



**Lao People's Democratic Republic**

**Peace Independence Democracy Unity Prosperity**

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**SOUTH EAST ASIA DISASTER RISK  
MANAGEMENT (SEA DRM) PROJECT FOR LAO  
PDR**

Project ID No: P170945

**Component 1: Integrated Urban Flood Risk Management  
in Pakxan City, Bolikhamxay Province or Bolikhamxay  
(BKX) Subproject**

**Addendum to the Environmental and Social  
Management Plan for Additional Works (A-ESMP)**

**Volume 1 Main Report**

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- Attachment 2: Impacts and Multination Measures for the Proposed AW
- Attachment 3: Safeguard Measures to Strengthen Safety During Construction

## Acronyms and abbreviations

AF	Additional Financing
A-ESMP	Addendum to the Environmental and Social Management Plan for Additional Works
AW	Additional Works
AHs	Affected Households
ARAP	Abbreviated Resettlement Action Plan
ASEAN	Association of Southeast Asian Nations
BD/CD	Bidding Document/Contract Document
BKX	Bolikhamxay Province
CEGIS	Center for Environmental and Geographic Information Service consulting Bangladesh LTD. and its partner
COC	Code of Conduct on GBV and VAC
C&R	Compensation and Resettlement
CSC	Construction Supervision Consultant (CEGIS)
CSO	Civil Social Organization
DONRE	District Office of Natural Resources and Environment
DOW	Department of Waterways
DPWT	Department of Public Works and Transport
DRM	Disaster Risk Management
ECC	Environmental Compliance Certificate
EDPD	Environmental Research and Disaster Prevention Division (of PTI)
EGEF	Ethnic Group Engagement Framework
EGEP	Ethnic Group Engagement Plan
ESHS	Environmental, Social, Health, and Safety
ESMF	Environmental and Social Management Framework
ESMP-AW	Updated Environmental and Social Management Plan for Additional Works
GBV & VAC	Gender-Based Violence & Violence Against Children
GOL	Government of Lao PDR
GRC	Grievance Redress Committee
GRM	Grievance Redress Mechanism
Lao PDR	Lao People's Democratic Republic
LDRM-AF	Lao Disaster Risk Management Additional Financing
MOF	Ministry of Finance
MONRE	Ministry of Natural Resources and Environment
MPI	Ministry of Planning and Investment
MPWT	Ministry of Public Works and Transport
ODX	Oudomxay Province
O&M	Operation and Maintenance
OP/BP	World Bank Operational Policies
PA	Protected Areas



PAH	Project Affected Households
PAP	Project Affected People
PDO	Project Development Objective
PIU	Project Implementation Unit
PMU	Project Management Unit
PTI	Public Works and Transport Institute
RAP	Resettlement Action Plan
RPF	Resettlement Policy Framework
SEA	Sexual Exploitation and Abuse
TA	Technical Assistance
TOR	Terms of Reference
UXO	Unexploded Ordinance
VAC	Violence against children
WB	World Bank

## EXECUTIVE SUMMARY

### *Need for the ESMP Addendum (A-ESMP)*

This document is an addendum to the existing Environmental and Social Management Plan (ESMP) for the Bolikhamxai (BKX) subproject (or project), which is part of the South East Asia Disaster Risk Management Project for Lao PDR (the Project), and was prepared and approved by the World Bank (WB) on 20 December 2022. This A-ESMP is prepared to secure World Bank (WB) clearance on the proposed mitigation measures for additional works (AW) to be implemented in 2024-2025.

### *Background on the BKX Subproject*

The BKX subproject (under Component 1) aims to mitigate flood impacts in Pakxan City, Bolikhamxay Province, with a total investment of approximately US\$ 4.9 million. It involves constructing embankments and riverbank protections along the Mekong River at the upstream (Site 1) and downstream (Site 2) of the Nam Xam confluence, as well as rehabilitating and extending pipelines for a small irrigation in designated areas located downstream of Site 2. In late 2022, the Environmental and Social Management Plan (ESMP) was cleared by the WB for the subproject while an Abbreviated Resettlement Plan (RAP) was approved (on 25 July 2022) and its implementation has been completed on 30 December 2022, with no requirement for an Ethnic Group Development Plan (EGDP). In late 2022, the Provincial Office of Natural Resources and Environment (PONRE) also issued an Environmental Compliance Certificate (ECC) for the subproject.

Construction of the subproject began in December 2022 and was scheduled for completion by June 2024; however, this closing date has been extended to August 2024. JV China Jiangxi International Economic and Technical Cooperation Co., Ltd (CJIC) and Jiangxi Water and Hydropower Construction Group Co., Ltd (JWHC) serve as the main contractors, while the Center for Environmental and Geographic Information Service consulting Bangladesh LTD (CEGIS) and its partner acting as the Construction Supervision Consultant (CSC), overseeing implementation and safeguard-related aspects. The Department of Public Works and Transport (DPWT) of Bolikhamxay (as the PIU) ensures the timely execution of project activities, supported by the Public Works and Transport Institute (PTI) for technical assistance, especially in resettlement planning and mitigation during operations including those related to waste management and monitoring of the river bank profile in the Mekong River upstream and downstream of the subproject sites. A national Safeguard Consultant (NSC) aids in technical support and submits a 6-month progress reports (ESMR) to the WB on behalf of PMU and PTI.

### *Scope of the Proposed AW and the A-ESMP*

In 2022, DPWT-BKX requested Project additional support to address embankment stability near the construction site 2, leading to a feasibility study in late 2023 and consultation with local authorities and communities (LA/LC). After discussion with PMU in early 2024, due to limited Project funds, PMU agreed to use the subproject saving of about \$0.8 million for the Additional Works (AW) and submitted a proposal and a draft ESMP for the AW to WB in March 2024. After WB's comments and guidance on the preparation of the ESMP for AW, a

safeguard screening was conducted and concluded that given the proposed AW is an extension (101 meters) located upstream of the existing alignment of Section 2 (Ban Pakxan Tai) with similar design and activities, the safeguard risks and the proposed mitigation measures (ESMP) being used for the BKX subproject will also be applied to the AW, including those safeguard measures to strengthening public safety (related roads and waterways) and waste management during construction and operations phase. The current contractor-ESMP (C-ESMP) will be amended accordingly and supervised by the CSC/CEGIS. Scope and location of the proposed AW are provided below while more details are provided in Chapters 2 through 5 and 3 attachments.

### ***Location and Design of the Proposed AW***

The proposed Additional Works (AW) for the BKX subproject, is located on the Mekong River upstream and connected to the subproject Section 2, and scope of the proposed AW involves additional embankment and bank protection measures totaling 101m in length including a walk path of 404 meters, side ditch spanning of 79 meters, and one pipe culvert. Detailed design negotiations with DPWT in BKX has been completed, with a construction cost of about \$0.8 million and a construction time over an 8-month period, including a 2-month rainy season delay, from September 1, 2024, to April 30, 2025.

### ***Summary of Potential E&S Impacts and Mitigation Measures***

#### ***a) Positive impacts***

The proposed Additional Works (AW) is expected to yield positive environmental and social impacts similar to those identified in the existing ESMP. Addressing recurring flood risks in BKX province, exacerbated by major floods in 2008 and 2013, the embankment and riverbank protections at proposed Sections of the Mekong River, including AW at Section 2, will shield local lands from annual flooding, enhance public access for riverfront activities throughout the year, and bolster GOL's flood mitigation efforts. Additionally, the 404m walking path, 79m side ditch, and a pipe culvert will contribute to enhancing the local environment and improving overall livelihoods. Directly benefiting Pakxan's urban community of 45,042 people and indirectly benefiting travelers passing through or visiting the strategic junction between Northern and Southern provinces, this subproject underscores its pivotal role in regional connectivity and resilience.

#### ***b) Negative Impacts and Mitigation Measures***

Based on consultation with LA/LC and the safeguard screening (in Attachment 2), the overall risk and impact of the BKX subproject, including the proposed AW (embankment and its ancillary works), is considered moderate, and the mitigation measures are being implemented in close consultation with CSC/CEGIS, PIU, PTI, and PMU taking into account the need to implement the additional safety measures to strengthen public safety both at the subproject sites on land and in the Mekong River during construction and operations. The proposed AW will adhere to the same national legislations and PIU will also adjust the river bank profile monitoring to also cover the proposed AW. Chapters III and IV outline the ESMP (Environmental and Social Management Plan) of the BKX subproject to be applied to the proposed AW during 2024-2025.

The proposed AW will not require land acquisition and resettlement of private land and structures and will also not involve any vulnerable ethnic group so preparation of any abbreviated Resettlement Action Plan (ARAP) and an Ethnic Group Development Plan (EGDP) will not be required.

Detailed summaries of impacts and proposed mitigation measures for the preconstruction, operational, and construction phases are provided in Sections 3.3 and 3.4 of the document. Additional details can be found in Attachment 2 and Attachment 3.

### ***Consultation and Information Disclosure and GRM***

During the preparation of the ESMP for the BKK subproject, four rounds of consultations took place between November 2020 and November 2021 in Houaysiat, Pakxan-Tai, and Anousonxay villages, involving a total of 214 participants (including 78 females). The outcomes were integrated into the BKK subproject's ESMP report and publicly disclosed on the MPWT website. Ongoing consultation with local authorities and communities regarding safeguard activities continues during construction of BKK subproject, accompanied by training initiatives and monitoring of the river bank profile upstream and downstream of the subproject sites. For the proposed AW, additional consultations and information disclosure will be conducted and overseen by PMU/PTI in collaboration with the CSC and contractor.

The Grievance Redress Mechanism (GRM) has been established at project and subproject levels to ensure accessible procedures for addressing subproject-related concerns, detailing complaint submission methods and adhering to Laos PDR's laws and decrees governing complaint resolution, with robust monitoring under the BKK subproject. For the AW, these principles and procedures, covering worker conditions and social aspects, will be implemented and monitored, utilizing monitoring forms aligned with the BKK subproject's ESMP.

### ***ESMP Monitoring, Reporting and Training***

Implementation of the mitigation measures for the proposed AW will follow a structure similar to that outlined in the BKK subproject's ESMP. The CSC/CEGIS will submit monthly progress reports and quarterly safeguard monitoring reports to DOW (with copies to PTI). DOW/PTI, in turn, will compile and submit the Project Environment and Social Monitoring Report (ESMR) to the WB every six months.

Additional safeguard trainings for the proposed AW will be prepared and implemented by DOW/PTI. This is to ensure that adequate training and budget are allocated for the safeguard implementation including those related to the proposed AW.

On budget, it is estimated that an additional cost of about \$28,000 will be required to cover the cost for training, monitoring, consultants, and consultation with LA/LC and ensure their active participation.

# 1 INTRODUCTION

## 1.1 Need for the ESMP Addendum (A-ESMP)

**This document:** this document is an addendum to the existing Environmental and Social Management Plan (ESMP) of the Bolikhamxai (BKC) subproject which is being implemented as part of the South East Asia Disaster Risk Management Project for Lao PDR and its additional financing (LDRM-AF or the Project) being implemented with financing from the World Bank (WB)<sup>1</sup>. It is prepared to secure WB clearance on the proposed mitigation measures to be implemented for the additional works (AW) being proposed for the BKC subproject. Background for the BKC subproject and the safeguard documents including those related to AW is briefly described below.

## 1.2 Background on the BKC Subproject

The BKC subproject is part of the Component 1 which has been designed to reduce the impacts of flooding in Pakxan City, Bolikhamxay Province and enhance capacity of the Government of Lao PDR (GOL) to mitigate flood damage of T-50-year return period of flood as recommended in the feasibility study with a total investment of about US\$ 4.9 million. Scope of the existing works comprise (a) construction of two embankments and riverbank protection structures along the Mekong River (Lao side) at locations upstream (Section 1) and downstream (Section 2) of the confluence with Nam Xan River Mouth and (b) rehabilitation/extension of the existing pipeline to irrigate a small area located at Km 0+310 in the Section 2 site (see Table 1-1 and Figure 2-1). DOW submitted an ESMP for the subproject and it was cleared by WB in late 2022 while two Environmental Compliance Certificate (ECC) were issued for the two sites by the Provincial Department of Natural Resources and Environment (PONRE). An Abbreviated Resettlement Plan (RAP) was also submitted and cleared by WB and implementation was completed while an Ethnic Group Development Plan (EGDP) is not required.

**Table 1-1 Existing Works (US\$ 3.751 million)**

No.	Project Activities	Section	Location	Details
1	Two embankments and two Riverbank Protections of 1.2km	Section 1 site no elevation of the	Ban Houysiat	500

<sup>1</sup> The Project (LDRM-AF) aims to reduce the risk of flooding and enhance disaster risk financing capacity of Lao PDR and consists of 5 components: (1) Integrated Urban Flood Risk Management being implemented by the Department of Waterways (DOW) of the Ministry of Public Works and Transport (MPWT); (2) Hydromet Modernization and Early Warning Systems being implemented by the Department of Meteorology and Hydrology (DMH) of the Ministry of Natural Resources and Environment (MONRE); (3) Financing Planning for Disaster Resilience being implemented by the State Reserve Department in the Ministry of Finance (MOF); (4) Knowledge and Coordination being implemented by the Department of Planning of Ministry of Planning and Investment (MPI); and (5) Contingent Emergency Response Component. In late 2019, additional fund of about \$25 million has been provided to increase scope of the Component 1 implementation to cover priority investment in Luang Phabang (LPB) and Bolikhamxay (BKC) while additional fund has also been provided for investment in Oudomxay (ODX) Province.

No.	Project Activities	Section	Location	Details
	on the left side of Mekong River	embankment at left side of the Mekong River upstream of the Nam Xan Mouth		(Houysiat Tributary 152 m)
		Section 2 site with elevation of the embankment at left side of the Mekong River downstream of the Nam Xan Mouth	Ban Pakxan-Tai.	550
2	Stairways (for easy access from inland to the riverside after completing embankment construction, five stairways will be constructed as part of embankment structures to provide access to the river bank and to facilitate recreational activities along the Mekong River)	Both sections	Ban Houysiat and Ban Pakxan-Tai	6 points (W 3.0 m, L 34.0m)
3	Extension of an existing irrigation pipeline located downstream of the subproject site	Section 2 site	Section 2 site	L:38m and D:500mm

**Subproject implementation arrangement and progress.** The construction of the existing work started in December 2022 and was expected to be completed in June 2024. The contraction contractor is JV China Jiangxi International Economic and Technical Cooperation Co., Ltd (CJIC) Jiangxi Water and Hydropower Construction Group Co., Ltd (JWHC) while the Center for Environmental and Geographic Information Service consulting Bangladesh LTD. (CEGIS) and its partner is responsible (as the Construction Supervision Consultant or CSC) for supervision and monitoring the subproject implementation progress including those related to safeguards. The CSC submitted a series of monthly progress reports and safeguard monitoring report (quarterly) to DOW (copied to PTI) while WB also provided comments on the reports periodically. The Department of Public Works and Transport (DPWT) of BKX (as the Project Implementation Unit or PIU) is responsible for ensuring effective and timely implementation of the subproject activities including those related to safeguards while the Public Works and Transport Institute (PTI) provides technical supports on safeguard activities including training, planning, and capacity building on those related to resettlement and compensations and planning/implementation of mitigation measures during operations phase of the facilities of the BKX subproject. A national Safeguard Consultant (NSC) has been mobilized to provide

technical supports to DOW, PTI, and DPWT on planning, supervision, and submitting progress reports (including those related to safeguard) to WB, periodically. DOW/PTI submits a series of safeguard monitoring reports (called ESMR) periodically to WB.

### 1.3 Scope of the Proposed AW and the A-ESMP

In 2022, DPWT-BKX (as the PIU) requested for Project support to address stability of the existing embankment located upstream and nearby the construction site 2 while a feasibility study was conducted in late 2023 and a proposal for Additional Works (AW) for the BKX subproject was proposed (about 300 m extension of the embankment upstream of Site 2). Follow-up discussion with PMU confirms that due to limited saving, an extension of the proposed AW will be about 100 m (costing about \$0.8M) and this proposal was proposed to WB during the March 2024 mission. Given that the location and nature/design of the proposed AW are similar to those being implemented under the BKX subproject (this is confirmed through the safeguard screening), it has been concluded that the mitigation measures identified in the ESMP of the BKX subproject will be applied to the proposed AW including the safety measures proposed to improve safeguard measures recently comments by WB. Given that the proposed AW will be constructed by the current contractor (and supervised by the current CSC/CEGIS), the Contractor ESMP (C-ESMP) will also be amended (as an addendum to the current C-ESMP) while PIU will also adjust the river profile monitoring and waste management to ensure compliance with the ESMP during operations of the BKX subproject.

*Scope of the A-ESMP.* Chapter 2 provide brief description of the proposed AW (more details are in Attachment 1) while Chapters 3, 4, and 5 briefly identify key actions to be carried out during implementation of the AW regarding the safeguard screening and key issues/proposed mitigation measures, including those related to consultation, GRM, implementation monitoring, training, and budget. More details are provided in attachments.

## 2 DESCRIPTION OF THE PROPOSED ADDITIONAL WORKS (AW)

### 2.1 Location and Design of the Proposed AW

The proposed AW for BKX subproject is located in Bolikhamxay Province on the Mekong River bank upstream and in connection with the subproject Section 2 (Ban Paksan Tai) (see Figure 2-1). Following the request from the Bolikhamxay government, more additional work items than work scope in TOR were proposed. However, due to limited funds, the detailed design has been performed for the proposed AW (Embankment and Bank Protection along the Mekong River) with its length 101 meters, walk path 404 meters, side ditch 79 meters, and 1 pipe culvert based on the negotiation with DPWT in BKX. The embankment design will be similar to that being used for the Section 2 (see more details in Attachment 1). It is estimated that the construction cost will be about \$0.8 million and the contract extension will be about 8 months (including 2 months-rainy season), from the date of Notice to proceed, expected starting from 01 September 2024 to 30 April 2025.



*Figure 2-1 BKX Subproject Location and Proposed Additional Works at Section 2*

## 2.2 Construction Materials, Borrow Pits, and Quarry Site

The major construction materials on embankment for riverbank protection (under the AW) are expected to be about 5,227m<sup>3</sup> of soil/borrow material which will come from the existing borrow pits, 39,420 m<sup>3</sup> of river sand, and 14,671m<sup>3</sup> of dumping rip-rap for toe protection, 2,973m<sup>3</sup> of bedding rip-rap for slope protection, and 196m<sup>3</sup> of concrete 18 MPa<sup>2</sup> for levee berm pavement from existing quarry sites and concrete plant. The laboratories tests have been performed to check the suitability of the materials from selected borrow pits, excavated soils, and quarry sites.

<sup>2</sup> MPA stands for megapascal, which measures the compressive strength of the concrete

The existing borrow pits are located in private land<sup>3</sup> in Kouy-oudom which are about 11km from the AW subproject site and 15km from the nearest National Protection Areas. This will require around totally 348 trips of 15-ton dump truck during earth works or approximately 15 rounds trips/day for about 70days. The transportation route will be the Nation Road 13 South (NR13S) and the local roads connecting NR13S to the subproject sites and the LA/LC have been informed during the preparation of the proposed AW.

**Quarry sites/concrete plants:** The rip-rap to be mainly used for the foundation of bank protection, and toe protection will be provided from quarry sites and will be tested to see if the major material properties such as unit weight, uniaxial compressive strength, and etc. are suitable for the construction materials. The quarry site and batch plant will be sourced from existing concession sites used for the existing work contract which located in Harngsing and Phameaung villages which are about 25km to 55km from the subproject site.

**Transportation routes.** There are natural trees, bushes, residential and sensitive receptors along transportation routes to sites. The impacts and mitigation measures are provided in Chapter 3. Agreement with land owner will be obtained and included in the C-ESMP to be amended by the contractor and included in the safeguard monitoring report of BKX subproject and/or any report as required by WB. The transportation will be not carried during peak hours (commuting times to work or school). All dump trucks carrying out surplus soils will have to be fully covered while the drivers will be required to respect driving speed and avoid using horns in area sensitive to noise and vibration such as hospitals, schools, and temples. DPWT of BKX and the safeguard monitoring working group (SMWG) chaired by DPWT will facilitate discussion and conduct consultation with land owner and facilitate for agreement between contractor and land owner. The contractor will be responsible for ensuring that the final conditions of the borrow-pit are accepted by the land owner and this condition will be part of the C-ESMP to be implemented by the contractor and monitored by the CSC/CEGIS.

**Excavated Soil Utilization Plan:** Based on recent information from the detailed design team, the AW will not generate any excavation soil or materials.

**Worker camp for AW:** The existing worker camp site, which is a private-owned land (1.5ha) located in B. Houysiat, will be used for the proposed AW. The camp site is about 1.5km from Section 1 site and 100m away from the Mekong River. There are no other sensitive spots such as hospitals schools, temples located adjacent to the camp site. The total number of workers that will be likely engaged during the proposed AW implementation is 45 people (maximum).

## 2.3 Construction Plan and Schedule

In terms of construction schedule, the Contractor confirmed and agreed on the additional period of 8 months (including 2 months-rainy season), from the date of Notice to proceed, expected starting date 01September 2024 to 30 April 2025. An Environmental Compliance Certificate (ECC) for the existing work from the Provincial Department of Natural Resources and Environment (PONRE) for the subproject Section 2 was issued on 13 October 2022 and it can be applied to the proposed AW for the BKX subproject. PIU will ensure that this ECC can

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<sup>3</sup> Owned by local household. The area can be characterized as natural tree and bushes.

also be applied to the proposed AW, and this confirmation will be included in the safeguard monitoring report of the BKX subproject. The AW is located within the existing subproject area (Section 2); therefore, the 2022 ECC remains applicable for the AW, however, this will be confirmed with PONRE.

### **3 SUMMARY OF POTENTIAL E&S IMPACTS AND PROPOSED MITIGATION MEASURES FOR THE AW**

In line with the Environmental and Social Management Framework (ESMF) requirement for the Project (LDRM-AF), a safeguard screening was conducted for the proposed AW and the results are provided in Attachment 2. Given the location, activities, and design of the proposed AW, it is expected that the impacts and proposed mitigation measures for the AW will be similar to those being implemented for the BKX subproject, and they are briefly summarized in this Chapter while more details are also provided in Attachment 2.

DOW and PTI will also ensure that the subproject Environmental Compliance Certificate (ECC) for the proposed AW are covered under the ECC issued by the Provincial Office of Natural Resources and Environment (PONRE) for the subproject Site 2 and also ensure that PONRE agreed to this condition before construction of the proposed AW.

Given that the contractor and the Construction Supervision Consultant (CSC) for the proposed AW will be the same, the existing C-ESMP (signed between DOW and contractor) will be updated to include the proposed mitigation measures during construction (Table A2-3 in Attachment 2) and the recent plan proposed to strengthen safety and safeguard measures for the BKX subproject (see Attachment 3). At this stage, the mitigation measures during operations, PIU assisted by PMU/PTI will plan and implement the measures to mitigate impacts especially those related to waste management and monitoring of the river bank profile upstream and downstream of the subproject sites during operations (see Section 3.2.1).

#### **3.1 Positive Impacts**

Similar to the positive impacts identified in the ESMP of the BKX subproject, it is expected that the proposed AW will have overall positive impacts both from environment and social aspects. As mentioned, BKX province experienced the highest floods in 2008 and 2013 that caused severe damages to infrastructure and casualties. The construction of the proposed embankment and riverbank protection at two proposed Sections of the Mekong River including the proposed AW and its associate facilities (walk path, drainage, etc.) at Section 2 will prevent land located along the subproject sites from being affected by annual flooding while the structures will also serve as a place where the general public can come for sightseeing along the Mekong River all the year round. With other investments undertaken by the GOL in BKX<sup>4</sup>, the subproject investment contributes to the GOL's ongoing efforts in reducing potential negative impacts of flooding to local land and livelihoods while preventing riverbank erosion.

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<sup>4</sup> ADB is providing support on infrastructure while WB (BETF/RETF) is conducting a preliminary flood risk assessment including collection of baseline data and preparation of a digital elevation models (DEM) for Pakxan and Vientiane Capital. Results of these undertakings are expected by mid-2022.

It is expected that the direct beneficiaries of BKK subproject include communities in the urban area of Pakxan (45,042 people). Since Pakxan is the most important traffic junction between Northern and Southern province, and the province is not very far from Vientiane Capital, indirect beneficiaries of this subproject include also people who pass through or visit Pakxan.

### 3.2 Negative E&S Impacts and Proposed Mitigation Measures (MMs)

**Overall.** The overall risk/impact of the BKK subproject including the proposed AW is considered moderate and they can be mitigated during the subproject implementation. The applicable national legislations and WB's Safeguard Policies triggered for the BKK subproject will also be applied to the proposed AW while the environmental and social conditions will be the same as those provided in Chapters III and IV, respectively, of the ESMP of the BKK subproject.

In early 2024, results from consultation and the safeguard screening (Attachment 2), suggested that the impacts during preconstruction and operations of the proposed AW will be minor and the proposed mitigation will be part of the safeguard activities being prepared, completed, and/or implemented for the BKK subproject. During construction, the overall impacts will be moderate and the main impacts will include increasing health and safety of workers and local communities, generation of dust, noise, vibration, and other pollution (air/water), soil erosion and sediments transport, impacts to river hydrology, local traffic, spoil disposal, and construction wastes; and disturbance of local resident and other social impacts related to worker camps and the subproject staff. The impacts and proposed mitigation measures for the proposed AW will be part of the mitigation measures being implemented and/or completed for the BKK subproject.

Sections 3.2.1 and 3.2.2 below briefly summarize the impacts and proposed mitigation measures during preconstruction and operations phases (under the responsibility of PMU/PTI and PIU) and construction phase (responsible by CSC and contractor), respectively. More details are provided in Attachment 2 and Attachment 3.

#### 3.2.1 Impacts during Preconstruction and Operations of the proposed AW

**ARAP.** The proposed AW project will not involve the acquisition of private land or the resettlement of any structures. It will also not affect any vulnerable ethnic groups, as there will be no direct adverse impacts or disruptions to the local community. Since no villages or households are situated along or near the riverbank where the work is planned, the preparation of an Abbreviated Resettlement Action Plan (ARAP) and an Ethnic Group Development Plan (EGDP) will not be necessary. With the proposed AW, there is no additional villages or households located along or nearby the riverbank, thus no direct adverse impacts and disruption of local community life due to the proposed AW activities. However, consultation with local communities in the BKK subproject area will be extended in late 2024 to April 2025 (about 8 months). Clarification on this aspect has been added to item 9 of the Attachment 2.

**UXO technical survey.** Before construction of the BKK subproject, a UXO technical survey were conducted before construction of the activities at Site 1 and Site 2 and no UXO and/or any explosives were found. In this context, for the proposed AW, no action on UXO risk will

be conducted, however, the UXO risks will be included as part of the safeguard training to ensure that workers and staff of contractor are well aware of the UXO risks.

***Other impacts during preconstruction.*** This will be related to safety and other construction issues and the proposed mitigation measures for construction which have been included in the C-ESMP will be applied. Consultation with local authority/local community (LA/LC) was also conducted during the drafting of this report and key activities are provided in *Chapter 4 of this report*.

***Impacts and mitigation measures during operation phase.*** As mentioned in the ESMP of BKX subproject, it is expected that operations of the BKX subproject including the proposed AW will not create adverse negative impacts during operation phase, however, may create unexpected impacts (erosion and/or deposition) in the upstream and/or downstream of the subproject facilities as well as create safety risks to the small fishing boats and/or other water users and/or waste discharge into the Mekong River.

The proposed mitigation measures for the BKX subproject including the proposed AW will include the followings (see details in Table A2-2 in Attachment 2):

- Establish and monitor the riverbank profile upstream and downstream of the subproject facilities. At present, PIU/DPWT assisted by PMU/PTI has established a plan and baseline for monitoring the river bank profile before and after the subproject structures (at Section 1 and Section 2) and this river bank monitoring plan will be expanded to cover the proposed AW area.
- To address safety in the Mekong River, PIU/DPWT will install adequate number of permanent warning signs (visible day and night) upstream and downstream of the subproject structures (at Site 1 and Site 2 including the AW).
- To address issues related to wastes to be discharged into the Mekong River, PIU/DPWT will establish and implement an effective waste management plan to ensure effective management of solid wastes along the subproject area. Table A2-2 will be implemented and closely monitored by PIU/DPWT with guidance from PMU/PTI.

### **3.2.2 E&S Impacts and Proposed MMs during Construction Phase**

#### ***(a) Summary of Potential Negative Impacts***

Since no villages or households are situated adjacent to the riverbank where the AW is planned, the ARAP and EGDP plans are not necessary. However, the key issues and potential impacts on local environment and local communities of the BKX subproject including the proposed AW will be limited to degradation of local resources; increased pollution, waste generation, and local traffic; and increased public safety risks; and they can be highlighted as follows:

- ***Degradation of local resources and environment as well as increase local traffic and damage local road conditions:*** BKX subproject implementation will require large amount of natural resources (stone, sand, laterite, soil, etc.) extraction and transportation and these will create moderate impacts on local resources as well as on road traffic due to an increase number of transportation trucks and/or other vehicles to

be used for transportation of construction materials and/or staff/workers and this may increase local traffic congestion and also degradation of road structures during construction.

- ***Increase noise, vibration, and air quality (mostly dust):*** The BKX subproject impacts will occur as a result of construction activities as well as transportation of construction materials and/or demolition of building, facilities, and/or other structures.
- ***Increase sedimentation due to runoff from construction areas:*** The removal of vegetation and earthworks on the river banks and in-stream works will detach sand, silt, and clay which will be suspended in the water column for eventual deposition downstream in areas where water velocity slows with the finer fraction likely flowing the length of the lower Nam Sun and the Mekong Rivers and discharged to downstream areas during the rainy season.
- ***Excavation of borrow areas, rehabilitation of borrow pits, encountering archaeological sites*** during earth works, aesthetic/scenic quality, and other disturbances to local communities.
- ***Increase generation of construction wastes, garbage and refuse:*** These wastes including waste oil and chemicals should be contained on site and ultimately disposed of off-site in an environmentally acceptable manner.
- ***Occupational and community health and safety of local communities and general public:***
  - ***Traffic, road safety and river access safety:*** Haul truck drivers and other staff driving to and from the Project sites may be exposed to traffic conditions, unsafe drivers, poor quality road conditions, pedestrians and other obstacles, etc. that may lead to accidents and injury to local people, road user, pedestrians or bicycle rider in settlements, project sites and between settlements along the hauling route for construction materials / disposal of construction wastes. Special attention and effort will be paid to prevent outside people and children from entering, playing around and swimming along the river and river bank.
  - ***Noise and dust*** pose risks for impacts ranging from nuisance level to serious health impacts;
  - Potential for introduction or increased incidences of communicable and infectious diseases resulting from the influx of construction workers into the region.
- ***Physical Cultural Properties and Sensitive Area:*** The BKX subproject including the proposed AW is not expected to create any impacts on any local and national archaeological, paleontological or cultural significance. However, the WB requires including a “Chance Finds Procedure” for a possibility for (as yet undiscovered) sites of local cultural significance (i.e., artifacts, sacred sites, cemeteries) in subproject areas during construction. This is included in the C-ESMP.

More details on the risks and impacts are presented in Sections (b) and (c) below and Table A2-3 in Attachment 2. With the proposed AW and the additional measures on road safety as proposed by the CSC/CEGIS, more specific measures will be implemented (see Site Safety Map on road safety, waterways safety along the subproject sites in the Mekong River, and the key measures is provided in Attachment 3 of this report. The CSC/CEGIS will ensure that the proposed measures are clearly monitored and results are reported in the progress reports.

### ***(b) Avoidance, Management, and Mitigation Measures***

To mitigate these impacts and facilitate effective implementation, the present ESMP has been prepared by identifying key issues, proposing mitigation measures, and monitoring indicator (see Table A2-2 Attachment 2) covering typical actions/mitigations to reduce impacts such as generation of dust, noise, vibration, safety, waste, water quality, erosion and sediment, and social aspects including “chance finds procedure” and environmental, social, health, and safety (ESHS) aspects including works of the proposed AW.

### ***(c) Preparation of an Updated C-ESMP***

After the contract signing, the contractor prepared a Contractor-ESMP (C-ESMP) for the BKX subproject and it was approved by DOW<sup>5</sup>. To address the safety and safeguard issues observed in 2023, the CSC/CGIS prepared a plan to strengthen safety aspect and other safeguard measures for the BKX subproject. To ensure effective and timely implementation of the proposed safety and safeguard measures, DOW will update the C-ESMP to include the measures identified in Table A2-2 Attachment 2 and the proposed plan to strengthen safety and safeguard measures proposed in Attachment 3.

After the ESMP is finalized, PMU/PTI will ensure that (a) visible (day and night) boundary markers/warning signs for the construction site are established, (b) the ECC is valid and accepted by PONRE for the implementation of the proposed AW, and (c) the implementation progress will be included in the ESMR.

## **4 CONSULTATION, INFORMATION DISCLOSURE AND GRIEVANCE REDRESS MECHANISAM (GRM)**

### **4.1 Consultation and Information Disclosure**

During the preparation of the ESMP of the BKX subproject, four rounds of consultations have been conducted from November 2020 to November 2021 in Houaysiat (Section 1), Pakxan-Tai (Section 2) and Anousonxay villages with the participation of a total of 214 people (78 of them

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<sup>5</sup> The C-ESMP comprises a number of specific plans including Occupational Health and Safety Plan (OHSP), Community Health Safety Plan (CHSP); Site clearance and Revegetation plan; Labor Influx and Labor Management Plan (LMP) – COC; Works/Worker Camp Management Plan (WCMP); Construction Sites Management Plan (CSMP); Construction Materials Management Plan (CMMP); Waste Management and Recycling Plan (WMRP); Traffic and Transportation Management Plan (TTMP); Environmental Quality Management Plan (EQMP); Project Change Management Plan/ Adaptive Management Plan (AMP); Emergency Preparedness and Response Plan (EPRP); Monitoring and Reporting Plan (MRP).

are female) and the results were included in the ESMP report of the BKK subproject while the ESMP was also disclosed in MPWT website. Additional consultation with village authorities was carried out in February 2024 and summary of consultation results is presented in Table 4-1 below. Consultation and involvement of LA/LC on safeguard activities will be regularly carried out during the construction of the BKK activities. During the implementation of the proposed AW, additional consultation and information disclosure will be conducted by PMU/PTI in close cooperation with the CSC and contractor. Table 4-2 presents a future consultation and information disclosure plan to be conducted during construction phase for the BKK subproject including the proposed AW.

**Table 4-1 Summary of Consultation Results**

Positive Impacts	Negative Impacts	Recommendations
<ul style="list-style-type: none"> <li>- The embankment and riverbank protections at proposed Sections of the Mekong River, including AW at Section 2, will shield local lands from annual flooding, enhance public access for riverfront activities throughout the year, and bolster GOL's flood mitigation efforts. Additionally, the walking path, side ditch, and a pipe culvert will contribute to enhancing the local environment and improving overall livelihoods.</li> <li>- The city landscape will be more attractive with public parks and recreational areas for outdoor activities such as exercises.</li> <li>- Better social connectivity;</li> <li>- Enhance social and community awareness on flood protection.</li> </ul>	<ul style="list-style-type: none"> <li>- The proposed AW project will not involve the acquisition of private land or the resettlement of any structures.</li> <li>- Potential disturbance from construction activities such as noise, dust, domestic wastes, construction waste, sediment, OHS of the workers, CHS from traffic, road safety and river access safety that may lead to accidents and injury to local people, road user, pedestrians or bicycle rider in settlements, project sites and between settlements along the hauling route for construction materials / disposal of construction wastes.</li> <li>- Potential social issues such as robbery.</li> <li>- Some families would lose their houses while some people have only one house/property.</li> </ul>	<ul style="list-style-type: none"> <li>- The project need to ensure the contractor develop and implement all necessary measures to avoid and mitigate the impacts during the construction.</li> <li>- The village and district authorities and the project team will have to work together.</li> </ul> <p>All issues and recommendations were addressed and incorporated in this AW-ESMP and will be included in the CESMP.</p>

**Table 4-2 Future Consultation Sessions**

No.	Consultation	Objectives	Methods	Implementing Body	Timeline
<b>Construction Phase</b>					
1	Consultations with affected communities on subproject activities,	To inform PAP on subproject construction	Public meeting	Contractors, CSC, DPWTs	Throughout construction phase

No.	Consultation	Objectives	Methods	Implementing Body	Timeline
	impacts, construction schedule and work plan	activity and schedule and environmental and social risks, including risks related to community health and safety			
2	Dissemination of community health and safety with affected communities	To educate PAP, local villages and school children on community health and safety and measures to prevent subproject related accidents	Public meeting	Contractor, CSC, DPWTs	Throughout construction phase
3	Ad hoc meetings where there are substantial changes that have been made, or conflict has arisen due to accident, misunderstanding, or other causes.	To address or solve conflicts	Open Meeting, Focused Group Discussion and In-depth Interview	Contractor, CSC, DPWT, PIU, PTI	Throughout construction phase
<b>Operation Phase</b>					
4	Consultation on Green Clean and Beautiful (GCB) community network on waste management in Bolikhamxay (Moving towards GCB for Bolikhamxay)	To obtain opinion of local community on participatory GCB community network on waste management	Public Meeting, Focused Group Discussion and Key Informant Interview	PTI/EDPD and DPWT/PIU	O&M Phase
5	Consultation on the riverbank monitoring program (1 km upstream and 1 km downstream of the subproject sites) for at least 3 years after construction is completed.	Same as above	Same as above	Same as above	Same as above
6	Installation of proper warning and safety signs (visible day and night) at the construction sites to ensure safety of other waterways users. Installation of safety utensils to enhance safety for people who come to the embankment for recreational, fishing, or transportation purposes	Same as above	Same as above	Same as above	Same as above

## 4.2 Grievance Redress Mechanism (GRM)

The objective of the Project's GRM is to provide affected parties/persons with redress procedures that they can conveniently use to raise a project related concern, or grievance. The GRM specifies how a project related complaint can be made, including forms and channels through which a complaint can be lodged.

The Government of Laos PDR has various laws and sub-decrees that have been active to guide the implementation of complaint resolution process. These documents specify the right of the complainants as well as the responsibilities of concerned governmental agencies as to complaint resolution. Relevant legal documents include:

- Law on Complaint (amended version), No. 05/NA dated: 9/11/2016
- Law on Economic Conflict (amended version), No. 51/NA dated: 22/06/2018
- The Law on Resettlement and Occupation, No. 086/NA, dated 15/06/2018.

Since the GRM for the BKX subproject has been well established and monitored. With the AW, the principles of the GRM and detailed procedures including those related to the redress procedures for worker conditions, and social aspects will be applied and monitored. The forms for GRM monitoring as well as for accident/incidents reporting will also be the same as those being used for the ESMP of the BKX subproject.

**Channel.** Different channels are established to enable affected person to submit their grievances, including submission to village committee, as well as district and provincial levels. Grievance can also be submitted to:

- i. **PMU's email and WhatsApp** administered by PMU GRM focal point (Table 4-3)
- ii. **GRM posters and boxes** established at contractor office and project affected villages (checked every 2 weeks);
- iii. **Electronic platform** (e.g. WhatsApp group consisting of all affected village chief, PMU and PIU ESS coordinators, CSC and contractor)
- iv. **PIU offices** at DPWT Office;
- v. **PMU, PIU, CSC staff** during meetings or during site visit (Table 4-3);
- vi. **Regular village meetings or consultation** to be regular carried out during construction phase.

**Disclosure.** Since the AW is located in villages covered by the existing Section 2 area, GRM procedures were disclosed in the affected villages, and GRM boxes were established in each affected village and community area. Also, the GRM procedure was explained to those attending the consultation meetings

**Documentation.** A grievance logbook will be maintained at PIU (subproject level) and at PMU level (through PMU GRM focal point). A grievance logbook is established and regularly updated/maintained at contractor office and PIU level.

The project will maintain four complaint handling procedures for four types of potential grievances, including grievances related to 1) land acquisition/economic displacement, 2) labor and working conditions, 3) sexual exploitation and abuse and sexual harassment (SEA/SH),

and 4) environmental impacts (during construction). All four grievance redress procedures come under the overall management of the PMU's Grievance Focal Points who oversee the receipt of, and resolution of all grievances submitted under the Project. The four grievance redress procedures are summarized below.

**(a) Redress Procedure for Complaints related to Land Acquisition/Economic Displacement**

In case any complaints related to land acquisition could be resolved through the following Steps. However, as part of the law in Lao PDR, the complainant retains the right to bypass this procedure by addressing their complaint directly to the PMU office or the national assembly.

- **Stage 1:** If PAP and PAH are not satisfied with the resettlement plan or its implementation, PAP and PAH can issue a verbal or written complaint to the village committee or the district resettlement office (DRO). If it is a verbal complaint, the village should deal with this complaint and document the grievance immediately at the time. The village committee or DRO should resolve the complaint or grievance within two weeks;
- **Stage 2:** If the PAP and PAH are not satisfied with the result of Step 1, PAP and PAH can file an appeal with the project resettlement office (PRO) after PAP and PAH receives the decision made in Step 1. The PRO should make a decision within two weeks;
- **Stage 3:** If the PAP and PAH are not satisfied with the result of step 2, PAP and PAH can file an appeal with the provincial resettlement committee for administrative arbitration after receiving the decision made by the PRO. The administrative arbitration organization (AAO) should make the arbitrated decision within 10 days; and
- **Stage 4:** If the PAP and PAH are still unsatisfied with the arbitrated decision made by the AAO, after receiving the arbitrated decision, PAP and PAH can file a lawsuit in a civil court according to the relevant laws and regulations of Lao PDR.

PAP and PAH can make a complaint or appeal on any and all aspects of project design and implementation, including issues related to resettlement. A hotline phone will be established with dedicated staff assigned to so that PAPs or complainants will not be charged for their phone calls used to raise their grievances and their complaints are responded in an efficient manner. PAP and PAH will be clearly informed of the complaint and grievance redress mechanism and appeal channels described herewith through village meetings and other channels. In addition, a complaint box should be made available in a convenient location of the village.

The Project and organizations addressing the PAP and PAH complaint and appeal process shall not charge fees. Any expenses incurred due to submission of complaints and/or appeals and phone calls should be classified as unexpected expenses and paid for by the Project.

**(b) Redress Procedure for Complaints related to labor and working conditions**

Project workers can lodge their grievance/complaint as follows:

- **Step 1 – Employer Level/Contractor.** Affected person (AP) can submit their grievance to their Employer who serves as the first focal point for receiving and resolving grievance. Grievance can be lodged verbally or in writing, in person or by phone, text message, mail or email (anonymous complaint is accepted). The Employer involved will resolve the case as soon as possible or no later than 15 days. Once resolved and the AP is satisfactory, the Employer will report the case, including resolution process and results, to the PMU for information and record. If the AP is not satisfied with the resolution of their Employer, the Employer will refer the AP to the GRM focal point of PMU, and PMU if needed, and inform the AP of this referral. It is noted that if a complaint is concerned of the safety and health of one or several individuals, such complaint shall be resolved as soon as possible – depending on the nature and urgency of the grievance.
- **Step 2 – PIU/PMU level.** PIU/PMU will resolve the complaint referred by the Employer and acknowledge the receipt of the AP’s complaints within two weeks from the date of complaint receipt. If the GRM of PIU/PMU cannot resolve the complaint, the GRM focal point of PMU will consult with the Project Manager for resolution. The GRM focal point of PIU/PMU will inform the AP of the PIU/PMU’s resolution result in writing within 30 days from the date of complaint receipt. If the AP is not satisfied with the resolution outcome proposed by PIU/PMU, PIU/PMU will refer the case to the PIU/PMU for resolving and inform the AP of this referral in writing.
- **Step 3 – Court of Law.** If the AP is not satisfied with the resolution proposed above, a multi-stakeholder committee will be established (ad-hoc) to resolve the dismissed grievance – as an alternative for affected person going to court. If the grievance could not be resolved satisfactorily by the multi-stakeholder committee, the affected person may resort to the court of law. The cost associated to the lawsuit shall be borne by the AP. The decision of the Court will be final.

***(c) Redress Procedure for Complaints related to SEA/SH***

Under this Project, GRM for SH/SEA mainly serves in: (i) referring the complainants to local Gender-Based Violence service provider; and (ii) recording resolution of the complaint. The following principles, which will be applied under the Project, recognize victim as principal decision makers in their own care, and treat them with agency, dignity and respect for their needs and wishes.

- Multiple channels are in place for easy access and lodge complaints.
- SH/SEA victims will be referred to local SEA/SH service provider for immediate support if they make a complaint directly to PIU/PMU.
- Confidentiality of victims is protected. GM operator of PIU/PMU will keep SH/SEA allegation report confidential.
- No identifiable information on the victim shall be collected and stored in subproject Grievance Logbook.
- Costs of operating the SH/SEA GRM will be financed by the subproject.

**Channels for lodging SH/SEA complaints:**

- Channel 1 – AP can submit a complaint, verbally or in writing, to Village Mediation Committee/Village Authorities
- Channel 2 – Alternatively, AP can lodge their complaint, verbally or in writing, to GRM Social Focal Point of PMU.
- Channel 3 – AP can submit a complaint to, or seek counselling support from local Lao Women’s Union, as they wish.

All SH/SEA related grievance (no matter which channel through which their complaint is lodged) will be processed and resolved directly by Lao Women Union (LWU) who will be engaged by PMU to assist in addressing potential grievances on SEA/SH.

The Project, and organizations resolving AP complaint, and appeal process, will not charge any fees to affected people. Any expenses incurred due to submission of complaints and/or appeals and phone calls should be classified as unexpected expenses and covered by the Project.

***(d) Redress Procedure for General Complaints***

In case individuals, households, or communities are affected by any other aspects, for instance, environmental impacts (e.g. dust, noise, or lack of safety measures that increase risks of traffic accident to road users or to local ethnic group), their complaints could be submitted through various channels that will be established for their convenient use, including people from Ethnic Groups. These include:

- PIU and CSC’s GRM focal point’s telephone;
- Local Village Head or/and EG leaders (in case affected individual/households are EG)

The redress procedure follows the same procedure for Complaints related to labor and working conditions.

The communities and individuals who wish to submit their complaints to existing project-level grievance redress mechanism or the WB’s Grievance Redress Service (GRS) could be done by contacting the following relevant staff and organizations as presented in Table 4-3 below:

**Table 4-3 GRM Contact Persons**

No.	Name and Surname	Position	Organization	Contact Number
I.	PMU Level			

No.	Name and Surname	Position	Organization	Contact Number
1	Mr. Moukmany Vanhnasy	National Project Coordinator	Department of Waterways (DOW) the MPWT	02029122279
3	Mr. Lattiyakorn Phomdaungsy	Project Officer	Department of Waterways (DOW) the MPWT	05055895899
<b>II. PIU Level</b>				
1	Mr. Souphalak Xaysanasy	Vice Governor of Pakxan-Tai district	District cabinet office for Pakxan District	020 55257089
3	Mr. Bouala Duangphachan	Head of Lao front Office	Lao front office for Pakxan District	020 55247197
4	Ms. Chindavong Heuangsomphou	Head of district cabinet office	District cabinet office for Pakxan District	020 54632895
5	Ms. Syvanh Luangsopha	Head of district Lao Women Union	Lao Women Union office for Pakxan District	020 22200902
6	Ms. Phonkeo	Deputy head of district justice office	District justice office for Pakxan District	030 4925403
7	Mr. Khaykham	Deputy head of district youth union	District youth union for Pakxan District	02056969307
8	Mr. Khampasueth Panyanouvong	Head of PIU Office	PIU office in BKK	020 23288878
9	Ms. Lattiyakone Duangthasy	ESS Officer for PMU office	PMU office in VTE	02055895899
<b>III Village Level</b>				
1	Mr. Somphon Sorpaseuth	Village head	Pakxan-Tai Village	020 97574776
<b>IV CSC and Contractor</b>				
1	Chiathao	ES Specialist	CSC/CEGIS	02029474142
2	Ankham	ES Specialist	Contractor/CJIC and JWHC	02055936456

Table 4-4 below summarizes the GRM activities to be conducted with the BKK including the proposed AW.

**Table 4-4 GRM Activities**

No.	Activities	Responsive Agency	Timeline
1	Update and redistribute Project Information poster and GRM Log Book to all affected villages	PIU with assistance from CSC and Contractor	Before starting of AW construction activities
2	Inspect and maintain or update (if needed) the installed GRM poster and GRM Boxes (Lao language) of the four GRM procedures presented above.	PMU	Before starting of AW construction activities

No.	Activities	Responsive Agency	Timeline
3	Conduct refresh training on the GRM procedure above to PIU, SMWGs, CSC, Contractors and affected communities	PMU	Before starting of AW construction activities and continue refresh regular trainings thought out the construction phase
4	Conduct training on the four GRM procedure for contractor’s workers and staffs	Contractor	Before starting of AW construction activities and continue refresh regular trainings thought out the construction phase
5	Conduct weekly inspection of GRM boxes	PIU and CSC	Thought out the AW construction phase
6	Document and report on GRM implementation in the ESS monthly and quarterly reports	Contractor, CSC, PIU and PMU	Thought out the AW construction phase

## 5 ESMP MONITORING, REPORTING, AND TRAINING

### 5.1 Monitoring and Reporting

The implementation arrangement of the proposed AW will be similar to that identified in the ESMP of the BKX subproject. The CSC/CEGIS will submit the monthly implementation progress and the quarterly safeguard monitoring reports to DOW (copy PTI) while DOW/PTI will submit the Project Environment and Social Monitoring Report (ESMR) to WB every 6 months. As requested by DOW or the WB, the WB would also review the CSC/CEGIS reports and provide comments as needed.

### 5.2 Training and Budget

Additional safeguard training for the proposed AW will be prepared and implemented by DOW/PTI. This is to ensure that adequate training and budget are allocated for the safeguard implementation including those related to the proposed AW. Table 5-1 provide an indicative safeguard training plan to ensure that safety and safeguard measures are implemented timely and effectively.

**Table 5-1 Training Plan**

No.	Training Topic	Trainer	Trainee	Timeline
<b>Objective: To ensure compliance during preparation and construction</b>				
1	Preparation and implementation of the updated C-ESMP –AW focusing on occupational and community health and safety	Contractor	Workers	Before commencement of construction and during construction
2	Community health and safety	EDPD/PTI, PIU	Affected communities	Before commencement of construction, during

No.	Training Topic	Trainer	Trainee	Timeline
				construction and post-construction completion
<b><i>To build capacity of DPWT to mitigate impacts during operations and moving towards GCB (Green, Clean, and Beautiful Lao PDR)</i></b>				
3	GCB community network on waste management in BKK (Moving towards GCB for BKK)	PMU and PIU	DPWT and staff local authority and mass organizations and local community	Training will be made through the learning by doing approach (adaptation). Budget will be provided to initiated the process

On budget, it is estimated that an additional cost of about \$28,000 will be required to cover the cost for training, monitoring, consultants, and consultation with LA/LC and ensure their active participation. A detail on an indicative plan is provided in Table 5-2 and the final budget will be included in the AWPB to be allocated by DOW.

**Table 5-2 Indicative budget allocation for safeguard implementation for BKK subproject**

Activities	Two years (2024-2025)			
	Year	Y-2024	Y-2025	Total (\$)
1. Training and workshop for safeguard capacity building for PIU including consultation and information disclosure and promotion of GCB in BKK		2,000	2,000	4,000
2. NESC cost for monitoring, reporting, capacity building to ensure effective implementation of safeguard for BKK (1/3 of the total cost)		8,000	8,000	16,000
3. Establish and monitor the river bank profile including installation of adequate permanent warning signs in the Mekong River to ensure safety and effective management of garbage during operations of the subproject facilities		2,000	2,000	4,000
4. On the job training and capacity building for safeguard implementation, monitoring, and reporting during operations with PIU, DPWT		1,000	1,000	2,000
5. Monitor a gender analysis /CESMP/ to identify gender issues and guidance on project cycle gender mainstreaming, guide development of gender action plan (GAP), during project planning, construction and implementation, and post-project O&M (Conducted by Contractor)		1,000	1,000	2,000
<b>Grand Total</b>		<b>14,000</b>	<b>14,000</b>	<b>28,000</b>