMPs. The project will not finance road improvement that could provide access to critical habitats	08/2020
ESS 7 Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities	
INDIGENOUS PEOPLES FRAMEWORK. For Component 2, update, adopt, and implement Indigenous Peoples Planning Framework (IPPF) that has been prepared for the Project and ESS7, in a manner acceptable to the Bank.	08/2020



GRIEVANCE MECHANISM. Prepare, consult, adopt, and implement the arrangements for the grievance mechanism for Indigenous People, as required under the EGDF and further describe such arrangements in the respective IPPs	08/2020
ESS 8 Cultural Heritage	
CHANCE FINDS PROCEDURES. Prepare, adopt and implement chance find procedures, as part of the respective ESMF and ESMPs	08/2020
ESS 9 Financial Intermediaries	

B.3. Reliance on Borrower’s policy, legal and institutional framework, relevant to the Project risks and impacts

Is this project being prepared for use of Borrower Framework? No

Areas where “Use of Borrower Framework” is being considered:

The Borrower's E&S Framework is not proposed to be relied on for the Project, in whole or in part.

IV. CONTACT POINTS

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Implementing Agency(ies)

Implementing Agency: Ministry of Public Works and Transport

Implementing Agency: Ministry of Rural Development

V. FOR MORE INFORMATION CONTACT

Public Disclosure



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VI. APPROVAL

Task Team Leader(s):	Veasna Bun, Sadig Aliyev
Practice Manager (ENR/Social)	Susan S. Shen Cleared on 06-Mar-2020 at 21:32:46 EST