



**LAO PEOPLE'S DEMOCRATIC REPUBLIC**  
**PEACE INDEPENDENCE DEMOCRACY UNITY PROSPERITY**



**SOUTH EAST ASIA DISASTER RISK MANAGEMENT (SEA DRM) PROJECT FOR LAO PDR**  
**(Project ID No: P160930)**

**COMPONENT 1: INTEGRATED URBAN FLOOD RISK MANAGEMENT**

## **4<sup>rd</sup> Environmental and Social Monitoring Report (ESMR)**

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**(01 October 2023 to 31 March 2024)**

**(Volume 1 Main Report)**

**Prepared by:**

**The Ministry of Public Works and Transport (MPWT) through the Project Management Unit (PMU) of the Department of Waterways (DOW) and the Environment and Disaster Prevention Division (EDPD) of the Public Works and Transport Institute (PTI)**

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**ACRONYMS**

AH or PAH	Affected Household or Project Affected Household
AF	Additional Financing
ARAP	Abbreviated Resettlement Action Plan
AWPB	Annual Workplan and Budget
BD/CD	Bidding document/Contract document
BKX	Bolikhambxay province
C-ESMP	Contractor-Environmental and Social Management Plan
COC/SCOC	Code of Conduct (social)
COI	Corridor of Impact
CSC	Construction supervision consultant
DONRE	District of Natural Resource and Environment
DMH	Department of Meteorology and Hydrology
DOW	Department of Waterways
D/D	Detailed Design
DPWT	Department of Public Works and Transport
ECOP	Environmental Codes of Practices
EDPD	Environment and Disaster Prevention Division
EMP	Environmental Management Plan
ESMF	Environmental and Social Management Framework
EGEF	Ethnic Group Engagement Framework
EGEP	Ethnic Group Engagement Plan
EHS	Environment, Social, Health, and Safety
ESMR	Environmental and Social Monitoring Report
E&S	Environment and social
ESMP	Environmental and Social Management Plan
ESIA	Environmental and Social Impact Assessment
ECC	Environmental Compliance Certificate
EG	Ethnic Group
EGEF	Ethnic Group Engagement Framework
ESHS	Environmental and Social Health and Safety
ESMF	Environmental and Social Management Framework
GBV	Gender-Based Violence
GIS	Geographical Information System
GoL	Government of Lao PDR
GRM	Grievance Redress Mechanism
HVCA	Hazard Vulnerability and Capacity Assessment
ICOMOS	International Council on Monuments and Sites

ICT	Information and Communications Technologies
IDA	International Development Association
IDM	International Development Management
IEE	Initial Environmental Examination
ISAN	ISAN Corporation
LDRM-AF	Lao Disaster Risk Management Additional Financing
LFND	Lao Front for National Development
Lao-SEADRM	Lao-PDR Southeast Asia Disaster Risk Management
LA/LC	Local Authorities/Local Community
LPB	Luang Prabang province
LPB-WHCZ	Luang Prabang-World Heritage City Zone
LPB-WHO	Luang Prabang-World Heritage Office
LTEC	Lao Transport Engineering Consultant
LAPRAP	Land Acquisition Plan and Resettlement Action Plan
Lao PDR	Lao People's Democratic Republic
LWU	Lao Women's Union
MAF	Ministry of Agriculture and Forestry
M&E	Monitoring and Evaluation
MICT	Ministry of Information, Communication, and Tourism
MLSW	Ministry of Labor and Social Welfares
MONRE	Ministry of Natural Resources and Environment
MOF	Ministry of Finance
MPF	Ministry of Finance
MPI	Ministry of Planning and Investment
MPWT	Ministry of Public Works and Transport
NRA	National Regulatory Authority
NSC	National Safeguard Consultant
O&M	Operation and Maintenance
OP	Operational Policies
O-ESMP	Operation-ESMP
ODX	Oudomxay Province
PAH	Project Affected Households
PAP	Project Affected People
PDO	Project Development Objective
PIU	Project Implementation Unit
PMU	Project Management Unit
PM2.5	Small Particulate Matter less than 2.5 micron
PRC	Provincial Resettlement Committee
PONRE	Provincial Natural Resources and Environment

PTI	Public Works and Transport Institute
RoW	Right of Way
RAP	Resettlement Action Plan
RPF	Resettlement Policy Framework
RSS	Regional Safeguards Secretariat
SEA/SH	Sexual Exploitation and Abuse/Sexual Harassment
SC	Sub-component
SDS	Social Specialist
SIA	Social Impact Assessment Development
SMMP	Social Management and Monitoring Plan
SMWG	Safeguard Monitoring Working Group
TA	Technical assistance
ToR	Terms of Reference
UDAA	Urban Development and Administration Authority
UN	United Nation
UNESCO	United Nations Educational, Scientific and Cultural Organization
USAID	United States Agency for International Development
UXO	Unexploded Ordinance
VAC	Violence Against Children
VAWG	Violence against Women and Girls
WB	World Bank
WBG	World Bank Group

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## EXECUTIVE SUMMARY

### Introduction.

This report is the 4<sup>th</sup> Environmental and Social Monitoring Report (ESMR) prepared by the Project Management Unit (PMU) of the Department of Waterways (DOW) of the Ministry of Public Works and Transport (MPWT) with assistance from the Public Works and Transport Institute (PTI). The report presents the implementation progress of the Environmental and Social (E&S) activities (safeguard) carried out during the report period (October 2023 to March 2024) for the Component 1 activities covering the sub-projects being carried out in Oudomxay (ODX), Bolikhamxay (BKX), and Luang Prabang (LPB) provinces, technical assistance (TA), and Component 1 management. The provincial Department of Public Works and Transport (DPWT), as the Project Implementation Unit (PIU), is responsible for providing management and technical support during implementation of project activities at the provincial level. A National Safeguard Consultant (NSC) has been mobilized by PMU to provide assistance on the safeguard planning, training, and capacity building to the PMU, PTI, and PIUs. The contractor is required to prepare and implement its Contractor-Environmental and Social Management Plan (C-ESMP) which will be monitored by the construction supervision consultant firm (CSC). The province is responsible for implementation of safeguard measures during operations of the project facilities through the PIU and in close consultation with the local authorities and local communities (LA/LC). The safeguard requirements and implementation arrangement are briefly provided in the main text.

During the reporting period, the safeguard implementation progress of the ODX, LPB, and BKX sub-projects (being implemented under Component 1.1) are briefly summarized respectively in **Sections A, B, and C** while more details are provided respectively in Chapters 2, 3, and 4, in the main text and also in Annexes 1, 2, 3, and 4. **Section D** presents the implementation progress on the TAs, consultants, and other safeguard related activities being implemented under Components 1.2 and 1.3 while more details are provided in the main text (Chapter 5) and Annexes 5 and 6. **Section E** identifies safeguard activities to be implemented during the next 6 months (October 2023 to March 2024) taking into account the need to ensure safety operation of the sub-project activities and mitigation of measures to address issues during operations of the subproject facilities.

### A. Safeguard Activities for ODX Subproject

**Background.** For ODX sub-project, construction activities include river works (dike, riverbank-protection, and excavation on the river bed and channel widening) in Nam Kor (about 5,163 km) and Nam Mao (about 3,376 km); rehabilitation of existing riverside park (Park 2) and construction of one (1) new park (Park 1); construction of small flap gates and improve urban drainage in Moung Xay area; and construction of a very small movable weir (1m high) downstream of Nam Kor Bridge #4. Implementation of construction works is divided into 2 Lots. During the reporting period, Lot1 construction has been completed<sup>1</sup> while Lot2 are on-going. One hundred percent (100%) inspection of the civil work for Lot1 was conducted on February 14, 2024 while some safeguard activities are on-going to ensure effective closure of the construction sites and facilitate effective operations of the facilities. The WB approved the Abbreviation Resettlement Action Plan and Ethnic Group Engagement Plan (ARAP and EGEP) for ODX Lot 1 on 25 September 2021, Resettlement Action Plan (RAP) for ODX Lot 2 on 14 October 2022 and the ESMP for ODX covering Lot1 and Lot2) on 31 May 2022. The PMU is proposing to use the sub-project saving for implementation of additional works (AW) for ODX sub-project.

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**Construction progress of ODX Lot2.** The ODX Lot2 construction was planned to begin in late December 2022 and to be completed by December 2024 (duration of 24 months). However, as of March 31, 2024, the overall construction progress is only 77.07% and key activities include an unexploded ordnance (UXO) survey and clearance; survey and design; construction materials testing; installation of office and worker camps; obtaining agreements with the landowners for borrow areas and spoil disposal; and site preparation for riverbank protection and other earthworks. The contractor (Goungdong) work closely with the CSC (ISAN/LTEC or CSC/ISAN) to accelerate the physical works in 2024.

**Safeguard activities for ODX Lot1.** Safeguard implementation of the RAP, EGEP were completed in 2021. The construction of the Lot-1 (started in June 2021) is 100% completed last January 2023. The As-Built Drawings was submitted and final inspection was conducted on February 9, 2023. The turnover of the project completion from the contractor to the project owner was conducted on 14 February 2024. Starting from March 2024 to 2054 (a period of 30 years), the Provincial of Governor of Oudomxay province allowed the CNP company come to invest in tourism development system in the park 2 under in the Lot 1, including the implementation of the environmental and social management which is under the responsibility of the contractor of the CNP company during construction (waste, road safety/transportation, etc.) and for the operations such as waste management, safety, etc.

**RAP/EGEP for ODX Lot 2.** Under Lot 2, RAP identified 319 affected households (PAHs). After receiving the compensation, each family has moved to the new house in the new location in Xay district. During October 2023 to March 2024, 100% completed in the relocation except one (1) additional big house who have not moved out yet because their new house is not yet completed. On February 15, 2024, the District and Provincial Resettlement Committees went to monitor the relocation of this one (1) family. Mr. Phouangphet who is the owner of this house agreed to the District and Provincial Resettlement Committees to complete the relocation by end of June 2024. The PIU, PTI, contractor, and the NSC work closely on the monitoring of the grievance monitoring (GRM) and results are included in the sub-project progress report and in this ESMR. On the GRM, during the reporting period, there were two (2) recorded cases with no serious issues and all cases were solved by the PIU one (1) the problem of dust in the road when transporting soil since people and students go to work and school respectively; and two (2) the water logging problem during the rains in Nawannoy village (see Tables 2.7 in Chapter 2).

**On C-ESMP implementation,** based on the agreed action of the WB mission on October 09 to 25, 2023 the C-ESMP for Lot 2 was updated to address the safety risk related to construction activities including the operation of borrow pits and shared with the WB prior to the implementation. The WB provided comments and is expected that the revised plan will be submitted to the PMU by end of June 2024. During the reporting period, the CSC/ISAN reported that the C-ESMP implementation performance (Lot 2) was considered Moderately Satisfactory as there are no any E&S pending issues that required actions and improvement. The corrective actions following the fatality incident of one 8-year boy drowned in the Nam Kor River (Lot 2 construction area) on 17 June 2023 are being monitored by PMU and the CSC/ISAN while the WB mission last March 2024 also provided additional guidance. The contractor together with the CSC/ISAN and PIU will continuously improve the safety measures to avoid and prevent incident from recurrence in the future. Details are provided in Table 2.10 (Chapter 2).

**Safeguard monitoring/reporting of C-ESMP (ODX).** Last January 2024, Mr. Kongngern, the National Environmental Specialist of the CSC/ISAN resigned from the DRM project in ODX, then ISAN/LTEC appointed the new national environmental specialist (Mr. Bolisudchai). He is full-time at the project site and is responsible for the day-to-day supervision on the performance of the contractor and improve quality of safeguard work. The contractor submits monthly progress report to the CSC for review and approval. The CSC prepare quarterly

progress of safeguard work and submit to the PMU/PTI. Specific criteria to assign the established level of compliance (fully compliant, partially compliant, or issues that need corrective actions) are being applied. This approach is being reviewed to improve effectiveness and practicality during monitoring and reporting of safeguard performance on the ground. The CSC/ISAN will continue to conduct supervision and monitoring and improve quality of the safeguard monitoring as agreed with the PMU and PTI and/or WB.

**Safeguard training and consultation with local communities/outreach (ODX).** During the reporting period (October 1, 2023 to March 31, 2024), two (02) E&S safeguard trainings were conducted by the CSC/ISAN in close cooperation with the NSC, PIU, PMU, and PTI with a total of 58 participants wherein 9 are females on the awareness raising activities conducted in the six (6) villages with a total of 196 participants (78 are females) (see Tables 2.5 and 2.6 in Chapter 2).

**Implementation of O-ESMP (ODX).** As construction of the physical works is expected to be fully completed in mid-2025, the PMU, PTI, and PIU assisted by the NSC initiated activities engagement with LA/LC taking into account the need to address safeguard issues during operations of the sub-project facilities in the target areas. As part of the safeguard trainings (above), key activities discussed include (a) practical measures to ensure safety operations of the small movable weir; (b) solid and liquid wastes management in the sub-project area (riverside parks and Nam Mao-Nam Kor Rivers); and (c) ensuring safety of the sub-project structure including monitoring of the river bank profile (upstream and downstream of the physical structure) and/or rehabilitation of spoil disposal areas that are subject to river bank erosion and/or generation of dust and other impacts due to climate change. These activities will be continued and/or strengthened until the closing date of the sub-project.

## B. Safeguard Activities for LPB Subproject

**Background and works progress (LPB).** The PMU completed mobilization of the contractor (China Jiengxi etc.) and the contract was signed on January 13, 2023 and expected to be completed by mid-2025. The PMU also completed mobilization of a CSC/CGIS to be responsible for LPB and BKX sub-projects and the contract was signed last January 2024. As of March 31, 2024, the overall construction progress was 29.08% and activities include UXO survey and clearance, survey and design, construction materials testing, installation of office and worker camps, and obtaining agreements with the landowners for borrow areas and spoil disposal, riverbank protection, and earthwork (See Tables 3-2 and 3-3 in Chapter 3).

**ARAP/EGEP implementation (LPB).** Last September 2023, the compensation payments to the affected households (59 PAHs) were 100% completed. The PIU, PTI, contractor and PMU work closely in monitoring the grievance (GRM) and results are included in the sub-project progress report and the ESMR report. In terms of the GRM during the reporting period, there were three (3) recorded cases that propose to the project to pay compensation. These grievances were mainly related to their request as follows: (1) to pay for the compensation for the 55 banana plants and 4 additional bamboo trees in the construction site Phanluang village; (2) to pay compensation for the structure of the restaurant that affected by the construction of river bank protection; and (3) resolve the issue on earth and gravel falling from trucks along the road from the borrow pit to the construction site and all of those cases were solved by the PIU. (See Table 3.8, Chapter 3). The PMU work closely with the CSC/CGIS and Contractor to adjust the details on the tree cutting and maintenance in the river side of the park and ways to apply soft structure to address river bank erosion issues.

**On C-ESMP implementation (LPB).** After the contract signing (January 2023), the contractor submitted its C-ESMP to PMU and the CSC/CGIS and the C-ESMP was approved on 04 May 2023. However, due to the need to address UNESCO's comments and to determine the final transportation routes for the construction materials including the use of a movable

bridges/barge across Nam Khan River, work activities were limited to site clearance and site preparation including work yard and worker's camps and consultation with the LA/LC (to avoid going through the city area). Unfortunately, on January 29, 2024 there was a non-fatal accident wherein the dump truck suddenly overturned and fell in the water due to uncontrolled heaviness at the construction site kilometer 0+872 on the right side of Nam Khan River. The WB was informed regarding the matter. The PMU, PTI, and CSC/GCIS took actions to investigate the causes of the incident and also prepared a plan to strengthen the safety measures including corrective actions to be implemented and monitored throughout the contract (see Section 3.8 in Chapter 3) in accordance with the Environmental and Social Incident Reporting Toolkit (ESIRT)'s requirement of the WB.

**Safeguard monitoring/reporting of C-ESMP (LPB).** During the reporting period, the contractor submits monthly progress report to the CSC for review and approval. The CSC/CGIS prepared and submit quarterly progress of safeguard monitoring work to the PMU/PTI. Using similar criteria/methodology for the assessment that have been established for ODX sub-project, the CSC/CGIS reported that the C-ESMP safeguard performance of the contractor is Moderately Satisfactory (more details are provided in Section 3.5 of Chapter 3). PMU, PTI, the NSC, and PIU/SMWG also conducted a field visit and provide training (see below). The CSC/CGIS will continue to conduct supervision and monitoring and improve the quality of the safeguard monitoring as agreed with the PMU and PTI and/or WB.

**Safeguard training and consultation with local communities/outreach (LPB).** During the reporting period (October 1, 2023 to March 31, 2024), two (2) E&S safeguard trainings were conducted by the CSC/ISAN in close cooperation with the NSC, PIU, PMU, and PTI with a total of 203 participants wherein 86 are female while eight (8) awareness raising activities were conducted in 20 villages with a total of 539 participants (291 are females). (See Table 3.6, Chapter 3)

**Implementation of O-ESMP (LPB).** As construction of the physical works is expected to be fully completed by mid-2025, the PMU, PTI, and PIU assisted by the NSC initiated activities engagement with LA/LC taking into account the need to address safeguard issues during operations of the sub-project facilities in the target areas. As part of the safeguard trainings (above), the key activities include (a) solid and liquid wastes management in the sub-project area (riverside parks and Mekong and Khan Rivers); and (b) ensure safety of the sub-project structure including monitoring of the river bank profile (upstream and downstream of the physical structure) and/or rehabilitation of spoil disposal areas that are subject to river bank erosion and/or generation of dust and other impacts due to climate change. These activities will be continued and/or strengthen until the closing date of the sub-project.

### C. Safeguard Activities for BKX Subproject

**Background and works progress (BKX).** Similar to LPB, work progress for BKX sub-project remain limited to preparation activities and site clearance. The mobilization of the contractor (Yunnan Construction Investment 3rd Construction Co. Ltd.) and the CSC/CEGIS were completed and contracts were signed last early 2023. Per construction schedule, the work of BKX sub-project started last February 2023 and will be completed by May 2025 with a duration of 27 months. During October 2023 to March 2024, the overall construction progress was about 46.08% including UXO survey and clearance, survey and design, installation of office and worker camps, and obtaining of agreements with the landowners for borrow areas and spoil disposal, riverbank protection, and earthworks. The PMU is also proposing to use the sub-project saving for implementation of additional works (AW) for BKX sub-project.

**ARAP activities (BKX),** the compensation payments to the affected households (20 PAHs) were 100% completed. The PIU, PTI, contractor, and PMU work closely in monitoring the

grievance monitoring (GRM) and results are included in the sub-project progress report and during the reporting period there are no any C-ESMP-related grievances or complaints related to reporting to CSC, PIU and contractor.

**On C-ESMP implementation (BKX).** Based on the ESMP for BKX sub-project approved by WB on 23 November 2022, the PMU approved the C-ESMP in March 2023. However, due to high level of water in the Mekong River, construction works was limited during the reporting period. However, the work yard and worker's camp have been established at Site 1 Ban Anousonxay located in the Mekong River (upstream of Nam Sun-Mekong confluence). It will also be used during construction of Site 2 located downstream of the Nam Sun-Mekong confluence. The contractor completed installation of office and worker's camps and obtained agreements with the land owners for borrow areas and installed the Project Map with work location points, access roads, work activities, work schedule, and working time within the village, inform village authorities on the list of all CSC staffs and engineer working for the Project, informed local community and public regarding construction activities, schedule, working time, transportation trucks, time and frequency including community health and safety risks such as road traffic disturbance, road safety, dust, noise disturbance, and accident.

**Safeguard monitoring/reporting of C-ESMP (BLX).** The CSC/CGIS also monitors the safeguard implementation progress and submit monthly progress report and quarterly safeguard monitoring report. Based on the discussion with the WB safeguard team, efforts are being made to improve the quality of safeguard warning signs at the borrow pits and along the transportation roads as well as the construction area in the Mekong River including quality of the safeguard monitoring report to PMU/PTI. The PTI also provides training to CSC/CGIS and PIU, and SMWG during their effort to conduct 6-month monitoring. Performance in February – March 2024, the full compliance was assigned based on the following findings:

- Completed preparation and submission of C-ESMP and obtain agreement with the land owner for all private lands;
- Completed mobilization of ESS team;
- There are erosion/land slide issue at least at two locations, one close to the bridge and the other one at the house that is partially relocated but the contractor already solved those issues;
- Maintain proper construction waste management at all construction sites;
- Proper management of disposal area;
- The contractor conducted training on road safety, OHS and CHS covering COC on SEA/SH and VAC;
- No child labor recruited by contractor and staffs and workers are managed and treated based on the Laos labor law;
- The camp facilities consist of gravel yard, drainage system, bedrooms, offices, kitchen and eating rooms, drinking water and water supply, toilet, and fire extinguisher;
- Installation of signs indicating male and female toilet, First Aid Kit; information board; translation of company COC on SEA/SH and VAC; sufficient waste bins; and treatment ponds for wastewater from bathing and kitchen;
- Installation of safety, speed limit, and warning signs at the road and access road;
- All construction sites are tidy; no spillage of hazardous materials or waste; no spillage of toxic/hazardous chemicals or water and soil pollution; construction activities are carried out during day time (08:00 to 18:00 on weekdays and 08:00 to 13:00 on Saturday).

**Safeguard training and consultation with local communities/outreach (BLX).** During the reporting period (October 1, 2023 to March 31, 2024), two (02) E&S safeguard trainings were conducted by the CSC/ISAN in close cooperation with the NSC, PIU, PMU, and PTI with the total of 55 participants wherein 13 are female while one (1) awareness raising activities were conducted in the eight (8) villages with a total of 182 participants (93 are females).

**Implementation of O-ESMP (BLX).** Implementation of O-ESMP and capacity building of DPWT (BKX). As to the construction of the physical works is expected to be fully completed by August 2024, the PMU, PTI, and PIU assisted by the NSC initiated activities engagement with LA/LC taking into account issues during operations of the sub-project facilities in the sub-project area. As part of the safeguard trainings (above) key activities include (a) practical measures to ensure safety operations of the small movable weir, (b) solid and liquid wastes management in the subproject area, and (c) ensuring safety of the sub-project structure including monitoring of the river bank profile (upstream and downstream of the physical structure) and/or rehabilitation of spoil disposal areas that are subject to river bank erosion and/or other impacts due to climate change.

#### **D. Safeguard Activities for Technical Assistance (TA) and Component Management**

Under Component 1.2 (Integrated Urban Flood Risk Management), as mentioned in the previous ESMR, there are on-going 3 TA activities being implemented aiming to complete (a) a study on flood risk management for Vientiane Capital (VTE) and Pakxan City in BKX, (b) a study on wetland management and restoration in LPB, and (c) a study on infrastructure system and data collection (by DOW) on the current basic asset inventory to an asset management system.

During the reporting period, procurement of study on flood risk management for Vientiane Capital (VTE) and Pakxan City in BKX is on-going and expected to be completed by end of August 2024. For the study on wetland in LPB, procurement has been completed and PMU signed a contract with an international NGO from France (GRETT) last February 2024 while GRETT submitted an inception report to PMU and WB (approved on 29 April 2024 and this study is on-going). The PMU cancelled the TA on asset management and will use part of the funds to improve DOW management. The detailed designs, bill of quantity (BOQ), and ESMPs for the additional work (AW) of DRM-ODX and BKK sub-projects have been completed by ISAN on February 07, 2024, and follow-up meetings with PMU and PIUs were conducted. The PMU submitted the ESMPs for AWs for ODX and BKX sub-projects (on 29 February 2024) to WB for comments/approval.

Under Component 1.3, during the reporting period, the PMU continue to provide support for the TA costs for CSCs for the ODX, LPB, and BKX sub-projects, including safeguard supervision, monitoring, and reporting by the CSC. The PMU also support the TA for input of the NSC, PTI, and PIU/SMWG costs for safeguard capacity building, training, monitoring, consultation, and implementation of safeguard activities. It is expected that in 2024-2025, additional cost for implementation of safeguard activities to implement O-ESMP of the facilities will be important and details will be discussed with WB during the next mission.

#### **E. Next Steps**

In line with guidance from the WB safeguard specialists and the aide memoire for the mission conducted last March 2024 (18 March to 2 April), priority for safeguard activities to be implemented and/or monitored during the next 6 months (April - September 2024) are presented in [Table 6.1](#) (Chapter 6). Priority will be given to address the urgent needs for (a) strengthening safety measures during construction and transportation of construction materials including road/waterways safety for all the sub-projects, especially those related to community health and safety (CHS) and measures (corrective actions) to prevent drowning incident and (b) implementation of the measure to mitigate negative impacts during operations of Project facilities (per the O-ESMPs) and active engagement and capacity building of LA/LC. The PMU, PTI, and the NSC are working on the annual workplan and budget for year of 2025 to ensure that the project activities are implemented safely, effectively, and timely including submission of a quality ESMR report every six months. The safeguard activities and annual

work plan (AWPB) will be discussed with WB by November 2024/next mission and it can be adjusted as agreed with the WB. More details are provided in Chapter 6.

## CHAPTER 1 INTRODUCTION

### 1.1 Objective and Scope of the Report

This report is the 4th Environmental and Social Monitoring Report (ESMR) for Component 1 of the Lao-PDR South East Asia Disaster Risk Management (Lao-SEADRM or the Project). It was prepared by the Project Management Unit (PMU) of the Department of Waterways (DOW) and the Environment and Disaster Prevention Division (EDPD) of the Public Works and Transport Institute (PTI) of the Ministry of Public Works and Transport (MPWT) with assistance from the National Safeguard Consultant (NSC). The submission date for the 3<sup>rd</sup> ESMR to the World Bank (WB) for review and approval on 1<sup>st</sup> February 2024 and approved by the WB on 20<sup>th</sup> February 2024. The report was submitted to the World Bank (WB)<sup>2</sup> on June 20, 2024. The report presents the implementation progress of safeguard activities being implemented during 01 October 2023 to 31 March 2024. The report will be disclosed in the MPWT website after approval of the WB.

The report aims to provide information on the safeguard implementation progress and monitoring performance of the activities being implemented under Component 1 of the Project during the reporting period. Section 1.2 provides a brief background on the project and the safeguard requirements for Component 1 while more information is provided in the previous ESMRs. Chapters 2, 3, and 4 provides key information on the safeguard implementation progress of the sub-projects being implemented in Oudomxay (ODX), Luang Prabang (LPB), and Bolikhamxay (BLX) provinces, respectively. Each chapter provides information on (1) Construction works progress; (2) Implementation progress on RAP and EGEP; (3) ESMP during construction and compliance monitoring of the Contractor-ESMP (C-ESMP); (4) Capacity building, community consultation/relations and awareness raising; (5) Grievance Redress Mechanism (GRM) monitoring. For ODX sub-project, one section is provided on safeguard activities related to the fatal incident (drowning of a boy in Nam Kor River) occurred in June 2023 including the safeguard corrective actions need to be monitored closely and continuously. Chapter 5 presents scope and progress of the activities and TA conducted under Component 1.2 while Chapter 6 presents next steps for Component 1 activities to be implemented during the next reporting period (April-September 2024) before the next mission (tentatively planned for September 2024).

### 1.2 Project Background and Scope of Component 1

The Project comprising four (4) components was effective last 2017<sup>3</sup>. Component 1 is being implemented by DOW of MPWT while Components 2, 3, and 4 are being implemented respectively by the Department of Meteorological and Hydrology (DMH) of Ministry of Natural Resources and Environment (MONRE), Ministry of Finance (MOF), and Ministry of Planning and Investment (MPI). Component 1 aims to address issue related to flood management in priority areas while the structural measures are implemented under Component 1.1 and the non-structural measures and technical assistance are implemented under Component 1.2. Last 2018, Lao PDR experienced widespread flooding which significantly impacted the people and the economy. To help address the financing gap and augment the response efforts, an Additional Financing (AF) with a budget of about \$25 million have been allocated for Component 1 to implement similar activities in two (2) additional provinces in Luang Prabang (LPB) and Borikhamxay (BKX), and the AF was signed on January 28, 2020 and became effective on March 20, 2020.

Activities under Component 1.1 (*Integrated Urban Flood Risk Management*, \$33.6M) are being implemented to support the climate-resilient construction and rehabilitation of flood

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protection infrastructure, including those damaged by the 2018 floods. The activities are designed to support (i) climate-resilient construction and rehabilitation of flood protection infrastructure, including investments in riverbank protection, embankment improvements, canal improvements, water gates, pumping stations, river-side parks, and improvements of public spaces in ODX, LPB, and BKX provinces. Component 1.2 (*Non-structural Investments*, \$3.2M) comprises (i) a study for Sustainable Urban Design Interventions in Muang Xay (ODX); (ii) a study for flood risk assessment for BKX and Vientiane capital (VTE); (iii) a study on Wetland Management and Restoration in LPB; and (iv) Infrastructure system and data collection by supporting DOW to upgrade the current basic asset inventory to an asset management system.

**Safeguard requirements for Component 1.** In line with the WB's E&S safeguard policy triggered for the Project 4, each sub-project being implemented under Component 1.1 prepared an ESMP, a RAP or abbreviated RAP, and/or an EGEP5 as agreed with the WB. These documents have been approved by WB while RAPs have been updated in agreement with the WB. In addition, these sub-projects also received government approval (per EIA regulation) through the issuance of an Environmental Compliance Certificate (ECC) by the Ministry of Natural Resources and Environment (MONRE) or the Provincial Office of Natural Resources and Environment (PONRE)<sup>6</sup>.

For each sub-project, the ESMP identified key safeguard issues and measures to mitigate potential negative impacts during construction stage and operational stage including engagement with local authorities and local communities (LA/LC). To mitigate the impacts during construction, the sub-project ESMP requires preparation of a contractor ESMP (C-ESMP) to be approved by PMU before construction while the Construction Supervision Consultant (CSC) will also be responsible for supervision and monitoring of safeguard performance on daily basis including compliance of the C-ESMP. The CSC is also required to submit monthly progress report (and quarterly progress report) to PMU furnishing a copy to PTI. The province is also required to establish a Safeguard Monitoring Working Group (SMWG) and GRM for the sub-project to ensure compliance with the Government of Lao PDR (GOL) regulations and mitigation of potential adverse impacts during project implementation. For implementation of RAP, the province is also required to establish Project Resettlement Committee (PRC) while PTI will provide technical support.

During the reporting period (October 2023-March 2024), the construction of Lot 1 in ODX has been fully completed while those for ODX Lot 2, BKX, and LPB started the construction last October 2023 due to late rainy season in ODX and highwater levels in the Mekong River. It is expected that all construction works will be completed by mid-2025.

As mentioned in the previous ESMR, it is noted that in addition to the safeguard monitoring activities related to RAP, EGEP, and C-ESMP implementation of the ODX, LPB, and BKX subprojects, the PMU, PTI, PIU, and the NSC have taken actions to address safeguard issues during operations (O-ESMP) identified in the subproject ESMPs approved by WB for the subprojects. The activities are conducted as part of the safeguard training and capacity building of the provincial authorities through the Safeguard Monitoring Working Group (SMWG) and strengthening active engagement with the local authorities and local communities (LA/LC). For ODX, the activities include those necessary to address safety risk to downstream water users during operations of the small movable weir, the preparation of local community management plan on solid and liquid wastes, and the needs for monitoring the river bank erosion using appropriate non-structural approach including rehabilitation of the final spoil disposal sites to reduce generation of dust and PM<sub>2.5</sub>. For BKX, efforts are being made to establish the profile of the river bank's upstream and downstream of the project sites

located along the Mekong River. For LPB, actions are also undertaken to address issues raised by some residents, UNESCO, and the WB including setting up baseline condition on the profile of the river bank upstream and downstream of the project structures in Nam Khan River and the Mekong River. However, during the reporting period, there was no training/capacity building activities conducted by PIU, PTI, PMU.

## CHAPTER 2 OUDOMXAY (ODX) SUBPROJECT

### 2.1 Introduction

The ODX sub-project is part of Component 1.1 which has been designed to reduce the impacts of flooding in Muang Xay of Oudomxay (ODX) province and enhance capacity of the Government of Lao PDR (GOL) to provide hydro-meteorological services and disaster response. The ODX sub-project area covers the Nam Kor and Nam Mao Rivers in Xay district which is normally subject to large annual flooding (see Figure 1-1). The construction works is divided in two (2) lots (Lot 1 and Lot 2) and scope of the activities are identified in Tables 2.1 and 2-2 while locations are presented in Figure 2-1, Figure 2-2, and Figure 2-3.

**Table 2.1 Scope of Work to address flooding in Muang Xay**

Scope of Works	COI (Corridor of Impact)	Budget (USD)
<p><b><u>Lot 1 consists of 5 works as follows:</u></b></p> <p>i) River works: Dike, Riverbank-protection, - Nam Kor River: L=1.3km, right side (calculated along the centreline of the river channel)</p> <p>ii) Riverside Park (1 Area): Rehabilitation and upgrading of Park 2</p> <p>iii) Riverside Road (L=950m): Road improvement near the Riverside Park 2</p> <p>iv) Nam Kor Movable Weir (1 weir): Located in Nam Kor downstream of the Riverside Park 2</p> <p>v) Drainage and Flap Gate (1 gate): Construction of one small flap gate to improve effectiveness of urban drainage.</p>	Ranging from 1m to 150 m identified from the river bank alignments. Lot 1 work occur in one (1) village Ban. Jeng	3,729,908
<p><b><u>Lot 2 consists of 4 works as follows:</u></b></p> <p>i) River works: Dike, riverbank-protection, and excavation on the river bed and channel widening: - Nam Mao River (upstream): Right side =3.38km (from the Nam Mao Bridge to the Three Rivers Junction) - Nam Kor River (upstream): Left side=3.46km (from the Nam Kor bridge 5 upstream to Nam Kor bridge 4 downstream) - Nam Kor River: L=1.64 km, Right side (from the Three Rivers Junction ~ Nam Kor bridge 2)</p> <p>ii) Riverside Park 1 (1.3ha): Construction of new River Park 1</p> <p>iii) Drainage and Flap Gate (16 gates): Construction of 16 small flap gates to improve effectiveness of urban drainage.</p>	Ranging from 1m to 150 m identified from the river bank alignments. Lot 2 work occur in 10 villages including B. Nasao, B. Namy, B. Nalao, B. Navannoy B. Thin, B. Vanghai, B. Pasak, B. Montai, B. Longkordeau and B. Jeng.	8,818,465
<b>Total</b>		<b>12,548,373</b>

Figure 2-1 Project Location for Lot 1



Figure 2-2 Project Location for Lot 2

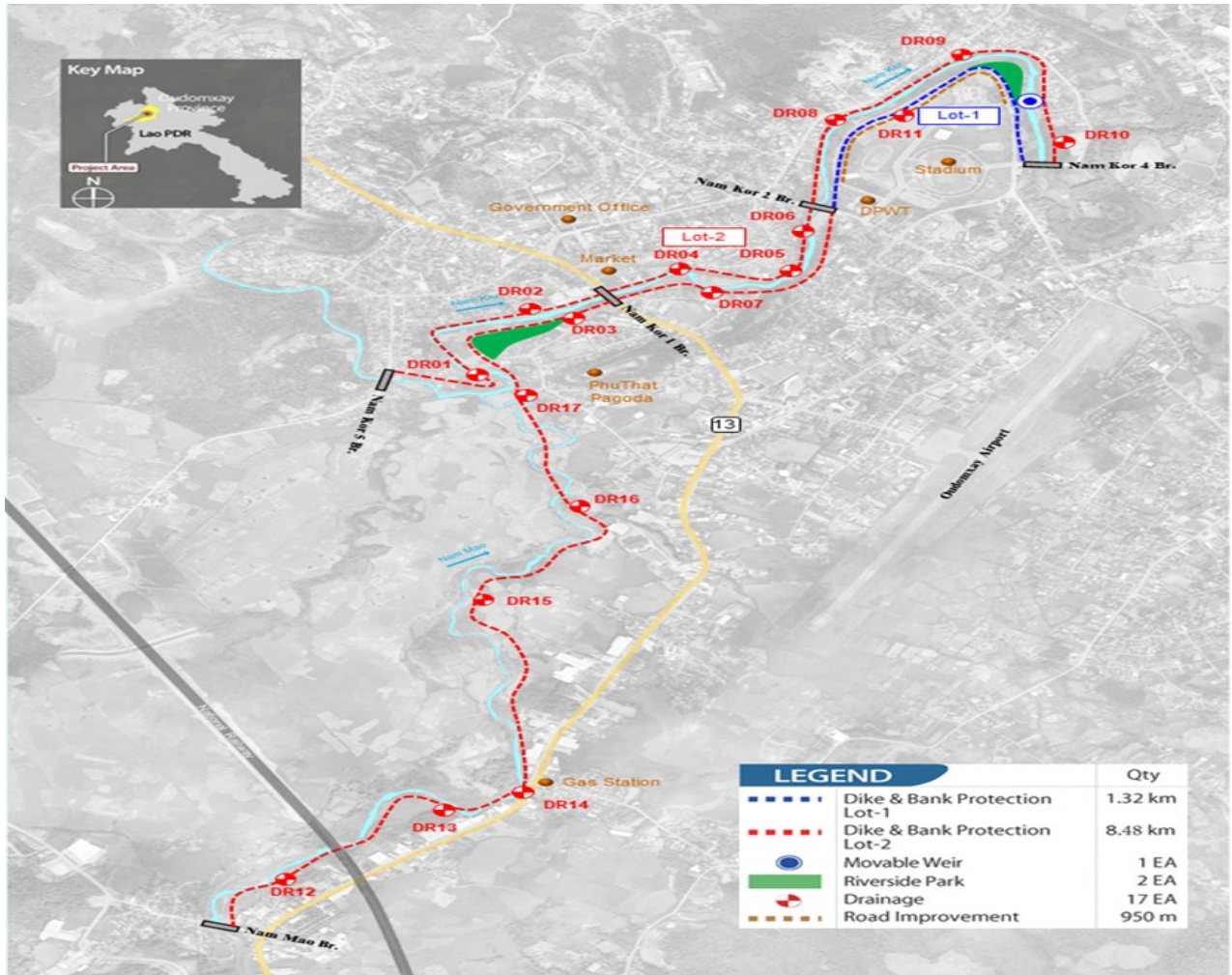


Figure 2-3 General Plan for the total works (Lot 1 and Lot 2) (US\$12,548,372.62\$)

## 2.2 Civil Works Progress

### 2.2a Lot-1 Civil Works Progress

The construction of the Lot-1 (started last June 2021) is 100% completed last January 2023. The As-Built Drawings was submitted and final inspection was conducted on February 9, 2023. Table 2.1 summarizes the sub-project activities related to safeguards. All construction sites, worker’s camps, borrow areas, and spoil disposal sites were cleaned up and turned over to the land owners. Based on the CSC/ISAN report and field visits conducted by PMU, PTI, and/or the NSC, the following conditions for Lot 1 facilities (as of end March 2024) can be highlighted below.

Cleaning up of all wastes including the contaminated soil, fencing, and proper storage of the materials and keep the building clean and tidy at the worker’s camps have been completed by the contractor and soil disposal area have been turned over to the land owner with signed agreement or letter. Remaining construction wastes along the completed river bank protection and in the river were undertaken. The Contractor already completed the clean-up and turned over to the government with signed agreement.

No waste bins and improper solid waste management at Park 2 and Lot 1 completed sites. No signs indicating good handling of solid wastes, taking care of sites including the sculptures/statues, trees, and grasses as well as caution signs of using the stair. This has been discussed with the PIU and PMU and will be addressed through the implementation of local community engagement plan for green, clean, and beautiful park (pl also see Section 2.3a).

## 2.2b Lot 2 Civil Work Progress

The construction schedule of the Lot 2 started in late December 2022 and will be completed by May 2025 with a duration of 36 months. As of March 31, 2024, the overall construction progress of Lot-2 is 77.07% including plan and focus on General Provisions, Earthworks, riverbank protection works, Drainage, River works Appurtenances and Provisional Sum (See Table 2.3 in below).

**Table 0-3 The status of Lot 2 progress of work as up to March, 2024**

Descriptions	Planned		Achieved	
	(USD)	(%)	(USD)	(%)
General Provisions	141,826.50	1.61%	165,240.00	1.87%
Earthworks	3,4896,255.88	39.58%	3,456,272.05	39.2%
Riverbank Protection Works	2,986,502.30	33.88%	2,865,544.78	32.51%
Drainage	254,710.14	2.89%	117,415.39	1.33%
Structures (not applicable)	-		-	
River works Appurtenances	261,716.30	2.97%	87,045.25	0.99%
Riverside PARK WORKS	-		-	
Daywork Schedule	-		-	
Provisional Sum	73,485	0.83%	102,735.0	1.17%
Physical Contingency (5 % of Sub-total A)	-		-	
<b>Total</b>	<b>7,207,497.12</b>	<b>81.75%</b>	<b>6,794,252.46</b>	<b>77.07%</b>

## 2.3 Implementation of RAP, EGEP, and ESMP

### 2.3a Implementation of RAP, EGEP, and ESMP for Lot 01

*RAP/EGEP implementation.* The PTI and the NSC closely work with PIU of ODX, Provincial Resettlement Committee (PRC), the CSC/ISAN, and the contractor in monitoring GRM. As of the end of September 2023, no pending issues was observed.

During the reporting period, the PMU, PTI, and the NSC joined the turned over project completion for Lot 01 from the contractor to the project owner (DOW) on 14 February 2024;

On 15 February 2024, the PMU together with the PIU met with the CNP company who will invest in the development, maintenance and use of the park in Lot 01 for 30 years to discuss in details about the waste management plan for the public park in the future after the MPWT (DOW) turn over to the province. The CNP company will comply with the Contract Agreement between provincial authority of the Oudomxay province and CNP company on 17 January 2024. It was clearly defined in No.1.17 of article #1 on the environmental and social management plan, and in item No. 11.5 of article 11 on the cooperation policy between the government and CNP company for more detail, please see Attachment # 5 of the Annex1. Regarding waste management, the CNP company will hire the Urban Development Agency to be directly responsible for this matter.

### **2.3b E&S Progress of RAP, EGEP, and ESMP for ODX (Lot 2)**

*RAP/EGEP Implementation.* Under Lot 2, RAP identified 319 affected households (PAHs). After receiving the compensation, each family moved to their new house in the new location within the Xay district. During October 2023 to March 2024, 100% complete relocation except one (1) additional big house who have not moved out yet because their new house is not yet complete. On February 15, 2024, the District and Provincial Resettlement Committees went to monitor the relocation of these 01 families. Mr. Phouangphet who is the owner of the house promised to the District and Provincial Resettlement Committees that he will 100% relocate by end of June 2024.

### **2.4 ESMP Implementation Progress during Construction (C-ESMP for Lot 2)**

The ESMP for ODX sub-project (cleared by WB in late 2022) also applied to Lot 2. After the contract signing, the Lot 2 contractor prepared and submitted the final draft C-ESMP for Lot 2 to PMU for review and approval. The revised C-ESMP was approved on January 15, 2023. Based on the agreed action of the WB mission on October 09 to 25, 2023 the C-ESMPs must be updated to address the safety risk related to construction activities including the operation of borrow pits and shared with the WB prior to implementation. The contractor updated C-ESMP and submitted to PMU and WB provided comments. It is expected that the revised C-ESMP contractor will be submitted to PMU by end of June 2024.

During the reporting period, safeguard capacity building/training on the implementation and installation of worker camps, compliance monitoring, and reporting of C-ESMP has been conducted to contractor's environment and social safeguard (ESS) team and PIU's ESS coordinator. Last January 2024, Mr. Kongngern, the National Environmental Specialist of the CSC/ISAN resigned from the DRM project in ODX. The CSC/ISAN appointed a new national environmental specialist (Mr. Bolisudchai) to replace Mr. Kongngern. He will work full-time at the sub-project site responsible for the day-to-day supervision on the performance of the contractor and improve the quality of safeguard activities and submit monthly progress report to PMU/PTI.

In terms of the overall performance, the review of the CSC/ISAN monitoring reports and observation on the ground suggested that the C-ESMP implementation performance (Lot 2) during the reporting period was considered Moderately Satisfactory as there are no any E&S pending issues that require actions and improvement (see Section 2.5 below). It is noted that in late February 2024, the PMU submitted scope of the additional works including the first draft of the ESMP for ODX and BKX sub-projects.

During the reporting period, the WB conducted two missions, one in October (9 to 25) 2023 and one in March (18 to 29) 2024. Following the fatal accident (drowning of a boy in Nam Kor River) in June 2023 and results of the investigation. The October 2023 mission identified potential major road safety risk associated with the operation of the borrow pits in ODX that needs to be addressed as they are located along a curve and narrow and steep section of the road. As a follow-up to the fatality incident of a 8-year old boy drowning in the Nam Kor River (Lot 2 construction area) on 17 June 2023, the mission also requested for close monitoring and reporting on the implementation progress of the safeguard corrective measures (see Table 2.8 below) and follow-up discussion was also made between the WB safeguard specialists and the NSC, PMU, PTI, and PIU to find ways to strengthen effectiveness of the safeguard measures including the need for amendment of the C-ESMP between PMU and contractor. The March 2024 mission identified the need to speed up the relocation/payment of one remaining affected household; to continue monitoring and reporting of safeguard implementation measures, especially those related to the corrective actions; and undertaking safeguard screening and submission of ESMP for additional works. (see Chapter 6).

## 2.5 C-ESMP Compliance Monitoring

During the reporting period, with technical guidance from the CSC/ISAN safeguard specialist (Ms.Khamsy and Mr. Bolishoudchai), the CSC/ISAN conducted (monthly) joint site compliance monitoring for implementing the C- ESMP with PIU and contractor for safeguard monitoring work progress of Lot-2 site. The CSC/ISAN monitoring report concluded that the contractor performance and C-ESM compliance during the monitoring period was considered moderately satisfactory. Table 2.3 present the list of monitoring topics which has been established by CSC/ISAN for assessing safeguard compliance of the C-ESMP while Table 2.4 presented the monitoring results considered as full (green) and partially (yellow) compliance conditions according to the (15) monitoring topic identified in Table 2-3<sup>7</sup> at specific sub-project sites. While most of the safeguard measures are considered full compliance, there are issues related to CHS, construction management, and traffic and access road management that are partially compliance, but no non-compliance was observed during the monitoring period. Box 2.1 below summarizes results of the compliance assessment identified in the CSC/ISAN safeguard monitoring report. Specific issues and mitigation actions were also discussed with the contractor, PIU, and the CSC/ISAN during field visits conducted by the PMU, PTI, NSC, MONRE team and the WB team.

Table 2.3 List of Monitoring Topics

No.	Topics/issues	Acronyms
1	Documentation and Reporting	D&R
2	E&S Safeguards Team	ESST
3	Local Authorities and Communities Relations, Consultation and Information Disclosure	LA/LC-CID
4	Worker Camp and Waste Water Management	WC/WWM
5	Labor Management and Occupational, Health and Safety including training for workers	LM-OHS
6	Community Health and Safety: site safety, road safety, noise, dust and SEA/SH	CHS
7	Construction Site Management	CSM
8	Traffic and Access Road Management	TAM
9	Borrow Area and Quarry Management	BQM
10	Disposal Area Management	DAM
11	Erosion Control and Sedimentation	ECS
12	Waste Management and Recycling	WMR
13	Environmental Quality Management	EQM
14	GRM	GRM
15	Accident	A

Table 2.4 Overview of Lot-2 C-ESMP Compliance from October to March 2024 (Note: Green: fully compliance; orange: partially compliance; red: issues for corrective action; x: not applicable)

No.	Site Name	Monitored Topics														
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
<b>I</b>	<b>Construction Sites</b>															
1	Dike/Bank-protection				x					x					x	
	Section R1				x					x					x	
	Section R2				x					x					x	
	Section R3				x					x					x	
	Section R4				x					x					x	
	Section L1				x					x					x	
	Section L2				x					x					x	
2	Drainage/Gate				x					x					x	
3	Riverside Park1: 1 each				x					x					x	
<b>II</b>	<b>Access Road to Lot 2 Sites</b>															
1	Nasao Village	Not in use														
2	Nasao Village				x					x	x	x	x			
3	Nalao Village				x					x	x	x	x			
4	NaWhannoy Village				x					x	x	x	x			
5	NaWhannoy Village				x					x	x	x	x			
6	Jeng Village				x					x	x	x	x			
7	Longkoedeua village				x					x	x	x	x			
8	Thin				x					x	x	x	x			
<b>III</b>	<b>Worker Camps</b>															
1	Engineer camp															
2	Worker camp 2															
<b>IV</b>	<b>Borrow Pits</b>															
1	Thin village Km 2															
2	Mr. Somsuk				X					x						
3	Mr. Aiyw				x					x						
4	Mr. Singkeo															
<b>V</b>	<b>Disposal Area</b>															
1	Mr. Ny				x					x					x	
2	State land				x					x					x	
3	Mr. Phoudkeomany	Not in use														
4	Mr. chaoang				x					x					x	
5	Mr. Khamsaiy				x					x					x	
6	Mr. Bounpoun				x					x					x	
7	Mr. Aty				x					x					x	
8	Mr. Bounthan				x					x					x	
9	Mr. Syvai				x					x					x	
10	Mr. Somekhit				x					x					x	
11	Mr. Chanpheng				x					x					x	
12	Mr. khamdeng				x					x					x	
13	Mr. ArZhing				x					x					x	

No.	Site Name	Monitored Topics														
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
14	Mr.Zhang Fasern				x					x				x		
15	Ms. Toulakan				x					x				x		
16	Ms.Khonsavanh				x					x				x		
17	Mr. JangPaosing	Not in use														

## Box 2.1 Summary of the safeguard issues identified in the CSC/ISAN monitoring report

- Fully Compliance (FC):** Full compliance was assigned based on the following findings:
  - Completed preparation and submission of C-ESMP and obtaining agreement with the land owner for all private lands;
  - Handover agreement with landowners for 16 disposal areas/sites. All 16 sites were implemented in accordance with the Minutes of Agreement with the landowners. **See Attachment 2C.**
- Conducted safety risk mapping and assessment:** CSC, PIU and Contractor carried out risk assessment area. **See Attachment 1B.**
  - **High risk sites:** Barricades with flagmen/guardsmen in four (4) critical spots (where vehicles and local people used to frequently pass or get in to the river e.g for fishing and swimming). One guardsman is present for 24/7 for 1 spot and the other 3 spots for a period, 8am-10pm.
  - **Low to moderate risk sites:** warning signs with vinyl tape installed along the worksite and the river with site patrolling at least 2-3 times/per day until 5pm by the contractor and by assistance from village authorities or village police after 5pm.
  - All workers working on site during the day time also act as site patrolling/guardsmen not allowing local people to enter for swimming or fishing to the construction site.
- Improved and maintained site barricade and warning signs:** installed and improved more site barricades as per the level of risk assessed (such as multiple red-and-white vinyl tapes tied to a wooden post for lower-risk areas, and wooden fence/concrete barriers for high-risk areas), warning signs, access prohibition to construction sites/areas, flagman and etc. along the riverside construction areas. **See Attachment 1B.**
- Training.** The contractor conducted training of SMWG on safeguards compliance monitoring of the contractor's safeguards performance focusing on OHS and CHS.
- No child labor recruited by contractor and staffs and workers are managed and treated based on the Laos labor law;
- GRM:** GRM system are in place including GRM for resettlement and compensation issues; GRM for workers and GRM for SEA/SH and VAC. The GRM Boxes are installed. There are no complaints reported during this reporting period (**See Attachment 1A**).
- Management of borrow pit and disposal areas:** All borrow sites and disposal areas are mapped. (See **Attachment 2A and Attachment 2B**). Proper management of disposal area. Handover agreement with landowners for 16 disposal areas/sites and remaining 5 disposal area. All 16 sites were implemented in accordance with the Minutes of Agreement with the landowners.
- Proper construction waste management at all construction sites.
- Labour management:** All staffs and workers are recorded and managed as per WB ESS policies and Laos Labour Law (**See Attachment 3B**). No child labour recruited by contractor and staffs and worker are managed and treated as per Laos labour law as follows:
  - The camp facilities consist of gravel yard, drainage system, bedrooms, offices, kitchen and eating rooms, drinking water and water supply, toilet, and fire extinguisher.
  - Installation of signs indicating male and female toilet, First Aid Kit (Painkillers, cold, coughs, antibiotics and more); information board; translation of company COC on SEA/SH and VAC; sufficient waste bins; and treatment ponds for wastewater from bathing and kitchen.
  - Conducted OHS and CHS training for contractor's workers to ensure not only safety of the workers but also safety of the communities. However, sometimes, some workers do not wear PPE while working. Strict rule (deduct salary/wage) on this matter will be applied.
  - Female and male workers and staffs are equally paid for the same work.
- CHS:** Replaced the existing visible vinyl tapes with proper barrier in the three critical spots with steep slope along both sides of the riverbank and elsewhere as deemed necessary. On-going daily inspection and maintenance (where needed) of installed site barricade and warning signs; and on-

going guarding/patrolling at all risk spots (See Table 3-4 for more information) and Attachment 1B and 1C.

- **Construction site management.** All construction sites are tidy; no spillage of hazardous materials or waste; no spillage of toxic/hazardous chemicals or water and soil pollution; construction activities are carried out in day time (08:00 to 18:00 on weekdays and 08:00 to 13:00 on Saturday).
  - Weekly monitoring of access roads used for transportation of construction materials. Watering the roads used for transportation of construction materials at least thrice per day and more as needed. Wash or clean-up the road once a week.
  - Transportation trucks are covered and complied with the speed limit. All drivers are provided with rules and printed in all trucks, excavators, and project cars.
  - No air and dust issues. However, there is an issue with flying debris or construction materials from transportation trucks generating airborne dust in B. Longkordua, B. Nasao, B. Homsouk. Corrective actions were provided. Please note that it can be misunderstanding between the DRM project and the road improvement trucks on the issues on dust and flying debris.
  - Continue weekly awareness raising activities: Requested community and the public for ownership and good collaboration such as educating and taking care of their kids on safe driving, do not damage the projects sign board, warning signs and safety facilities, and do not enter to the construction sites (rivers) and etc. Also, requested them to announce in the local speaker system and local radio at least 1-2 times per week to request community and the public for ownership and good collaboration such as educating and taking care of their kids on safe driving, do not damage the projects sign board, warning signs and safety facilities, and do not enter to the construction sites (rivers) etc.
- **Construction site management and CHS:** continue improvement and ensure maintenance of site barricades, warning signs, visible vinyl tapes along the river and worksites and add more at new construction sites.
  - Improper operation (too steep) of borrow area at NR13N in B. Homsouk and now PIU and CSC stopped the operation of this borrow area. The Contractor was required to stabilize the borrow area as per agreement with the landowner and ensure the slope protection. Currently under rehabilitation.
  - Some locals and kids accessed to the construction site for fishing and swimming. The kids in the photos accessed via the Lot 1 area. However, they are told not to go and not allowed to enter in the construction area again.
  - No air and dust issues. However, there is an issue with flying debris or construction materials from transportation trucks generating airborne dust in B. Longkordua, B. Nasao, B. Homsouk. Corrective actions were provided. Wash or clean-up the road was provided in December 2023.
  - Requested community and the public for ownership and good collaboration such as educating and taking care of their kids on safe driving, do not damage the projects sign board, warning signs and safety facilities, and do not enter to the construction sites (rivers) and etc. Also, requested them to announce in the local speaker system and local radio at least 1-2 times per week to request community and the public for ownership and good collaboration such as educating and taking care of their kids on safe driving, do not damage the projects sign board, warning signs and safety facilities, and do not enter to the construction sites (rivers) etc.

## 2.6. Capacity Building and Community Consultation and Outreach

**Capacity building/training:** During the reporting period (October 2023 to March 31, 2024), the NSC, PPTI, PMU, and CSC/ISAN conducted two (02) E&S safeguard trainings to the SMWG and contractor with a total of 58 participants (nine (9) are female) (Tables 2.5 below). In addition, the contractor ESS team provided daily OSH induction to workers every morning before working.

**Table 2.5 List of Trainings**

No.	Date	Topic	Trainer	Trainee	# of Participants	
					Total	F
1	10 December 2023	Compliance monitoring of C-ESMP focusing on community health and safety	PTI and CSC	SMWG	18	5
2	30 March 2024	Safety Education and using PPE, occupational health and safety, First aid, HIV/ AIDS, COVID-19 prevention, sanitation and hygiene, and COC on SEA/SH and VAC	Contractor ESS team	Contractor staffs and worker	40	4
<b>Total</b>					<b>58</b>	<b>9</b>

**Community consultation and outreach.** During October 2023 to March 2024, the PIU, PTI, PMU, and the NSC also conducted four (4) awareness raising activities in the seven (07) villages such as (B. Nawannoy, B. Pasack, B. Longkordeua, B. Nasao, B. Namee, B. Nalaow and B. Thin) with a total of **196** participants (78 are female) (See Tables 2.6 for more details). Topics of the discussion are as follows:

- Awareness raising focusing on community health and safety;
- GRM Poster: GRM process/steps, contact persons and contact number;
- GRM Feedback Box;
- Inform village authorities on the list of all CSC staffs and engineer working for the project
- Disseminate information in the project location/map with work location points, access roads, work activities, work schedule, and working time in the village;
- Disseminate information to the community regarding construction activities, schedule, working time, transportation trucks, time, and frequency including community health and safety risks such as road traffic disturbance, road safety, dust and noise disturbance, and accident including hazard and danger of entering to the construction site;
- Disseminate information to the community and public regarding mitigation measures such as installation of project sign board, warning signs and safety facilities, speed control signs, watering the roads if needed and training for drivers and workers;
- Request the community and the public for ownership and good collaboration such as educating and taking care of their kids on safe driving, do not damage the projects sign board, warning signs, safety facilities, and not entering the construction sites (rivers) etc.

**Table 2.6 List of Consultation with the Local Communities**

No.	Date	Village Name	Conducted by	# of Participants		Remarks
				Total #	F	
1	22/11/2023	Ban Navannoy	CSC, Contractor and PIU	42	20	Participants are representatives from all ethnic groups (Lao Tai, Khmu and Hmong), village authorities, women, youths and etc..
2	23/11/2023	Ban Pasack	CSC, Contractor and PIU	50	26	Participants are representatives from all ethnic groups (Lao Tai, Khmu

No.	Date	Village Name	Conducted by	# of Participants		Remarks
				Total #	F	
						and Hmong), village authorities, women, youths and etc..
3	24/11/2023	Ban Longkordue	CSC, Contractor and PIU	37	10	Participants are representatives from all ethnic groups (Lao Tai, Khmu and Hmong), village authorities, women, youths etc.
4	22-28/2/2024	B. Nasao, Name, Nalao &Thin	CSC, Contractor and PIU	67	22	
<b>Total</b>				<b>196</b>	<b>78</b>	

## 2.7 Grievance Redress Mechanism (GRM)

The contractor together with the PIU and CSC/ISAN installed poster and billboards with GRM information and contact detail of responsible persons in the construction site.

During the reporting period (October 2023 to March 2024), there were two (02) recorded cases by the Project Implementation Unit (PIU) but no serious complaints/grievance. There is one complaint on dust along the road due to transportation of soil from the borrow pit to the construction site and one complaint on the water blocking problem when raining in Nawannoy Village. All grievances have been resolved with the PAHs. For more details, please see Table 2.7 below.

**Table 2.7 List of complaints from Affected Households**

Type of Grievance	Details (Date, person, address, contact details, etc.)	Required Action, Responsibility, and Timing	Resolution
1. Propose to the project to solve the problem of dust in the road when transporting soil since people and students go to work and school respectively.	Received a phone call from the village head of Homsouk, Vanghai and Pasak villages dated 25/01/2024	- Contractor agreed to use a cover to the truck during transporting of soil to the construction site. - The contractor watered the road thrice a week	Completed
2. Propose to the project to solve the water logging problem during the rains in Nawannoy village	Received a phone call from the village head of Nawannoy village dated 20/3/2023	The contractor dug out drainage ditches in the area where the water is trapped	Completed

## 2.8 Accident/Incident Reporting

During October 2023 to March 2024, there are no accidents occurred during the reporting period. However, as a follow-up to the accident occurred on 17 June 2023, the PMU/PTI/NSC requested the CSC/ISAN to continue close monitoring of the corrective measures, especially those under the contractor responsibility (see Table 2.8 below) and will update the implementation progress in the next ESMR.

It is also noted that on 23 June 2024, there was another accident due to a contractor's dump truck hit an overhead electricity cable located at Section R4, Km 4+150 near Nam Kor Bridge #1 in Nawannoy Village. There is no injury/fatality while details will be provided in the next ESMR.

**Table 2.8 Corrective Actions to be implemented and monitored (for the accident on 17 June 2023)**

Action	Responsible Party	Updated (as of end March 2024)
<p><b>(1) Improvement and ensure maintenance of site barricade and warning signs:</b></p> <ul style="list-style-type: none"> <li>• <i>High risk sites:</i> Barricades with flagmen/guardsmen in 4 critical spots (where vehicles and local people used to frequently pass or get in to the river e.g for fishing and swimming). One guardsman is present for 24/7 for 1 spot and the other 3 spots for a period, 8AM-10 PM.</li> <li>• <i>Low-moderate risk sites:</i> warning signs with vinyl tape installed along the worksite and the river with site patrolling at least 2-3 times/per day until 5PM by the contractor and with assistance from village authorities or village police after 5PM.</li> <li>• The local communities will be encouraged to work closely with the contractor to ensure proper maintenance.</li> </ul>	<p>Contractor, construction supervision consultant (CSC), Project Implementation Unit (PIU) at the Provincial Department of Public Works and Transport (DPWT), Project Management Unit (PMU), village authorities</p>	<p>The activities started end June and completed last July 2023 and continue throughout the construction phase</p>
<p><b>(2) Issuance of warning/prohibition notification letter:</b> Office of Xay District issued warning notification letter to the public to prohibit unauthorized persons to enter or access to the construction site/area.</p>	<p>Office of Xay District</p>	<p>Completed the notification on 17 July 2023. Monitoring of its implementation is on-going by contractor and CSC/ISAN (also see Section 2.3 above).</p>
<p><b>(3) Risk mapping and assessment:</b> CSC, PIU, and Contractor carried out</p>	<p>PMU, PIU, CSC and Contractor</p>	<p>Completed and submitted to WB on 27 July 2023 (see Figure 2-4</p>

Action	Responsible Party	Updated (as of end March 2024)
<p>assessment to identify locations with high CHS risk (“hot spots”) along the length of the construction area and will come up with proposed improvement measures including: site barricade with site patrolling, guardsmen during day time, warning signs, access prohibition to waterway, flag man etc. The Safeguards Monitoring Work Group (SMWG) will be responsible in monitoring the CHS related activities and include the results in their quarterly safeguard monitoring report</p>		<p>below). Information on the map will be updated taking into account the monitoring actions conducted by PIU/SMWG, PMU/PTI/NSC. Results will be included in the next ESMR</p>
<p><b>(4) Installation and maintenance of site barricade and warning signs and guarding/patrolling:</b></p> <ul style="list-style-type: none"> <li>• High risk sites: Barricades with flagmen/ guardsmen in 4 critical spots (where vehicles and local people used to frequently pass or get in to the river e.g for fishing and swimming). One guardsman is present for 24/7 for 1 spot and the other 3 spots for a period, 8AM-10PM.</li> <li>• Low to moderate risk sites: warning signs with vinyl tape installed along the worksite and the river with site patrolling at least 2-3 times/per day until 5PM by the contractor and with assistance from village authorities or village police after 5PM.</li> </ul>	<p>Installation and maintenance by the contractor Monitoring by construction supervision consultant (CSC)</p>	<ul style="list-style-type: none"> <li>• Completed maintenance and installation of additional site barricade and warning sites last September 2023</li> <li>• On-going guardsman for 24/7 for 1 spot and the other 3 spots for a period, 8AM-10PM and partnership with village authorities and village police after 10PM throughout the construction phase</li> <li>• On-going site patrolling all risk spots partnership with village authorities and village police after 10pm throughout the construction phase.</li> <li>• On-going site patrolling will be carried out E&amp;S/HS specialist of the contractor and E&amp;S/HS specialist of CSC from 8AM to 10PM. Site patrolling will be carried out at least every 2 hrs with record keeping maintained on site for reference with emphasized on public access to the construction site;</li> <li>• Added and maintained visible vinyl tapes along the river and worksites section L1, L2 and section R1, R2, R3 and R4 in October 2023 and will continue to maintain</li> </ul>

Action	Responsible Party	Updated (as of end March 2024)
		<p>throughout the construction phase.</p> <ul style="list-style-type: none"> <li>On-going monitoring and maintenance of site barricade and warning sites (where needed) throughout the construction phase such as Warning Sign board, Barrier at Construction Area, Junction and Bridge Nam Kor-1 to Nam Kor-4.</li> </ul>
<p><b>(5) Enhance role of SMWG:</b> It is important to strengthen the role of the existing Safeguards Monitoring Working Group (SMWG) in engaging with local authorities and local communities and ensuring community health and safety. The PMU/PTI should ensure that the SMWG can play an effective role in monitoring and reporting of project safeguard performance (by contractor, CSC, and PIU) through their quarterly report (to PTI/PMU) and it should be included in the PTI/PMU 6-monthly Environmental and Social Monitoring Report (ESMR). This effort remains weak and PMU/PTI should pay more attention on the role of SMWG while CSC should focus on contractor performance. Close supervision of the Contractor's Environmental and Social Management Plan (C-ESMP), particularly on the corrective actions implemented, should be conducted by the CSC, Safeguard Consultant of PMU/PTI (at least once a month or as necessary) in collaboration with SMWG.</p>	<p>PMU/PTI</p>	<p>Completed - a training for SMWG was conducted on 10 December 2023. PTI and PIU will ensure that the SMWG can play an active role during monitoring and implementation of safeguard activities to ensure compliance with the subproject ESMP.</p>
<p><b>(6) SMWG monitoring:</b> The Safeguards Monitoring Work Group (SMWG) will be responsible in monitoring the CHS related activities and include the results in their quarterly safeguard monitoring report. Through the SMWG, the local communities will be encouraged to work closely with the contractor to ensure proper maintenance.</p> <p>Revisit all 10 village offices and ensure that GRM poster is publicly visible and VMCs maintain the GRM logbook</p>	<p>SMWG PTI, PIU/SMWG with support from PMU/PTI's Safeguard Consultant</p>	<p><b>Completed for 2023 activities while 2024 activities are on-going:</b></p> <ul style="list-style-type: none"> <li>Weekly checking of GRM Box carried out by CSC and PIU.</li> <li>SMWG (see note below) conducts quarterly compliance monitoring and submit quarterly report to PTI/PMU to be included in the PTI/PMU 6-monthly Environmental and Social Monitoring Report (ESMR).</li> </ul>

Action	Responsible Party	Updated (as of end March 2024)
<p><b>(7) More awareness raising activities:</b></p> <p>(i) conduct additional awareness raising with all 10 village heads and request them to announce on the local speaker system and local radio at least 1-2 times per week to request community and the public for ownership and good collaboration such as educating and taking care of their kids on safe driving, do not damage the projects sign board, warning signs and safety facilities, and do not enter to the construction sites (rivers) etc.</p> <p>(ii) conduct additional awareness raising with nearest schools and market;</p> <p>(iii) provide refresher training to the Project SWMG on measures with emphasize on Community and Occupational Health and Safety (CHS) measures; and</p> <p>(iv) work and partnership with local authorities to conduct weekly announcement to the public via local/village speakers regarding safety risks, access prohibition, no fishing, and swimming in the construction area</p>	<p>PMU, PIU, CSC and Contractor</p>	<p><b>The training and activities identified were completed</b> (see sections 2.6 and 2.7 above), details are highlighted as follow:</p> <ul style="list-style-type: none"> <li>• Provided refresher training to the SWMG on ESMP measures with emphasize on CHS measures on 10 December 2023.</li> <li>• Requested community and the public (including pre-schools and primarily schools) for ownership and good collaboration such as educating and taking care of their kids on safe driving, do not damage the projects sign board, warning signs and safety facilities and do not enter to the construction sites (rivers) etc. Also, requested them to announce in the local speaker system and local radio at least 1-2 times per week to request community and the public for ownership and good collaboration such as educating and taking care of their kids on safe driving, do not damage the projects sign board, warning signs and safety facilities and do not enter to the construction sites (rivers) etc.</li> <li>• On-going awareness raising for public including nearest schools and market via local/village speakers' announcement especially safety risks, access prohibition, no fishing, and swimming in the construction area.</li> </ul>
<p><b>(8) Improvement of Contractor's ESMP (C-ESMP) and close monitoring of C-ESMP and Environmental and Social Safeguards Monthly Report:</b></p>	<p>Contractor and CSC</p>	<p>The arrangement was completed while the compliance monitoring is continued and results are included in the ESMR.</p>

Action	Responsible Party	Updated (as of end March 2024)
<p>Focus on the implementation of OHS and CHS measures. The proposed measures include (i) risk assessment and mapping; (ii) install more site safety barricades and warning signs; (iii) increase of guards men and flagmen as stated in (1) above and Annex 1 (b); (iv) more awareness raising in nearby schools and markets; (v) work and partnership with local authorities to conduct weekly announcement to the public via local/village speakers regarding safety risks, access prohibition, no fishing, and swimming in the construction area; (vi) partnership with community on site patrolling if necessary during night time in collaboration with the local communities, (vii) continue to conduct daily OHS and CHS orientation to the contractor's workers before they start their job such as safe driving and safety at work as well as on-site monitoring of local people access to the construction site, and (viii) close supervision of the C-ESMP particularly the strengthened safety measures by the CSC, Safeguard Consultant of PMU/PTI (at least once a month) in collaboration with SMWG and the local communities.</p>		
<p>Note: The SMWG (chaired by PIU comprising key local agencies and mass organization) is responsible for periodic monitoring of safeguard performance of the contractor including ensuring compliance with the ECC and local regulations. The role of SMWG are: (i) submit a monitoring report (quarterly) to PTI so the results can be integrated in the ESMR every six months, (ii) participate in training on the implementation of the environmental and social management plan, (iii) ensure that the people in the target villages of the project are informed about the various procedures of the GRM and disseminate information about the Project, (iv) coordinate with village authorities and activity groups to discuss (if necessary) and analyze problems related to the complaints of the affected people, collect information and review the facts through meetings to resolve complaints at the village level as necessary, and (v) report progress in monitoring the implementation of the project's environmental and social management plan in each phase to the project committee at the district and provincial levels.</p>		

**Figure 2-4 Site Safety Map for ODX subproject**

## 2.9 Compliance Monitoring with ECC Requirements

For ODX sub-project, an Environmental and Social Impact Assessment (ESIA) was submitted to MONRE. It was approved and an ECC was issued by MONRE on 27 October 2021. The PIU and the SMWG is responsible for monitoring and ensuring compliance with the ECC. The MONRE staff also joined PTI in the 6-month monitoring effort.

## 2.10 C-ESMP Addendum and Adjustment of Scope and Schedule of Safeguard Reporting

During the reporting period, the WB conducted a few follow-up visits to the construction sites to ensure that the follow-up actions on site security and site safety were effectively implemented. In addition, in light of the proposed new borrow pit which is located at the corner of the road (NR13N) and the safeguard actions to improve safety measures for the project sites during Lot2 construction to prevent additional accidents, the WB also requested the CSC/ISAN and PIU to work with contractor to improve effectiveness of the C-ESMP focusing on ensuring safety of local communities and the updated C-ESMP should be submitted to WB for review and comment. In addition, the WB team informed that review of the CSC/ISAN monthly progress reports and the monthly safeguard monitoring reports also suggested that there are rooms for improvement of the CSC/ISAN reporting arrangement to improve effectiveness of the reporting system for safeguard. The PMU and the CSC/ISAN agreed that the CSC monthly progress report will include a safeguard section summarizing key safeguard activities and/or issues conducted during the reporting period (monthly) while details on safeguard activities and results can be provided in the quarterly safeguard monitoring report. The PMU/PTI assisted by the NSC will incorporate the key findings/issues identified in the reports as well as conduct safeguard monitoring visits every 3 and/or 6 months and include the results (performance of contractor and CSC/ISAN) in the safeguard monitoring report (ESMR) to be submitted to WB every 6 months.

## **2.11 Proposed Additional Works for ODX Subproject**

Last February 2024, the PMU proposed to use the sub-project saving for implementation for small additional works (AW) and also submitted the draft ESMP for the AW for WB review and clearance.

**CHAPTER 3. LUANG PRABANG (LPB) SUBPROJECT****3.1 Introduction**

In Luang Prabang (LPB), it is envisaged that the works will cover riverbank/embankment protection along the selected lengths (indicated in Figure 3-1 in red and black) approximately up to 2 km of the lower Nam Khan River near the river month (where it meets the Mekong River) including the installation of 2 small “Water Gates” and pumps on urban tributaries/creeks joining the Mekong River (1 Gate) and Nam Khan (1 Gate) (refer to Figure 3-1 for the locations). The river bank sections indicated in red have the highest priority. The proposed embankment and river bank protection works will be extended about 7 to 10 meters (m) from the existing riverbank toward the Nam Khan River and 2m higher than the road elevation (see Figure 3-1). Table 3-1 below provides a summary of the sub-project structural components.

**Table 3.2 Structural components**

No.	Project Activities	Section	Location	Details
1	Earthworks	Left side & Right side		<ul style="list-style-type: none"> <li>- Cleaning and Grubbing/Tree Removal</li> <li>- Demolition Work</li> <li>- Excavation</li> <li>- Embankment</li> <li>- Structural Excavation</li> <li>- Structural Backfill</li> </ul>
2	Riverbank Protections	Left side of Mekong and Namkhan River	Ban Xiengthong Ban Pakkhan Ban Khili Ban Vartseng	Total length 1.148 Km (Namkhan and Mekong River) Geotextile, Toe Protection Work and Slope Protection Work
		Right side of Namkhan River	Ban Phanluang Ban Phonesaart	Total length 1.05 Km (Namkhan River) Geotextile, Toe Protection Work and Slope Protection Work
3	Slope Stair	Left side	Ban Xiengthong Ban Pakkhan Ban Khili Ban Vartseng	15 Nos
		Right side	Ban Phanluang Ban Phonesaart	5 Nos
4	Box Culvert	Left side	Houay mixay	Extension of 1 No. Box culvert
		Right side	Houay Kang & Tributary	Construction of 2 Nos. new box culverts

	Pipe culvert	Left side	Km 0+40,150, 345,515 km 1+145 &1+300	Construction of 1,000 mm dia. 6 Nos pipe culverts
5	Riverfront Park	Left side	Ban Xiengthong	Area – 3,000 sqm, Facilities- Land scape Sodding, walk path, street light, park stairs, street furniture, trees and shrubs planting etc,
6	River works Appurtenance work	-	-	Levee Berm Pavement, Sodding for Slope and Concrete Post



Figure 3-1 showing locations of embankment and 2 water gates

### 3.2 Civil Work Progress

The construction schedule of LPB sub-project started Last May 2023 and will be completed by May 2025 with a duration of 24 months. As of March 31, 2024, the overall construction progress was 29.08% and activities include UXO survey and clearance, survey and design, construction materials testing, installation of office and worker camps, and obtaining agreements with the landowners for borrow areas and spoil disposal, riverbank protection, and earthwork. February to March 2024, the work focused on strengthening safety and

security of the construction sites as means to mitigate the fatal accident occurred in Nam Khan River.

### 3.3 Implementation of Abbreviated Resettlement Action Plan (ARAP)

During the reporting period (October 2023 to March 2024), implementation of ARAP (by the PRC/PIU and PTI/NSC) is as follows:

- The compensation payment to the affected households by the LPB sub-project was 100% completed. The PRC and the PIU of DPWT-LPB paid the compensation for affected structures and trees, dismantlement, transportation, and rice allowance to the 59 Affected Households (AHs). The inflation rate estimated through the market survey was added to the amount of compensation for permanent structures and secondary structures in LPB. The rate increased to 10.87% with a total of 741.346.152 LAK. To date, the compensation is 100% completed.
- The PTI and the NSC monitored the progress in resettlement and livelihood of 59 AHs who transferred to build houses in other villages. The establishment of GRM box to each target village has been completed and the NSC will work closely with the PIU, LPB, PRC, and the contractor on GRM monitoring.

### 3.4 ESMP Implementation Progress during Construction (C-ESMP)

The contractor prepared and submitted the draft C-ESMP of LPB sub-project to PMU for review and approval and the revised C-ESMP was approved on 04 May 2023. The contractor is responsible for UXO clearance before the construction begin while the CSC/CEGIS is responsible for day-to-day supervision and monitoring and submit a monthly progress report to PMU/PTI<sup>8</sup>. In practice, the PTI, PMU, and the NSC periodically monitor the implementation of the C-ESMP by the contractor during construction. The contractor completed installation of office and worker's camps and obtain agreements with the land owners for borrow areas and spoil disposal including signing of the contract on the renting of the workers. It is noted that the CSC/CEGIS has completed mobilization of the ES safeguard staff in early 2024 (Mr. Chiathao). He will work full-time at the sub-project site responsible for the day-to-day supervision on the performance of the contractor and improve the quality of safeguard activities, and submit a monthly progress report to PMU/PTI, and safeguard training activities were conducted in LPB and BKX.

In terms of the overall safeguard performance, the CSC/CEGIS continue to submit the monthly progress monitoring report and a quarterly safeguard monitoring report while PMU, PTI, and the NSC continue to conduct monitoring and training/capacity building. Review of the CSC/CEGIS reports and observation on the ground (by PMU, PTI, and the NSC) suggested that the C-ESMP implementation performance of DRM-LPB sub-project during the reporting period was considered partially satisfactory and there are some pending issues that required actions and improvement. On February 13-14, 2024, the PMU and PTI made a number of site visits, especially during the WB mission, to address the issues and actions related to the non-fatal incident occurred on January 29, 2024. Review and discussion with the WB suggested that site control safety, community outreach, occupational health and safety (OHS), and traffic management measures are insufficient and need significant improvement and Road safety Measures in light of the vehicle accidents. It is noted that the construction site management, and not all transportation material vehicles are covered by plastic sheet, no first

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<sup>8</sup> In October 2023, it has been agreed that the CSC will submit a quarterly safeguard monitoring report to PMU/PTI.

aid kits (pain killers, cold, coughs, antibiotics and more), and no bulletin board in the camp to write the daily to-do list.

**UXO risks.** The contractor completed the UXO clearance through a sub-contractor (LCY Co. Ltd.) and the UXO clearance certificate was issued.

### 3.5 C-ESMP Compliance Monitoring

During the reporting period, the CSC/CEGIS conducted monthly joint site compliance monitoring in implementing the C-ESMP with PIU and Contractor for preparation and safeguard monitoring work progress of project site. Following the C-ESMP compliance monitoring criteria applied for ODX sub-project, Table 3.4 presents the list of monitoring topics while Table 3.5 presents the monitoring results as of March 2024. Results of the compliance assessment with the C-ESMP is described as “fully compliance” (FC), “partially compliance” (PC) and “issues need corrective actions” (NCA). This assessment was made before the non-fatal incident on January 29, 2024 however, it was updated with red mark for item 15 (Accident) occurred.

While most of the safeguard measures are considered full compliance, there are issues related to CHS, construction management, and traffic and access road management that are partially compliance, but no non-compliance was observed during the monitoring period. Box 3.1 below summarizes results of the compliance assessment identified in the CSC/ISAN safeguard monitoring report. Specific issues and mitigation actions were also discussed with the contractor, PIU, and the CSC/ISAN during field visits conducted by the PMU, PTI, NSC, MONRE team and the WB team.

**Table 3.3 List of Monitoring Topics**

No.	Topics/issues	Acronyms
1	Documentation and Reporting	D&R
2	E&S Safeguards Team	ESST
3	Local Authorities and Communities Relations, Consultation and Information Disclosure	LA/LC-CID
4	Worker Camp and Waste Water Management	WC/WWM
5	Labor Management and Occupational, Health and Safety including training for workers	LM-OHS
6	Community Health and Safety: site safety, road safety, noise, dust and SEA/SH	CHS
7	Construction Site Management	CSM
8	Traffic and Access Road Management	TAM
9	Borrow Area and Quarry Management	BQM
10	Disposal Area Management	DAM
11	Erosion Control and Sedimentation	ECS
12	Waste Management and Recycling	WMR
13	Environmental Quality Management	EQM
14	GRM	GRM
15	Accident	A

**Table 3.4 Overview of C-ESMP Compliance from October 2023 to March 2024** (Note: **Green: fully compliance; orange: partially compliance; red: non-compliance; x: not applicable during the reporting month.**)

No	Site Name	Monitored Topics														
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15

I	Construction Site																			
1	Earthwork completed and Pavement																			
	Left bank				X					X							X			
	Right bank	Construction has not started yet																		
2	Riverbank protection work																			
	Left bank				X					X							X			
	Right bank				X					X							X			
3	Drainage																			
	Left bank	Construction has not started yet																		
	Right bank	Construction has not started yet																		
4	Riverbank Appurtenances works																			
	Left bank	Construction has not started yet																		
	Right bank	Construction has not started yet																		
II	Access Road to Construction site																			
1	Maengnga Village and PhanLuang Village				X					X	X	X	X	X						
III	Worker Camp																			
1	Camp site									X										
IV	Borrow Pit																			
1		Not in-use yet																		
V	Disposal Area																			
1	Ban Lack paid	Not in-use yet																		

**Box 3.1 Summary of the safeguard issues identified in the CSC/CEGIS monitoring report**

- Fully Compliance (FC):** Full compliance was assigned based on the following findings:
  - Completed preparation and submission of C-ESMP and obtain agreement with the land owner of the borrow pit. [See Attachment 1A-1B](#)
  - Completed mobilization of ESS team.
  - The contractor has not yet sent the list of workers, the number of trucks and the list of drivers to the consultant. [See Attachment 1C](#)
- Conducted safety risk mapping and assessment:** CSC, PIU and Contractor carried out risk assessment area. [See Attachment 1D](#)
  - **High risk sites:** Barricades with flagmen/guardsmen 25 local access points, 1 site truck entrance, Material transportation route critical spots (where vehicles and local people used to frequently pass or get in to the river e.g for fishing and swimming). One guardsman is present at 25 local access points 6AM-10PM by boat patrolling, and one flagman spotting trucks access construction site 8AM-17PM [See Attachment 1D](#).
  - **Low to moderate risk sites:** warning signs with vinyl tape installed along the worksite and the river with site patrolling at least 6 times/per day until 5PM by the contractor and with assistance from village authorities or village police after 5pm. [See Attachment 1E](#)
  - All workers working on site during the day time also act as site patrolling/guardsmen not allowing local people to enter for swimming or fishing to the construction site.
- Improved and maintained site barricade and warning signs:** installed and improved more site barricades as per the level of risk assessed (such as multiple red-and-white vinyl tapes tied to a wooden post for lower-risk areas, and wooden fence/concrete barriers for high-risk areas), warning

signs, access prohibition to construction sites/areas, flagman and etc. along the riverside construction areas. [See Attachment 1F.](#)

- **Training.** The contractor conducted training of SMWG on safeguards compliance monitoring of contractor's safeguards performance focusing on OHS and CHS.
- No child labor recruited by contractor and staffs and workers are managed and treated based on the Laos labor law;
- **GRM:** GRM system are in place including GRM for resettlement and compensation issues; GRM for workers and GRM for SEA/SH and VAC. The GRM Boxes are installed. There are no complaints reported during this reporting period ([See Attachment 1G](#)).
- **Management of borrow and disposal areas:** All borrow sites and disposal areas are mapped. (See Attachment 1F and See Attachment 1B). Proper management of disposal area. Handover agreement with landowners for disposal areas/sites (See Attachment 1B: Disposal agreement letter). All borrow pits, sand quarry and stone quarry including disposal sites were implemented in accordance with the Minutes of Agreement with the landowners. See Attachment 1B.
- Proper construction waste management at all construction sites.
- **Labour management:** All staffs and workers are recorded and managed as per WB ESS policies and Laos Labour Law (See Attachment 1C). No child labour recruited by the contractor and staffs and worker are managed and treated as per Laos labour law as follows:
  - The camp facilities consist of gravel yard, drainage system, bedrooms, offices, kitchen and eating rooms, drinking water and water supply, toilet, and fire extinguisher.
  - Installation of signs indicating male and female toilet, First Aid Kit (Painkillers, cold, coughs, antibiotics and more); information board; translation of company COC on SEA/SH and VAC; sufficient waste bins; and treatment ponds for wastewater from bathing and kitchen.
  - Conducted OHS and CHS training for contractor's workers to ensure not only safety of the workers but also safety of the communities. However, sometimes, some workers do not wear PPE while working. Strict rule (deduct salary/wage) on this matter will be applied.
  - Female and male workers and staffs are equally paid for the same work.
- **CHS:** Replaced the existing visible vinyl tapes with proper barrier in the three critical spots with steep slope along both sides of the riverbank and elsewhere as deemed necessary. On-going daily inspection and maintenance (where needed) of installed site barricade and warning signs; and on-going guarding/patrolling at all risk spots (See Table 01 for more information) and Attachment 1D.
- **Construction site management.** All construction sites are tidy; no spillage of hazardous materials or waste; no spillage of toxic/hazardous chemicals or water and soil pollution; construction activities are carried out in day time (08:00 to 18:00 on weekdays and 08:00 to 13:00 on Saturday).
  - Weekly monitoring of access roads used for transportation of construction materials. Watering the roads used for transportation of construction materials at least thrice per day and more as needed. Wash or clean-up the road once a week.
  - Transportation trucks are covered and complied with the speed limit. All drivers are provided with rules and printed in all trucks, excavators, and project cars.
  - No air and dust issues. However, there is an issue with flying debris or construction materials from transportation trucks generating airborne dust (Table 02. Corrective actions were provided). Please note that it can be misunderstanding between the DRM project and the road improvement trucks on the issues on dust and flying debris.
  - Continue weekly awareness raising activities: Requested community and the public for ownership and good collaboration such as educating and taking care of their kids on safe driving, do not damage the projects sign board, warning signs and safety facilities and do not enter to the construction sites (rivers) and etc. Also, requested them to announce in the local speaker system and local radio at least 1-2 times per week to request community and the public for ownership and good collaboration such as educating and taking care of their kids on safe driving, do not damage the projects sign board, warning signs and safety facilities, and do not enter to the construction sites (rivers) etc.
- **Construction site management and CHS:** continue improvement and ensure maintenance of site barricades, warning signs, visible vinyl tapes along the river and worksites and add more at new construction sites.
- **Material for support construction site:** Based on the estimated quantity of construction materials provided about 56,528m<sup>3</sup> of borrow material, 154,924m<sup>3</sup> of river sand, 93,099m<sup>3</sup> of rip-rap and 21,452 m<sup>3</sup> of unusable excavated material will be required for the subproject. These results in an estimated total of about 65,200 round trips (RT) of 12-ton dump truck may be required (roughly 90 RTs per day) during 7AM-12PM, 1PM-6PM using the approved route as required by LPB-World Cultural Heritage's

regulations. After reviewing various options, the Contractor proposed to change the transportation route from the left bank of Nam Khan River to the right bank while the materials will be brought to the left side using two temporary movable bridges. Nonetheless, if needed, more options will be investigated further if requested by the LA/LC.

- Some locals and kids accessed to the construction site for fishing and swimming. The kids in the photos accessed via the construction area. However, they are told not to go and not allowed to enter in the construction area again (See the Table No.01).
- No air and dust issues. However, there is an issue with flying debris or construction materials from transportation trucks generating airborne dust in Ban. Phonsa-ard and Ban. Phuleck Corrective actions were provided. Wash or clean-up the road was provided in 3-4 times/day
- Requested community and the public for ownership and good collaboration such as educating and taking care of their kids on safe driving, do not damage the projects sign board, warning signs and safety facilities, and do not enter to the construction sites (rivers) and etc. Also, requested them to announce in the local speaker system and local radio at least 1-2 times per week to request the community and the public for ownership and good collaboration such as educating and taking care of their kids on safe driving, do not damage the projects sign board, warning signs and safety facilities, and do not enter to the construction sites (rivers) etc.

**Non-fatal accident on 29 January 2024.** The incident happened at 13:10 on January 29, 2024, at the construction site kilometer 0+872 on the right side of Nam Khan. The dump truck was carrying 10 tons of stone, while rising on a Floating Boat is going to be a drop down stone for Toe protection area at Km 0+872. Upon arrival in the location, pouring of stones began thereby increasing the height of the back-drum. The process follows the World Bank’s ESIRT) and reporting was carried out with support from the WB task team (also see Section 3.8 below).

### 3.6 Capacity Building and Community Consultation/Outreach (LPB)

**Capacity building/training:** During the reporting period (October 2023 to March 31, 2024), NSC, PPTI, PMU, and CSC/CGIC conducted two (02) E&S safeguard trainings for the villagers and local authorities with a total of 203 participants (86 is female). Table 3.6 below presents the information and topics of the training.

**Table 3.6 List of Trainings**

No	Date	Topic	Trainer	Trainee	# of Participants	
					Total	F
1	20-25 January 2024	Conducted training for the 20 related villages on the information of the project and the transportation route of all the materials of the project	PIU, CSC, and Contractor teams	Villagers and village authorities of 20 villages along the National Road N13	168	81
2	15 February 2024	Conducted training on health and safety for workers and drivers	PIU, CSC, and Contractor teams	Workers and Drivers	35	05
<b>Total</b>					<b>203</b>	<b>86</b>

**Community Consultation and Outreach.** During February 15-22, 2024, as part of the safeguard plan to strengthen effectiveness of the safety measures, PMU, PTI, PIU, and the NSC conducted eight (8) awareness raising activities in 20 villages located along the materials

transportation routes with a total of 539 participants (with 291 females) (See Table 3.7 for more details). The key topics discussed/provided in the meetings are as follows:

- GRM Poster: GRM process/steps, contact persons and contact number;
- GRM Feedback Box;
- Inform village authorities on the list of all CSC staffs and engineer working for the project
- Disseminate information on the project location/map with work location points, access roads, work activities, work schedule, and working time in the village;
- Disseminate information to the community regarding construction activities, schedule, working time, transportation trucks, time, frequency including community health and safety risks such as road traffic disturbance, road safety, dust and noise disturbance, and accident including hazard and danger of entering to the construction site;
- Disseminate information to the community and public regarding mitigation measures such as installation of project sign board, warning signs and safety facilities, speed control signs, watering the road if necessary, and training for drivers and workers;
- Request the community and the public for ownership and good collaboration such as educating and taking care of their kids on safe driving, do not damage the projects sign board, warning signs and safety facilities, not entering the construction sites (rivers) etc.
- Conduct public consultation to villagers in monitoring the river bank profile along the sections that may be affected by the project structure after the construction is completed.
- Temporary bridge approach has no light, no reflective tape for avoid incident or collision by local boat or fishing boat at night (Contractor shall apply reflective tape on the approach of temporary bridge for avoid incident or collision by local boat or fishing boat at night).
- Barge for sand delivery safety measures, risk assessment, and training (CSC ESS specialists and contractors must provide barge operation safety training to remind all operators, review the risk assessment, and implement control measures).
- The conjunction between the quarry and the project route lacks sufficient safety warnings like caution and speed limit signs. (Contractors and CSC should evaluate and assess the stone shipping route again for potential hazards, post warning signs, and remind drivers to respect traffic laws.)
- Environment, Social, Health and Safety (ESHS) training to all workers, operators, and drivers (ESS specialist of CSC and contractor must to held monthly safety and environment training for remind to all worker, drivers and operators).
- The conjunction between the borrow pit and the project route lacks sufficient safety warnings such as caution and speed limit signs (Contractors and CSC should evaluate and assess the soil shipping route again for potential hazards, post warning signs, and remind drivers to respect traffic laws (temporary Mobil able sign and cones for the conjunction).
- All dump trucks for delivery of soils to the project site must be adequately covered, and all truck drivers are reminded to keep their minds on the job and keep limited on the crowded area (CSC ESS specialists and contractors must provide driving measure safety training to remind all trucks drivers before start soils transportation).
- Update the map with the new route track for soil transportation (contractor and CSC must to update the map with the new route track for soil transportation).
- Re-distribute and publicize transportation soils and safety measures in crowded areas such as market, school, and temple for take care being ownership (CSC and PIU have to re-distribute and publicize transportation soils and safety measures in crowded areas such as market, school, and temple for take care for ownership).

- Route for stone transportation of Quarry No.2 must designate and move some signs as unsuitable areas (Contractor and CSC must designate and move some signs as unsuitable areas of the Route for stone transportation of Quarry No.2).

**Table 3.7 List of Consultation with the Local Communities**

No.	Date	Village Name	Conducted by	# of Participants		Remarks
				Total #	F	
1	15/2/2024	Ban Phanluang and Ban Phonsa Aat	PTI, PIU, CSC and Contractor	55	32	Participants are village authorities, women, youths and etc.
2	16/2/2024	Ban Xangkhong and B. Nongsaiy	PTI, PIU, CSC and Contractor	62	38	Same as above
3	17/2/2024	B. Komkhuang & B. Phakhom	PTI, PIU, CSC and Contractor	58	21	Same as above
4	18/2/2024	B. Kokwa, B. Donekao & B. Donemai	PTI, PIU, CSC and Contractor	75	39	Same as above
5	19/2/2024	B. Phulekchaluen, B. Phuxangkham & B. Vungnguen	PTI, PIU, CSC and Contractor	87	55	Same as above
6	20/2/2024	B. Phanom, Phonexay,	PTI, PIU, CSC and Contractor	45	27	Same as above
7	21/2/2024	Pha O, Saensouk & Parkseuang	PTI, PIU, CSC and Contractor	68	38	Same as above
8	22/2/2024	Viengsavanh, Sarnghai & Somsanouk	PTI, PIU, CSC and Contractor	89	41	Same as above
<b>Total</b>				<b>539</b>	<b>291</b>	

### 3.7 Grievance Redress Mechanism (GRM)

The contractor together with the PIU and the CSC/CGIS re-installed poster and billboards with GRM information and contact details of responsible persons in the construction site.

During the reporting period, from October 2023 to March 2024, three (03) grievances were received in LPB mainly related to the dust caused by the contractor's trucks during the reporting period recorded cases by the Project Implementation Unit (PIU) but no serious complaints/grievance. There are two (2) grievances from affected household of the Phanluang village; one (1) grievance/complaints are from the village head of Phon Saat and Meuang Nga villages. These grievances were mainly related to their request as follows: (1) to pay for the compensation for the 55 banana plants and 4 additional bamboo trees in the construction site Phanluang village; (2) to pay compensation for the structure of the restaurant affected by the construction of river bank protection on Ms. Noy the Owner of Yensabai Restaurant, Phanluang Village; and (3) resolve the issue on earth and gravel falling from trucks along the road from the borrow pit to the construction site. All three cases were settled in a timely manner. For more details, please see Table 3.8 below.

**Table 3.8 List of complaints from Affected Households**

Type of Grievance	Details (Date, person, address, contact details, etc.)	Required Action, Responsibility, and Timing	Resolution
1. Propose to the project to pay compensation for the 55 banana trees and 4 additional bamboo trees in the construction site Phanluang village	Mr. Lane Sayasit, Phan Luang Village, Luangprabang Capital, the Luangprabang Province, Date: 01 March 2024	- Project agreed to pay compensation to Ms. Lane Sayasit for the 55 banana trees and 4 bamboo trees	Already completed on 30 May 2024
2. Propose to the project to pay compensation for the structure of the restaurant affected by the construction of river bank protection.	Ms. Noy the Owner of Yensabai Restaurant, Phanluang Village, Luangprabang Capital, the Luangprabang Province, Date: 27 March 2024.	- The project implementation team together with the grievance committee at the district and village authority of Phanluang village went for the actual measurement and found that the construction of the riverbank protection is affected with her restaurant. Project agreed to pay compensation to her building.	In the process of compensation and hope to complete by the end of June 2024
3. Propose to the project to solve the problem of dust in the road when transporting soil since people and students go to work and school respectively.	Received a phone call from the village head of Phon Saat and Mueang Nga villages dated 25/12/2023	- Contractor agreed to use a sheet to cover the truck during transporting of soil to the construction site. - The contractor watered the road 2-3 times/day	Completed

### 3.8 Accident/Incident Reporting

During the reporting period (October 2023 to March 2024), there is one accident occurred on 29 January 2024. The incident involved the dump truck belongs to Sengmany Phuta

Mining and Metal Minerals Co., Ltd., which is a sub-contract for stone supplier of the Contractor (the truck is No. ໓໗ 0190 and the driver is Mr. Vanhthing, 29 years old, Vietnamese), transported the hard rock from the quarry in Vang Lae village, the Pak Ou district to the construction site in Phon Saat village and Phan Luang villages.

Based on the PIU report, the incident happened at 13:10 on January 29, 2024, at construction site kilometer 0+872 on the right side of Nam Khan River. The dump truck was carrying 10 tons of stone, while rising on a Floating Boat is going to be a drop down stone for Toe protection area at Km 0+872. Upon arrival in the location, it began pouring stones thereby increasing the height of the back-drum. However, the driver was not aware of the technical problem at the back-cover of the truck which was still in close-condition (it is not automatic open as usure), therefore the truck suddenly overturned and fall into the water due to uncontrolled heaviness. It is good to note that the driver was not injured. He was able to climb out from the truck before the truck sank in the water.

The truck was damaged since it sank in the water. The contractor reported to the CSC/CGIS and PIU team for inspection. At that time, the contractor brought two (2) backhoes to pick up the submerged truck and completed it within 30 minutes. In terms of expenditure in the incident, Sengmany Phuta Mining and Metal Minerals Co., Ltd. will be fully accountable.

To address this incident, the teams of CSC/CGIS, contractor and spearheaded by PIU-DPWT of LPB led the meeting to finalize the cause of the incident and discuss the safety management plan; including the notice to the contractor to pay more attention on the safety prevention measure and warning the driver of the truck to be careful and technical-checking of the truck before working in the site. All issues were investigated and solved the problems, and continue safety control and monitoring during construction time. The status of implementation of corrective actions in Form C is presented in Table 3.8 below. The WB conducted a short visit on 13-14 February to seek clarification on the incident and provide guidance on reporting and ways to avoid future incidents.

It is noted that there is another similar accident in the same area (falling of a dump truck) in June 2024 and a fatal accident on drowning of a boy (on 1 July 2024), details will be provided in the next ESMR (cover April-September 2024).

Table 3.8 Actions taken to contain the incident			
Short Description of Action	Responsible Party	Expected Date	Status
(1) Conducted a meeting with CSC and contractor to discuss and asked the cause of the incident and warned the driver of the truck to be careful and pay attention to the truck before throwing stones out of the truck and to create future measures and advised the construction contractor company to be stricter in terms of security.	PIU	1 February 2024	Completed
(2) Installation of safety flag, safety line along Toe slope protection, and prepare flag man for control the truck when dumping Rock stone	Contractor	5 February 2024	Completed
(3) Re-training C-ESMP for Personnel contractor	PIU and CSC	20 February 2024 and continue until the end of project	Planning

### **3.9 ECC Compliance Monitoring**

For LPB sub-project, an Environmental and Social Impact Assessment (ESIA) was submitted to MONRE and approved. The ECC was issued by MONRE on 28 February 2023. The PIU and the SMWG is responsible for monitoring and ensure compliance with the ECC. Similar to the ODX subproject, the PTI also invited a representative from MONRE to participate during the monitoring and filed visits periodically.

**CHAPTER 4. BOLIKHAMXAY (BKX) SUB-PROJECT****4.1 Introduction**

Based on the detailed design, works to be conducted under BKX sub-project comprising (a) construction of two (2) embankments and riverbank protection structures along the Mekong River (Lao side) at the upstream (Section 1) and downstream (Section 2) of the Nam Xan River Mouth and (b) rehabilitation/extension of the existing pipeline to irrigate a small area located at km 0+310 downstream of Section 2. The proposed works for the embankment and the river bank protection aims to mitigate flood damage of T-50-year return period of flood as recommended in the feasibility study with a total investment of US\$ 4.9 million. The proposed embankment and river bank protection works will be extended about 7 to 10meters (m) from the existing riverbank toward the Mekong River and 2m higher than the road elevation (see Figure 4-1). Table 4.1 below provides a summary of the sub-project structural components.

**Table 4.1 Structural components**

No.	Project Activities	Section	Location	Details
1	Two embankments and two riverbank protections of 1.2 km on the left side of Mekong River	Section 1, no rising of the embankment on this section upstream of the Nam Xan Mouth	Ban Houysiat	Total length of Riverbank Protection at Section-1 is 652 m, 500 m at the upstream of Houysait and 152 m at the downstream of Houysait
		Section 2, with elevation of the embankment at the left side of the Mekong River downstream of the Nam Xan Mouth	Ban Pakxan-Tai.	The length of Section-2 is 550 m
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	5 points (W 3.0 m, L 34.0m)
3	Extension of an existing irrigation pipeline located at the downstream of the sub-project site	Section 2	Section 2	Pipe, dia. 500 mm, L=38 m



Figure 4-1 Sub-project Location and Proposed Alignment (2 sections)

## 4.2 Civil Work Progress

The construction schedule of BKX sub-project started last February 2023 and will be completed by April 2024 with a duration of 15 months. During February to March 2024, the overall construction progress was about 46.86% including UXO survey and clearance, survey and design, construction materials testing, installation of office and worker camps, and obtaining of agreements with the landowners for borrow areas and spoil disposal, riverbank protection, and earthworks.

Table 5.1 Sub-project in BKX Construction Sites and facilities

No	Site Name	Location	Area (ha) or distance (km)	Type of Land	Duration of Use		Progress as of June 2023	Agreement with the land owner
					From	To		
I	Construction Sites							
1	Riverbank-protection		L=1.102km		1/2/2023	30/4/2024	46.86%	
	<b>Section number</b>							
	Section-1	0+000-0+552	552 m		29/3/2023	25/6/2023	46.86%	

No	Site Name	Location	Area (ha) or distance (km)	Type of Land	Duration of Use		Progress as of June 2023	Agreement with the land owner
					From	To		
	Section-2	0+000-0+550	550 m		22/5/2023	25/5/2023		
II	Access Road to Section-1 and Section-2							
1	Mixay Village	13NR to Section-2	766 m	GoL	22/5/2023	End Project	In-use	
2	Phusy Village	13NR to Section-2	1,190 m	GoL	22/5/2023	End Project	In-use	
3	Pakxan-Tai Village	13NR to Section-2	1,084 m	GoL	22/5/2023	End Project	In-use	
III	Worker Camps							
1	Worker Camp	B. Houysiat	3,200 m <sup>2</sup>	Private	27/1/2023	End Project	In-use	Yes- Provided in C-ESMP report
IV	Borrow Pits							
1	Mr. Vengthong	Km 9+00	30.000 m <sup>3</sup>	Private	18/2/2023	End Project	in-use	Yes- Provided in Mar report
2	State land	Km7+500	30.000 m <sup>3</sup>	State land	2/3/2023	End Project	in-use	Yes- Provided in Mar report
V	Disposal Area							
1	Mr. Nalid	Km 4+00	32.000 m <sup>2</sup>	Private	17/1/2022	End Project	In-use	Yes- Provided in Mar report
2	Ban Na-Eung	Km 2+00				End Project		

### 4.3 Implementation of Abbreviated Resettlement Action Plan (ARAP)

During October 2023 to March 2024, implementation of ARAP are as follows:

- The PTI and the NSC also monitored the progress in resettlement and livelihood of the twenty (20) affected households who transferred to build houses in other villages as well as completed establishment of GRM box to each target village.
- PTI and the NSC will closely work with PIU, PRC, and the contractor on GRM monitoring.

### 4.4 ESMP Implementation Progress during Construction (C-ESMP) for BKX

The contractor is responsible for UXO clearance before the construction while the CSC/CEGIS is responsible for day-to-day supervision and monitoring and submit a monthly progress report to PMU/PTI. The contractor completed installation of office and worker's camps and obtain agreements with the land owners for borrow areas and spoil disposal including contract signing on the renting of the workers, installed the Project Map with work location points, access roads, work activities, work schedule, and working time within the village, inform village authorities on the list of all CSC staffs and engineer working for the Project, informed local community and public regarding construction activities, schedule, working time, transportation trucks, time and frequency including community health and safety risks such as road traffic disturbance, road safety, dust and noise disturbance and accident.

With regard to the overall performance of the contractor, the review of the CSC/CEGIS monitoring report and observation on the ground suggested that the C-ESMP implementation performance of DRM-BLX sub-project during the reporting period remains partially satisfactory as there are no major E&S issues. During the WB missions in October 2023 and in March 2024 suggested that site control safety, community outreach, occupational health and safety (OHS), and traffic management measures are insufficient, and need significant improvement

and road safety measures in light of the vehicle accidents. The WB also suggested that installation of the warning signs and project site boundary in the Mekong River will also be necessary.

#### 4.5 C-ESMP Compliance Monitoring

The CSC/CGIS conducts monthly compliance monitoring on implementing the C-ESMP with the PIU and contractor for both Section-1 and Section-2. The PTI and NSC also advised the CSC/CGIS to conduct a C-ESMP compliance assessment using similar approach being applied for ODX subproject and include the results in the CSC safeguard monitoring report submitted to PMU/PTI. Table 4.2 below shows the list of monitoring topics while Table 4.3 provides an overview assessment on compliance monitoring of the C-ESMP for BKX subproject (as of March 2024). Based on the CSC/CGIS safeguard monitoring report, the fully compliance performance observed include:

- No C-ESMP related GRM issues such as noise, dust, labor related issues, and accident reported; and
- The contractor conducted training on OHS and covered COC on SEA/SH and VAC.
- Engineer camp was constructed for 32 staffs including 7 local staffs.
- No child labor recruited by the contractor and staffs and workers are managed and treated based on the Laos labor law.
- The camp facilities consist of gravel yard, bedrooms, offices, kitchen and eating rooms, drinking water and water supply, toilet, and fire extinguisher.
- Installation of signs indicating toilet, First Aid Kit; information board; translation of company COC on SEA/SH and VAC; sufficient waste bins; and treatment ponds for wastewater from bathing and kitchen.
- Installation of safety, speed limit, and warning signs at the road and access road;
- All construction sites are tidy; no spillage of hazardous materials or waste; no spillage of toxic/hazardous chemicals or water and soil pollution; construction activities are carried out during day time (08:00 to 18:00 on weekdays and 08:00 to 13:00 on Saturday).

There are some *partially compliance (PC)* performance including:

- On construction site management and traffic and access road management: no detailed traffic management plan and temporary accommodation in the Section-2 site do not have waste separation.
- Some workers did not fully apply the PPE in the work sites.
- During transportation, the construction materials were covered by plastic sheet but not 100% in both Section-1 and Section-2. Strict enforcement on plastic sheet covering in full should be implemented. Regular watering of road surfaces in the village areas should also be required.
- No first aid kit painkillers, cold, coughs, antibiotics in the Section-2 construction.

**Table 4.2 List of Monitoring Topics**

No.	Topics/issues	Acronyms
1	Documentation and Reporting	D&R
2	E&S Safeguards Team	ESST
3	Local Authorities and Communities Relations, Consultation and Information Disclosure	LA/LC-CID
4	Worker's Camp and Waste Water Management	WC/WWM

No.	Topics/issues	Acronyms
5	Labor Management and Occupational, Health and Safety including training for workers	LM-OHS
6	Community Health and Safety: road safety, noise, dust and SEA/SH	CHS
7	Construction Site Management	CSM
8	Traffic and Access Road Management	TAM
9	Borrow Area and Quarry Management	BQM
10	Disposal Area Management	DAM
11	Erosion Control and Sedimentation	ECS
12	Waste Management and Recycling	WMR
13	Environmental Quality Management	EQM
14	GRM	GRM
15	Accident	A

**Table 4.6 Overview of the C-ESMP Compliance from October 2023 – March 2024**

No	Site Name	Monitored Topics (see remarks below)														
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
<b>I</b>	<b>Construction Site</b>															
1	Earthwork completed and Pavement															
	Section - 1	Green	Green	Yellow	×	Yellow	Yellow	Yellow	Yellow	×	Green	Green	Green	×	Green	Green
	Section - 2	Green	Green	Yellow		Yellow	Yellow	Yellow	Yellow		Green	Green	Green		Green	Green
2	Riverbank protection work															
	Section - 1	Green	Green	Yellow	×	Yellow	Yellow	Yellow	Yellow	×	Green	Green	Green	×	Green	Green
	Section - 2	Green	Green	Yellow	×	Yellow	Yellow	Yellow	Yellow	×	Green	Green	Green	×	Green	Green
3	Drainage															
	Section - 1	Construction has not started yet														
	Section - 2															
4	Riverbank works purtenances															
	Section - 1	Construction has not started yet														
	Section - 2															
<b>II</b>	<b>Access Road to Construction site</b>															
1	Houysiat village	Green	Green	Yellow	×	Yellow	Yellow	Yellow	Yellow	×	×	×	×	×	Green	Green
2	Pakxan-tai village	Green	Green	Yellow	×	Yellow	Yellow	Yellow	Yellow	×	×	×	×	×	Green	Green
<b>III</b>	<b>Worker Camp</b>															
1	Camp site	Green	Green	Yellow	Yellow	Green	Yellow	Green	Yellow	×	Green	Green	Yellow	Yellow	Green	Green
<b>IV</b>	<b>Borrow Pit</b>															
1	Keoudom village	Not in-use yet														
2	Pakpung Village															

V	Disposal Area														
	Ban Nasommo				X			X		X		X			X
Remark1. The list of monitoring topic: 1 for Documentation and Reporting, 2 for E&S Safeguards Team, 3 for Local Authorities and Communities, 4 for Relations, Consultation and Information Disclosure; 5 for the Worker's Camp and Waste Water Management, 5 for Labor Management and Occupational, Health and Safety including training for workers, 6 for Community Health and Safety: road safety, noise, dust and SEA/SH, 7 for Construction Site Management, 8 for Traffic and Access Road Management, 9 for Borrow Area and Quarry Management, 10 for Disposal Area Management, 11 for Erosion Control and Sedimentation, 12 for Waste Management and Recycling, 13 for Environmental Quality Management, 14 for GRM, and 15 for Accident.															
Remark2: <i>Green: fully compliance; orange: partially compliance; red: non-compliance; x: not applicable during the reporting month.</i>															

#### 4.6 Capacity Building and Community Consultation/Outreach

**Capacity Building/Training:** During the reporting period (October 1, 2023 to March 31, 2024), the PTI, NSC, PIU and CSC conducted two (02) safeguard-trainings to the contractor staffs and workers with a total of 55 participants of which 13 of them are female (see Table 4.5).

**Table 4.7 List of Trainings**

No	Date	Topic	Trainer	Trainee	# of Participants	
					Total	F
1	22 Feb 2024	Safety Education and using PPE, occupational health and safety, First aid,	PTI team and CSC team	Contractor staffs and worker	35	11
2	25 March 2024	Road safety, OHS, and CHS	Contractor ESS and CSC team	Contractor's drivers and workers	20	02
<b>Total</b>					<b>55</b>	<b>13</b>

**Community Consultation/Outreach.** During October 2023 to March 2024, there is one (1) awareness raising activities conducted in three (8) villages along the national road #13 (NRS13) such as (B. Anousonxay, B. Houay Siet, B. Paksantay, B. Phosy, B. Pakpuang, B. Phonxay, B. Mixay and B. Namngiep) with a total of 182 participants including 93 females. Key activities conducted are as follows (see [Table 4.6](#)):

- GRM Poster: GRM process/steps, contact persons, and contact numbers;
- GRM Feedback Box;
- Inform village authorities on the list of all CSC staffs and engineer working for the Project;
- Disseminate information on the project location/map with work location points, access roads, work activities, work schedule, and working time within the village;
- Disseminate information to the community regarding construction activities, schedule, working time, transportation trucks, time and frequency including community health and safety risks such as road traffic disturbance, road safety, dust and noise

disturbance, and accident including hazard and danger of entering to the construction site;

- Disseminate information to the community and public regarding mitigation measures such as installation of project sign board, warning signs and safety facilities, speed control signs, watering the roads if needed, and training for drivers and workers; and
- Request the community and the public for ownership and good collaboration such as educating and taking care of their kids on safe driving, do not damage the projects sign board, warning signs and safety facilities, and not entering to the construction sites (rivers) etc.
- Capacity building for safety, ES 's monitoring and Report Writing to Paksan district authorities especially garbage management.

**Table 4.8 List of Consultation with the Local Communities**

No.	Date	Village Name	Conducte d by	# of Participants		Remarks
				Total #	F	
1	8-9 /1/2024	Ban Anousonxay and HouaySeit	CSC, Contractor and PIU	38	16	Participants are the village authorities, women, youths etc.
2	10/1/202 4	Ban Paksan Tay and Phosy	CSC, Contractor and PIU	55	36	Participants are the village authorities, women, youths etc.
3	5/2/2024	Ban Pakpuang	CSC, Contractor and PIU	25	13	Participants are the village authorities, women, youths etc.
4	25/2/202 4	Ban Phonxay and Mixay	CSC, Contractor and PIU	43	19	Participants are the village authorities, women, youths etc.
5	28/2/202 4	Ban Namngiep	CSC, Contractor and PIU	21	09	Participants are the village authorities, women, youths etc.
Total				182	93	

#### 4.7 Grievance Redress Mechanism (GRM) Monitoring

During the reporting period (October 2023 to March 2024), there are not any C-ESMP-related grievances or complaints related to reporting to CSC, PIU and contractor.

#### 4.8 Proposed Additional Works for ODX Subproject

In February 2024, the PMU proposed to use the subproject saving for implementation fo small additional works (AW) and also submitted a draft ESMP for the AW for WB review and clearance.

## CHAPTER 5. IMPLEMENTAION PROGRESS FOR COMPONENTS 1.2 AND 1.3

### 5.1 Introduction

As mentioned in the previous ESMR, under Component 1.2 (Integrated Urban Flood Risk Management), as part of the AF, two (2) additional studies and a technical assistance (TA) have been identified comprising a flood study will focus on flood risk management for Vientiane Capital (VTE) and Pakxan City in BKX and a study on the wetland management and restoration in LPB (see objectives and scope in Box 5.1) while a TA focusing on infrastructure system and data collection by supporting DOW to upgrade the current basic asset inventory to an asset management system. The detailed design and bill of quantity (BOQ) and update ESMP for the additional work of DRM-ODX and BKK have been completed by ISAN on February 07, 2024.

<p><b>Study on Flood Risk Assessment (\$2,000,000, AF /C04)</b></p> <ul style="list-style-type: none"> <li>The TA of this study is on-going to selection process of the procurement of PMU team and expected to be completed by end of August 2024. The study cover Vientiane Capital (VTE) and Paksan city (PXN) in BKX province. The study aims to establish the evidence based to identify priority areas for investment, with an emphasis on resilient and inclusive urban design and a balance of structural (i.e. hard-engineered (or grey) and nature-based (or green) solutions, including Sustainable Urban Drainage System or SUDS) and non-structural solutions. For VTE, a Feasibility Study and Preliminary Design will be prepared for the Highest Priority Drainage Investment identified. For PXN recommendations will be made for future design of the highest priority flood risk management works identified. Scope of the service comprises the key tasks: Task A: Development of Integrated Urban Flood Risk Management Strategies for VTE and PXN; Task B: Flood Hazard, Risk Mapping and Analysis through Modelling for for VTE and PXN, and Task C: Feasibility Study and Preliminary Designs for the Priority Drainage Investment in VTE. The Consulting Services are expected to be carried out for 14 months, with an estimated 38 staff-months for internationally-experienced staff (with relevant experience in Lao PDR or developing countries with comparable profiles), and 50 staff-months for nationally-experienced staff (with extensive experience in Lao PDR and deep knowledge of the local context). The expected starting date for this assignment is likely to be late 2023.</li> </ul>
<p><b>TA on wetland restoration in LPB (\$350,00, AF/C03).</b></p> <ul style="list-style-type: none"> <li>The second TA focusing on the “Feasibility Study and Detailed Design for Wetlands Management and Restoration Pilot in Luang Prabang”. The GRETT (an international NGO from France) signed the contract with DOW on February 2024 and also submitted inception report to PMU and WB for review and approval on 29 April 2024. The Luang Prabang urban wetlands are a network of ponds that meander through the city, and are protected as part of the city’s classification as a UNESCO World Heritage site. The wetlands provide important ecosystem services like flood control and aquaculture. As the population and demand for land increases, there has been a tendency to encroach on wetlands or cause direct or indirect impacts to their function. For instance, there is no sewerage network in the city and on-site sanitation systems vary in quality, domestic wastewater is often discharged directly into the ponds, canals, and streams, contributing to water quality degradation and potential impact on public health. From 183 pounds in 1999, it was reduced to 80 ponds<sup>9</sup> due to infilling, land use conversion, construction of illegal structures, pollution and blockage from sewage and solid waste, drying up and alteration of hydraulic functions, and weak enforcement of regulations.<sup>10</sup></li> <li><b>The objectives of this TA are to:</b> (i) collect baseline information and conduct a rapid appraisal of wetlands-related infrastructure and services in Luang Prabang including the application and/or study of the Decentralized Wastewater Treatment Solution (DEWATS) in</li> </ul>

<sup>9</sup> GRETT, 2020, *WISE Project: Sanitation and integrated management of urban hydrosystems in Luang Prabang*. Available from: <https://www.grett.org/projet/sanitation-and-integrated-management-of-urban-hydrosystems-in-luang-prabang/>

<sup>10</sup> Boccardi, G. and Logan, W, 2008, *Reactive monitoring mission to the town of Luang Prabang world heritage property - Lao People’s Democratic Republic 22 - 28 November 2007 mission report*, UNESCO, Paris, France.

Lao PDR<sup>11</sup>; (ii) define the scope for potential wetlands management activities (including constructed wetlands, integration into SUDS, and other environmental restoration projects in Luang Prabang) with a focus on flood risk management and water quality improvement in the target areas; (iii) conduct an environmental, social, and cultural impact assessments (e.g. Cultural Heritage Impact Assessment [CHIA] and Initial Environmental Examination [IEE] or Environmental Impact Assessment [EIA]) where necessary; (iv) develop Wetlands Management Strategy and a roadmap for implementation (for both structural and non-structural measures); and (v) support implementation of the selected pilot(s) structural and/or non-structural measures through the preparation of detailed designs, technical specifications, and Bills of Quantity (BoQ). The pilot(s) may involve, for example, a combination of the construction of a DEWATS, drainage improvement and flood alleviation measures, and other associated urban improvements such as construction of walkways and maintenance access, boundary demarcation, and urban greening.

- The expected key outcomes are: (i) increased awareness, technical understanding, and active cooperation among key stakeholders about the ecosystem services provided by the wetlands and the need for local communities to be responsible for operation and maintenance (O&M) of the eventual pilot and other facilities as agreed with local authorities and local communities (LA/LC); (ii) sustainable use and management of the wetlands for flood risk management, livelihood enhancement, and tourism, as part of a city-wide SUDS and roles of LA/LC on O&M of the systems; (iii) formulation of investment plans (structural and non-structural measures) for SUDS, flood risk management, and wetlands restoration in Luang Prabang; and (iv) preparation of key technical documents to allow future implementation of the pilot infrastructure in the target areas. The need for land acquisition and/or relocation of private assets should be avoided as much as possible, and consultation with the World Bank's safeguards specialists is highly recommended when this issue may be involved. The TA calls for undertaking the following tasks:
  - **Task 1-1:** Preliminary review and inception (have been completed)
  - **Task 1-2:** Rapid appraisal of key infrastructure and services (on-going)
  - **Task 1-3:** Scoping of Pilot Measures, Strategy and Action Plans, Feasibility Study, and Preliminary Design (on-going)
  - **Task 1-4:** Environmental and Social Impact Assessments (ESIA) / Cultural Heritage Impact Assessment (CHIA) for Pilot (not yet start)
  - **Task 1-5:** Detailed Design (drawing and Report) and Technical Specifications and Bills of Quantity (BOQ) (not yet start)

## 5.2 Updated Status

During the reporting period (October 2023-March 2024), the TA for water ways infrastructure management system (WIMS), Software, Training, Fieldworks (\$200,000, AF/C06) has been cancelled and the activities will be limited to a small capacity building of DOW management. Procurement of study on flood risk management for Vientiane Capital (VTE) and Pakxan City in BKX is on-going and expected to be completed by end of August 2024. For the study on wetland in LPB, procurement has been completed and PMU signed a contract with an international NGO from France (GRETT) on February 2024 while GRETT submitted an inception report to PMU and WB (it was approved on 29 April 2024 and this study is on-going). PMU has cancelled the TA on asset management and will use part of the funds to improve DOW management.

<sup>11</sup> For information, since 2009 the Lao Institute for Renewable Energy (LIRE) has collaborated with BORDA (Bremen Overseas Research and Development Association) to disseminate DEWATS to reduce illnesses which are related to insufficient sanitary conditions and environmental pollution by sewage and wastewater and a video was produced. The system is considered as a cost-effective, low maintenance solution for wastewater treatment and it has been applied in many areas in Lao PDR. The consultant is strongly encouraged to look for case studies of successful water and sanitation projects in LaoPDR to inform project design.

### **5.3 Safeguard Activities for Component 1.3**

The PMU provided financial support to PTI, PIU, and SMWG to performance their safeguard functions including hiring the NSC to assist PMU, PTI, and SMWG during the planning, monitoring, and reporting. The contractor's costs were included in the contractor's construction cost while the costs for day-to-day supervision and monitoring of contractor performance by the CSCs was included in the CSC contract. This arrangement will be continued during 2024-2025, with an expectation that additional cost for implementation of safeguard activities to implement O-ESMP of the facilities for the ODX, LPB, and BKX sub-projects will be required during 2024-2025.

### **5.4 O-ESMP implementation, LA/LC engagement and capacity building of DPWT**

Given that part of ODX facilitates have been completed it is necessary to implement the measures to mitigate impacts during operations especially those related to solid and liquid waste management, safety operation of the movable weir, rehabilitation of large spoil disposal and monitoring of the river bank profile upstream and downstream of the subproject facilities during the next 6 months so that the implementation can begin in mid-2024. Implementation of these activities will require close cooperation with local authorities and local communities (LA/LC). Priority activities are discussed in Chapter 6.

## CHAPTER 6. NEXT STEPS

In line with the technical guidance from the WB safeguard specialists and the aide memoire for the mission conducted last March 2024 (18 March to 2 April), priority for safeguard activities to be implemented during the next 6 months (April - September 2024) is provided in Table 6.1. The activities aim, but not limited to, the following: (i) Complete all the agreed actions (safeguard) identified in the March 2024 mission (see Box 6.1); (ii) Provide training to ensure effective implementation and monitoring of the ESMP during construction stage (C-ESMP) and operational stage (O-ESMP) of ODX, LPB, and BKX sub-projects; (iii) Update the safeguard corrective actions monitoring and reporting (in ODX and LPB) and if possible initiate the implementation of EGEP with active involvement of women in the ODX; (iv) Complete the planning and implementation of measures to mitigate impacts during operations through community engagement and consultation; and (v) Update the subproject ESMPs for the proposed Additional Work (AW) for ODX and BLX sub-projects. Efforts will be made to address the issues related to solid and liquid waste management, safe water uses and safety operations of the movable weir (for ODX), monitoring of river bank profile and erosion risk, and rehabilitation of the final disposal sites to avoid generation of dust.

Box 6.1 Agreed actions identified in the March 2024 mission

<b>Environmental and Social Safeguards</b>		
ODX: Complete relocation of one remaining PAH (relocation of the construction material shop)	DOW, PIU, PRC	Apr 30, 2024
ODX: Complete compensation and relocation of the additional PAH	DOW, PIU, PRC	May 25, 2024
ODX, LPB and BLX: Update the safety map and mitigation measures and submit for WB review	DOW and EDPD/PTI	Completed
ODX and BKX: Conduct ES screening and update C-ESMP for the proposed additional works in all sites to be shared with the WB for review	DOW	Before commencement of activities
Continue to monitor on-going actions of Corrective Action Plan related to Fatality Incident in ODX and dump truck incident in LPB	SGMWG, DOW and EDPD/PTI	Ongoing
Submit the 4th ESMR (October 2023- March 2024) to WB	DOW/PTI	Apr 30, 2024

In addition, to comply with the RAPs, ESMPs, and ECCs obligations, other safeguard measures especially those related to safety during construction and those related to water management, and river bank erosion, and other measures during operations of the subproject activities will also be implemented soonest. Details will be discussed with WB during the next mission, tentatively planned by September 2024.

**For ODX sub-project**, the actions will be as follows:

- Completion of the agreed actions and other safeguard activities identified during the WB mission in March 2024 (see Box 6.1) and follow-up discussion on safety measures;
- If the additional works (AW) is proposed for ODX subproject, the PMU will submit an ESMP for the AW (as an amendment to the existing ESMP of the sub-project) to WB for review and clearance. Agreement on the ECC for the proposed AW will also be ensured.
- Update the C-ESMP for ODX (Lot2) taking into account WB and other stakeholders comments on safety measures for the new borrow pit, including completing consultation with LA/LC on safety (construction sites, roads, and waterways) and other safeguard aspects;
- Effective and close monitoring of the C-ESMP implementation, especially those related to the safeguard corrective action plan to prevent incidents especially drowning

retaining fulltime guard men in risky/critical spots/points of access to river and construction site and strengthening safety of the new borrow pit and key sub-project site including provide training by the CSC/ISAN; and

- Accelerating the implementation of O-ESMP activities, especially those related to (a) the river bank erosion and monitoring of river bank profile including possible implementation of pilot activities to apply soft measures to mitigate/stabilize river bank erosion, (b) development of waste management by LA/LC, and (c) measures to ensure safety of the movable weir operations.

**For LPB sub-project**, the actions are as follows:

- Completion of agreed actions and other safeguard activities identified during the WB mission in March 2024 (see Box 6.1) and follow-up discussion on safety measures;
- Update the C-ESMP for LPB taking into account UNESCO and WB comments, including completing consultation with LA/LC on safety (construction sites, roads, and waterways) and other safeguard aspects;
- Effective and timely monitoring of the C-ESMP implementation including provide training (by PTI, CSC/CGIS) and strengthening safety measures at all sub-project sites including, strengthening public awareness and community engagement efforts on the restriction in the area related to the sub-project sites including installation of warning signs and boundary markers on land and in the Nam Khan River and the Mekong Rivier; and
- Initiate the implementation of O-ESMP activities, especially those related to (a) the river bank monitoring profile and implementation of a pilot activities to apply soft measures as suggested by UNESCO and (ii) development of waste management by LA/LC. The PMU and PTI will also work closely with PIU/SMWG and the LPB UNESCO office to ensure that all construction sites will be assigned as the safety zone and public access is restricted/prohibited.

**For BKX sub-project**, the following actions will be as follows:

- Completion of agreed actions and other safeguard activities identified during the WB mission in March 2024 (see Box 6.1) and follow-up discussion on safety measures;
- If the additional works (AW) is proposed for BKX sub-project, the PMU will submit an ESMP for the AW (as an amendment to the existing ESMP of the sub-project) to WB for review and clearance. Agreement on the ECC for the proposed AW will also be ensured.
- Update the C-ESMP amendment for BKX taking into account WB comments, including completing the consultation with LA/LC on safety (sites, roads, and waterways) and other safeguard aspects;
- Effective and timely monitoring of the C-ESMP implementation including providing training by CSC and strengthening safety measures at all subproject sites, especially in the Mekong River; and
- Deepening the implementation of O-ESMP activities (by PIU/PTI), especially those related to the river bank monitoring profile and implementation of a pilot activities to apply soft measures for river bank protection (if possible), and development of waste management by LA/LC. The PTI and PMU/NSC will also work closely with PIU and the SMWG to ensure that all construction sites will be assigned for safety zone and public access is restricted/prohibited including installation of warning signs and boundary markers on land and in the Mekong Rivier.

**Table 6.9: Key safeguard activities to be conducted during the next 6-months (April to September 2024) –also included the agreed actions identified in Box 6.1.**

No	Key Activities	Due Date	Responsible
❖ <b>Oudomxay (ODX) Sub-project</b>			
1	<p><b>Safeguard corrective actions monitoring (Table 2.8).</b> As proposed (as part of the ESIRT process), the activities in <u>Table 2.8</u> will be updated/consolidated to ensure effective and timely implementation and monitoring of site safety focusing on daily safety (OHS, CHS) measures that have been established as proposed in the ESIRT process including road safety, site safety control (per the site safety map), site safety barricades and warning signs; assignment of guard men/flagmen, site patrolling if necessary during night time in collaboration with the local communities, safe driving and safety at work and on-site monitoring of local people access to the construction site, and close supervision of the CSC (at least once a month) in collaboration with SMWG and the local communities and PTI, PMU, NSC. The CSC (ISAN/LTEC) will closely monitor the implementation progress and include the results in the CSC safeguard monitoring reports to be submitted to PMU/PTI per the agreed time frame. Actions related to awareness raising in nearby schools and markets and LA/LC is identified below.</p>	April–September 2024 and continued throughout the contract	CSC, contractor in close consultation with NSC, PIU, PTI, and PMU
2	<p><b>Awareness raising activities on safety during construction:</b> (i) conduct additional awareness raising among 10 village heads and request them to announce using the local speaker system and local radio at least 1-2 times per week to request community and the public for ownership and good collaboration such as educating and taking care of their kids on safe driving, do not damage the projects sign board, warning signs and safety facilities, and do not enter to the construction sites (rivers) (ii) conduct additional awareness raising with nearest schools and market; (iii) provide refresher training to the Project SWMG on ESMP measures with emphasis on Community and Occupational Health and Safety measures; and (iv) work and partnership with local authorities to conduct weekly announcement to the public via local/village speakers regarding safety risks, access prohibition, no fishing, and swimming in the construction area</p>	April–Sept 2024 and continued throughout the contract	CSC, contractor in close consultation with NSC, PIU, PTI, and PMU
3	<p><b>ESMP for Additional Works (AW) (as an addendum to the existing subproject ESMP):</b> Submit the ESMP for AW to WB for clearance including ensuring effectiveness of the ECC for the AW. Due attention will be given to ensure effective implementation of the mitigation measures during construction especially those related to safety of the new borrow pit, OHS, CHS, and results from monitoring of the C-ESMP implementation including improving quality of the CSC safeguard implementation reports. The update will also consider practical ways to address safety issues (site, roads and waterways) and it will be conducted in close consultation with LA/LC and the WB. The update will be made in close consultation with WB.</p>	April – Sept 2024	CSC, contractor in close consultation with NSC, PIU, PTI, and PMU/WB

4	<p><b>Capacity building and implementation of O-ESMP. With the leadership of PIU/SMWG</b> and in close consultation with local authorities and local communities (LA/LC), complete a plan to implement the O-ESMP aiming to address the following issues (a) solid waste and wastewater management; (b) safety operations of the subproject facilities including operations of the movable weir, monitoring of river bank profile upstream and downstream of the facilities and possible piloting the application of soft measures for erosion control; and (c) rehabilitation of large spoil disposal sites to avoid generation of dust. The activities should begin to implement in the last quarter of 2024 to end of 2025.</p>	April– Sept 2024 and continued throughout the contract	SMWG, PTI, PIU, NSC and LA/LC
5	<p><b>Improvement of Contractor’s ESMP (C-ESMP) and close monitoring of C-ESMP performance:</b> Focusing on the implementation of OHS and CHS measures, the proposed improvements include:</p> <p>(i) continue to conduct daily OHS and CHS orientation to the contractor’s workers before they start their job such as safe driving and safety at work as well as on-site monitoring of local people access to the construction site; and</p> <p>(ii) close supervision of the C-ESMP particularly the strengthened safety measures by the CSC, Safeguard Consultant of PMU/PTI (at least once a month) in collaboration with SMWG and the local communities.</p>	April– Sept 2024 and continued throughout the contract	CSC, contractor in close consultation with NSC, PIU, PTI, and PMU
❖ <b>Luang Prabang (LPB) Subproject</b>			
1	<p><b>Safeguard corrective actions monitoring (Table 3.9).</b> As proposed (as part of the ESIRT process), the activities in Table 3.9 will be updated/consolidated to ensure effective and timely implementation and monitoring of site safety focusing on daily safety (OHS, CHS) measures that have been established as proposed in the ESIRT process including road safety, site safety control (per the site safety map), site safety barricades and warning signs; assignment of guard men/flagmen, site patrolling if necessary during night time in collaboration with the local communities, safe driving and safety at work and on-site monitoring of local people access to the construction site, and close supervision of the CSC (at least once a month) in collaboration with SMWG and the local communities and PTI, PMU, NSC. The CSC (CEGIS-JPZ-BPAPC) will closely monitor the implementation progress and include the result in the CSC safeguard monitoring reports to be submitted to PMU/PTI based on the agreed time frame. Actions related to installation safety flag, safety line along Toe slope protection, and prepare flag man for control the truck when dumping rock stone and re-training C-ESMP for Personnel contractor especially as a new driver of the sub-contractors.</p>	April–Sept 2024 and continued throughout the contract	CSC, contractor in close consultation with NSC, PIU, PTI, and PMU
2	<p><b>Ensure safety (OHS, CHS) during construction at all subproject sites,</b> focusing on OHS and CHS aspect including effective monitoring and reporting by CSC and SMWG in line with the C-ESMP approved by PMU. The</p>	April–Sept 2024 and continued	CSC, contractor in close consultation with

	CSC will submit the safeguard implementation progress according to the scope and time agreed with the PMU/PTI and/or WB.	throughout the contract	NSC, PIU, PTI, and PMU
3	<b>Ensure road/waterways safety during implementation of the road and waterways during transportation of construction materials.</b> If need safety risk assessment, it will be conducted to identify locations with high CHS risk (hot spots) in the sub-projects especially at Nam Khan-Mekong River area and those related to the river side park taking into account UNESCO comments and suggestion. <i>Details will be included in the updated C-ESMP being prepared as an amendment of the existing C-ESMP.</i> Visible (day and night) warning signs and boundary markers will be installed along the sub-project sites and also in the Nam Khan River and the Mekong River (nearby the construction sites and/or main transportation routes)	April–Sept 2024	CSC, contractor in close consultation with NSC, PIU, PTI, and PMU
4	<b>Awareness raising activities:</b> conduct additional awareness raising with four (4) village heads and request them to announce in the local speaker system and local radio at least 1-2 times per week to request community and the public for ownership and good collaboration such as educating and taking care of their kids on safe driving, do not damage the projects sign board, warning signs and safety facilities and do not enter to the construction sites (on land and rivers) (ii) conduct additional awareness raising with the nearest schools and market; and (iii) provide refresher training to the Project SMWG on ESMP measures with emphasis on Community and Occupational Health and Safety measures.	April–Sept 2024 and continued throughout the contract	CSC, contractor in close consultation with NSC, PIU, PTI, and PMU
5	<b>Capacity building and implementation of O-ESMP.</b> With the leadership of PIU/SMWG and in close consultation with local authorities and local communities (LA/LC), complete a plan to implement the O-ESMP aiming to address the following issues (a) solid waste and wastewater management; (b) safety operations of the sub-project facilities including monitoring of river bank profile upstream and downstream of the facilities and possible piloting the application of soft measures for erosion control as suggested by UNESCO; and (c) rehabilitation of large spoil disposal sites to avoid generation of dust and measures to address climate change impacts. The activities should begin in the last quarter of 2024 to end by 2025.	Apr – Sept 2024 and continued throughout the contract	PTI and PIU and CSC
6	<b>Improvement of Contractor's ESMP (C-ESMP) and close monitoring of C-ESMP performance:</b> Focusing on the implementation of OHS and CHS measures, the proposed improvements include: (i) continue to conduct daily OHS and CHS orientation to the contractor's workers before they start their job such as safe driving and safety at work as well as on-site	Apr– Sept 2024 and continued throughout the contract	CSC, contractor in close consultation with NSC, PIU, PTI, and PMU

	<p>monitoring of local people access to the construction site; and</p> <p>(ii) close supervision of the C-ESMP particularly the strengthened safety measures by the CSC, Safeguard Consultant of PMU/PTI (at least once a month) in collaboration with SMWG and the local communities.</p>		
❖ <b>Bolikhambay (BKX) Sub-project</b>			
1	<p><b>Ensure safety (OHS, CHS) during construction at all sub-project sites</b>, focusing on OHS and CHS aspect including effective monitoring and reporting by CSC and SMWG in line with the C-ESMP approved by the PMU. The CSC will submit the safeguard implementation progress according to the scope and time agreed with the PMU/PTI and/or WB</p>	October 2023-March 2024 and continued until the end of the contract	CSC, contractor in close consultation with NSC, PIU, PTI, and PMU
2	<p><b>Ensure road/waterways safety during implementation of the road and waterways during transportation of construction materials to Site 1 and Site 2.</b> If need safety risk assessment, it will be conducted to identify locations with high CHS risk (hot spots) in the sub-projects area along the Mekong River. <i>Details will be included in the updated C-ESMP being prepared as an amendment of the existing C-ESMP (see item 3 below).</i></p>	Oct 2023 – Mar 2024 and be continued to end of the contract	CSC, contractor in close consultation with NSC, PIU, PTI, and PMU
3	<p><b>Awareness raising activities:</b> conduct additional awareness raising with three (3) village heads and request them to announce in the local speaker system and local radio at least once or twice a week to request community and the public for ownership and good collaboration such as educating and taking care of their kids on safe driving, do not damage the projects sign board, warning signs and safety facilities, and do not enter to the construction sites (rivers) (ii) conduct additional awareness raising with the nearest schools and market; and (iii) provide refresher training to the Project SWMG on ESMP measures with emphasis on Community and Occupational Health and Safety (COHS) measures.</p>	Oct- 2023 – Mar 2024 and continued until the end of the contract	CSC, contractor in close consultation with NSC, PIU, PTI, and PMU
4	<p><b>ESMP for Additional Works (AW) (as an addendum to the existing sub-project ESMP):</b> Submit the ESMP for AW to WB for clearance including ensuring effectiveness of the ECC for the sub-project. Due attention will be given to ensure effective implementation of the mitigation measures during construction especially those related to safety of the new borrow pit, OHS, CHS, and results from monitoring of the C-ESMP implementation including improving quality of the CSC safeguard implementation reports. The update will also consider practical ways to address safety issues (site, roads and waterways) and it will be conducted in close consultation with LA/LC and the WB. The update will be made in close consultation with WB.</p>	April – Sept 2024	CSC, contractor in close consultation with NSC, PIU, PTI, and PMU/WB
5	<p><b>Approval of the C-ESMP amendment.</b> Given the need to strengthen safeguard implementation, monitoring, and reporting, as suggested by WB, the CSC and contractor are updating the C-ESMP taking into account the WB</p>	June – July 2024	CSC, contractor in close consultation with

	comments on the need to improve safety of the roads and waterways, including transportation of staff from the work camp at Sites 1 and 2.		NSC, PIU, PTI, and PMU
6	<b>Capacity building and implementation of O-ESMP (BKX).</b> With the leadership of PIU/SMWG and in close consultation with local authorities and local communities (LA/LC), complete a plan to implement the O-ESMP aiming to address the following issues (a) solid waste and wastewater management; (b) safety operations of the sub-project facilities including monitoring of river bank profile upstream and downstream of the facilities in the Mekong river; and (c) rehabilitation of large spoil disposal sites to avoid generation of dust and also measures to address climate change impacts. The activities should begin in the last quarter of 2024 to end by 2025.	April - Sept 2024	PIU/SMWG, NSC, PTI, and PMU in close consultation with LA/LC
7	<b>Improvement of Contractor's ESMP (C-ESMP) and close monitoring of C-ESMP performance:</b> Focusing on the implementation of OHS and CHS measures, the proposed improvements include: (i) continue to conduct daily OHS and CHS orientation to the contractor's workers before they start their job such as safe driving and safety at work as well as on-site monitoring of local people access to the construction site; and (ii) close supervision of the C-ESMP particularly the strengthened safety measures by the CSC, Safeguard Consultant of PMU/PTI (at least once a month) in collaboration with the SMWG and the local communities.	April– Sept 2024 and continued throughout the contract	CSC, contractor in close consultation with NSC, PIU, PTI, and PMU
	<b>Components 1.2 and 1.3</b>		
1	Actively engage in the TAs during supervision of the on-going activities to ensure that safeguard activities are appropriately integrated in the activities and key outputs, especially those TA related to the wetland restoration in LPB and flood study in VTE and BKX.	April-Sept 2024	PMU, PTI, NSC
2	Submit the 5 <sup>th</sup> Environment and Social Management Report (ESMR) covering April to September 2024 for DRM-C1 of the three provinces (ODX, LPB & BLX) to the WB for review and approval.	End of Sept 2024 (before the next mission)	PMU, PTI, NSC

**ANNEXES (VOLUME 2)**

<b>Annex I. DRM-ODX Subproject</b> .....	<b>Error! Bookmark not defined.</b>
1.1 Attachment 1A: ODX Map with photos of installation of GRM poster, Comment Boxes and Construction Area Map in each Village .....	<b>Error! Bookmark not defined.</b>
1.2 Attachment 1B: Site Safety Map for ODX-Project.....	<b>Error! Bookmark not defined.</b>
1.3 Attachment 1C: Photos of installation of site barricades (red-and-white vinyl tape), warning signs and speed control signs .....	<b>Error! Bookmark not defined.</b>
1.4 Attachment 1D: Photos of On-going Construction Sites as of March 2024 .....	<b>Error! Bookmark not defined.</b>
<b>Section R1</b> .....	<b>Error! Bookmark not defined.</b>
<b>Section R1</b> .....	<b>Error! Bookmark not defined.</b>
1.5 Attachment 1E: Photos for ESS Activities .....	<b>Error! Bookmark not defined.</b>
1.6 Attachment 1F: Map of all access roads and photos of existing condition of all access roads.....	<b>Error! Bookmark not defined.</b>
1.7 Attachment 1G. Landfill work (Addition Land Fill) .....	<b>Error! Bookmark not defined.</b>
1.8 Attachment 2A: Map of Borrow Pits for Lot 2.....	<b>Error! Bookmark not defined.</b>
1.9 Attachment 2B: Map of all Disposal Areas for Lot 2.....	<b>Error! Bookmark not defined.</b>
1.10 Attachment 2C: Handover Letter for 16 Closed Disposal Areas (DA)	<b>Error! Bookmark not defined.</b>
1.11 Attachment 3A: List of All Heavy Equipment/Machine, Truck and Car as of 25 March 2024.....	<b>Error! Bookmark not defined.</b>
1.12 Attachment 3B: List of Staffs and Workers (as of 25 March 2024)	<b>Error! Bookmark not defined.</b>
1.13 Attachment 4: List of Participants and Photos of Missions, Consultations during January to March 2024.....	<b>Error! Bookmark not defined.</b>
1.14 Attachment 5: MOU between Provincial Governor of ODX and CNP Company.....	<b>Error! Bookmark not defined.</b>
<b>Annex II. DRM-LPB Project</b> .....	<b>Error! Bookmark not defined.</b>
2.1 Attachment 1A: Map with photos of installation of GRM poster and boxes .....	<b>Error! Bookmark not defined.</b>
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2.4. Attachment 1D: Map of disposal area sub-project in LPB	<b>Error! Bookmark not defined.</b>
2.5 Attachment 1E: Map of all transportation routes of the project	<b>Error! Bookmark not defined.</b>
2.6 Attachment 1F: Stone transport route to the construction site	<b>Error! Bookmark not defined.</b>
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2.9. Attachment 1I: Photos of existing conditions of all construction sites	<b>Error! Bookmark not defined.</b>
2.10. Attachment 1J: Photos training for community .....	<b>Error! Bookmark not defined.</b>
2.11 Photos of Incident .....	<b>Error! Bookmark not defined.</b>
<b>Annex III. DRM-BLX Project</b> .....	<b>Error! Bookmark not defined.</b>
3.1. Attachment 1A: Map with photos of installation of GRM poster and boxes .....	<b>Error! Bookmark not defined.</b>
3.2. Attachment 1B: Site Safety Map with photos of the installation of site, warning signs and speed control signs .....	<b>Error! Bookmark not defined.</b>

3.3. Attachment 1C: Photos of installation of site barricades (red-and-white vinyl tape), warning signs and speed control signs ..... **Error! Bookmark not defined.**

3.4 Attachment 1D: Photos of Community Training.....**Error! Bookmark not defined.**