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Peace Independence Democracy Unity Prosperity

MINISTRY OF PUBLIC WORKS AND TRANSPORT

Department of Roads

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

Volume C-3

Stakeholder Engagement Plan (SEP)

(Final)

CONSULTANT:



ISO 9001:2015 CERTIFIED

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LAO TRANSPORT ENGINEERING CONSULTANT

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

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

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

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Table of Contents

Abbreviations and Acronyms	iii
Executive Summary	v
1 Introduction.....	7
1.1 Project Background.....	7
1.2 Project Implementation	8
1.3 Project Location and Works.....	8
1.4 Project Objectives and Outcomes	11
2 Purpose of the Stakeholder Engagement Plan (SEP).....	11
3 Legal Frameworks.....	12
3.1 National Legal Requirements.....	12
3.2 AIIB’s Environmental and Social Policy Requirements	13
4 Stakeholder Analysis.....	15
4.1 Stakeholder Identification	15
4.2 Stakeholder Categorization	18
4.3 Ranking of Stakeholder’s Interest and Influence	18
4.4 Stakeholder Engagement Strategies	27
5 Principle for Implementing the SEP.....	27
6 Public Participation, Consultation and Disclosure	29
6.1 Consultation Process and Information Disclosure.....	29
6.2 Free, Prior and Informed Consultation (FPICon)	30
6.3 Stakeholder Engagement to Date	30
6.4 Future Stakeholder Engagement	36
7 Grievance Redress Mechanism	39
7.1 GRM for Community Members and General Public	40
7.2 GRM for individuals/households affected by land acquisition	40
7.3 GRM for SEA/SH and VAC.....	42
7.4 GRM for Workers.....	43
7.5 Submitting Grievances or Complaints	43
7.6 Recording Grievances.....	46
8 Budget and Responsibilities	46
8.1 Budget.....	46
8.2 Management Functions and Responsibilities	48
9 Monitoring and Reporting.....	50

10	Attachments	50
	Attachment 1: Form to Submit Grievances	51
	Attachment 2: Grievance Log Form.....	52
	Attachment 3: Summary of stakeholder concerns from the village consultation and FGD.....	53
	Attachment 4: Project Information Poster	85
	Attachment 5: Focused Group Discussion Questionnaires	86
	Attachment 6: FPICon Form	89
	Attachment 7A: List of Participants at Village Level.....	90
	Attachment 7B: List of Participants on Compensation Unit Rate.....	91
	Attachment 7C: List of Participants on draft ESIA/ESMP, RP, SEP and GAP.....	92
	Attachment 8: Photos of Consultations	93
	Attachment 9: Additional FGDs on Road Safety	94

List of Figures

Figure 1-1 Project Location	9
Figure 1-2 Typical Cross-Sections of 4-Lane Section (T1).....	10
Figure 1-3 Typical Cross-Sections of 2-Lane Section through Community Area (T2).....	10
Figure 1-4 Typical Cross-Sections of 2-Lane Section through Non-Community Area (T3).....	11
Figure 4-1 Stakeholder Mapping Matrix	19
Figure 7-1 GRM process	41

List of Tables

Table 4-1 Categories of key stakeholders	16
Table 4-2 Stakeholder analysis.....	21
Table 4-3 Preliminary Stakeholder Analysis Register	22
Table 4-4 Stakeholder Engagement Strategies	27
Table 6-1 Number of Participants	32
Table 6-2 Summary of consultation results	33
Table 6-3 Engagement Activities and Information Disclosure	36
Table 7-1 DGC Contact Person and Number	44
Table 7-2 VGC Contact Persons.....	45
Table 8-1 SEP and GRM Implementation Budget	47
Table 8-2 Staff and Responsibilities for SEP Activities	48

Abbreviations and Acronyms

ADFD	Abu Dhabi Fund for Development
AF	Additional Financing
AH	Affected Household
AIB	Asian Infrastructure Investment Bank
APs	Affected Persons
BKX	Bolikhamxay (Province)
CE	Contracting Entity
COD	Cut-Off-Date
COI	Corridor of Impacts
CPUR	Compensation Policy and Unit Rate
DMS	Detail Measurement Survey
DoR	Department of Road
DONRE	District Office of Natural Resources and Environment
DPWTs	Departments of Public Works and Transport (provincial level)
DRC	District Resettlement Committee
DPWT	Provincial Department of Public Works and Transport
ECC	Environmental Compliance Certificate
EG	Ethnic Groups
EGEP	Ethnic Groups Engagement Plan
EDPD	Environmental and Disaster Prevention Division
E&S	Environment and Social
ESIA	Environment and Social Impact Assessment
ESMP	Environment and Social Management Plan
ESP	Environment and Social Policy
ESS	Environment and Social Standard
FPICon	Free, Prior and Informed Consultation
FGD	Focus Group Discussions
HHs	Households
IEE	Initial Environmental Examination
ISMC	Implementation Support and Monitoring Consultant
GAP	Gender Action Plan
GoL	Government of Laos
GRC	Grievance Redress Committee
GRM	Grievance Redress Mechanism
Lao PDR	Lao People's Democratic Republic
LFND	Lao Front for National Development
LRSP	Lao Road Sector Project
LWU	Lao Women Union
MAF	Ministry of Agriculture and Forestry

MOF	Ministry of Finance
MPWT	Ministry of Public Works and Transport
PNA	Provincial National Assembly
NR13S	National Road Number 13 South
NR13SE	National Road 13 South Extension Improvements and Maintenance Project
PAHs	Project Affected Households
PAPs	Project Affected Persons
PMU	Project Management Unit
PONRE	Provincial Office of Natural Resources and Environment
PTI	Public Works and Transport Institute
PVAs	Project Affected Villages
RP	Resettlement Plan
RPF	Resettlement Policy Framework
RoW	Right of Way
RPF	Resettlement Policy Framework
SEA/SH and VAC	Sexual Exploitation and Abuse/Sexual Harassment and Violence Against Children
TC	Typical Cross-Section
UXO	Unexplored Ordinances
VGC	Village Grievance Committee
VRC	Village Resettlement Committee
VTE	Vientiane Capital

Executive Summary

The Stakeholder Engagement Plan (SEP) is designed to guide the process of consultation and the provision of data, information, and opinions of all stakeholders on investment projects and activities during different phases. It aims to ensure accessibility and cultural appropriateness, taking into account the needs of ethnic groups, vulnerability, language, literacy, consent, and child protection measures.

The SEP is developed in line with the requirement of national regulations and AIIB environmental and social policy such as Decree on Environmental Impact Assessment, No.389/GOL, dated 20 October 2022 (Article 39), The Decree on Compensation and Resettlement Management, in Development Project, No.84, dated 5 May 2016 (Article 9), Section 65 of AIIB's ESP and its ESS1.

During the ESIA process for the NR13SE Project, the list of stakeholders was identified and engaged in consideration of the following aspects: i) potential project's impacts during its life cycle, with focus on the operational phase; ii) type of stakeholder engagement required by national regulation as well as AIIB ESP; iii) potential people/organization (directly and indirectly) affected by potential impacts in the project's area of influence; iv) disadvantage and vulnerable groups required special engagement efforts.

After stakeholders had been identified, the stakeholders were categorized based on their concerns on the project development activities such as issues related to environmental, social and technical aspects. Stakeholders were evaluated and mapped in order to define stakeholder relationships, vulnerability, and interest in and influence over Project activities. Stakeholder mapping was analyzed according to influence, interest, and the degree of potential impact based on the stakeholder mapping matrix. A definition of each group based on the stakeholder mapping include Level 1-monitor, level 2-inform, level 3-engage, level 4-leverage.

To ensure that the SEP is properly planned and implemented, the project has defined the basic principles of the SEP, which draw from the key principles of the AIIB's ESF and national EIA Decree. Thus, the SEP must be carried out following below key principle: Meaningful, useful and transparency; 2) Disclosed as early as feasible; 3) Accessible, 4) Two-way communication; 5) Inclusive; 6) Environmentally friendly; 7) Responsive; 8) Monitoring.

There is a wide spectrum of engagement levels when it comes to the different stakeholders. AIIB ESS1 and ESS3 require that the Project "engage in free, prior and informed consultation (FPICon) with and obtain the broad support of the affected Indigenous Peoples communities if activities under the Project would: (a) have impacts on land and natural resources subject to traditional ownership or under customary occupation or use; (b) cause relocation of Indigenous Peoples from land and/or limitations on access to natural resources subject to traditional ownership or under customary occupation or use; or (c) have significant impacts on Indigenous Peoples' cultural resources".

The comprehensive GRM and its steps and functions including roles and responsibility of each body are outlined in the GRM section and in the RP.

The budget for capacity building, monitoring and reporting of SEP will be included in ISMC budget while the budget for implementation of SEP will be covered by the contractor costs, ISMC and PMU budget

PMU/DOR with technical assistance from PTI will be responsible for planning, supervision, capacity building/training, monitoring and reporting of SEP and GRM. Certain parts of the SEP, as detailed above, will also be the responsibility of ESIA consultant and contractor or ISMC, as necessary and they will oversee this work as appropriate.

Monitoring will focus on impacts identified in ESIA and proposed mitigation in the ESMP, RP, GAP, and contractor will prepare semi-annual and annual progress reports to be submitted to AIB and ADFD Kuwait Fund.

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1 Introduction

1. The Government of Lao PDR (GOL) has prepared this Stakeholder Engagement Plan (SEP) for the Climate Resilient Improvement of National Road 13 South Extension Improvement and Maintenance Project (the proposed NR13SE project), in order to ensure inclusive and meaningful stakeholder engagement in the planning and design, implementing, monitoring and reporting of the Project.

2. This Stakeholder Engagement Plan (SEP) is designed to guide the process of consultation and the provision of data, information, and opinions of all stakeholders on investment projects and activities during different phases of the project, such as i) preparation and planning phase, ii) construction and operation and iii) end of the project. The SEP will allow the project to identify and address key risks and impacts, as well as mitigation measures, and develop communication and engagement strategies and materials to effectively reach out to affected and interested stakeholders.

1.1 Project Background

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

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

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

6. The Survey and Conceptual Design for National Road 13 South Extension (NR 13 SE) Improvement and Maintenance Project, Section Vientiane Capital (KM21+300) to Bolikhamxay (KM71+300) was carried out in 2019 and the draft final report was submitted in June 2019. A

draft Environmental and Social Impact Assessment (ESIA) and a draft RP were also prepared for the NR13 SE in 2019. Since financing is being secured by AIIB, ADFD Kuwait Fund, Road Fund and MCDF grant for implementation of this missing linked between Xaythany district Vientiane Capital and Thaphabath district Borikhamxay Province, the other sections, already under implementation.

1.2 Project Implementation

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

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

1.3 Project Location and Works

9. The section of NR13SE commences in the outskirts area of Vientiane Capital with the starting point at Ban Na Monh, KM 21+300 KM in Xaythany District, North West from the Capital City and ending point at Ban. Xaysavang, KM71+300 in Thapabath District, Bolikhamxay Province with a total length of 50KM. The NR13SE Project runs through two provinces including Vientiane Capital (VTE) and Borikhamxay Province (BKX); three districts including Xaythany and PakNgum Districts in VTE and Thabath District in BKX; and 21 villages (19 villages in VTE and 2 villages in BKX). Please see Figure 1-1 Project Location Map and Table 2-1 List of Project Villages.



Figure 1-1 Project Location

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

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

- The urban road standard with divided 4-lane carriageway will be applied at the first section of 20.5KM, from KM 21+300 to KM 41+500: Roadway width of 23m (4 traffic lanes of 3.50m, 2 shoulders of 1.350m, 2 lateral margins of 0.350, 2 sidewalks of 1.50m) plus the slope of 1.5-2.5m and 2 safe zones of 1.5m (See Figure 2-1).
- The 2-lane through community area: Roadway width of 15m (2 traffic lanes of 3.50m, 2 shoulders of 2.150m, 2 lateral margins of 0.350, 2 sidewalks of 1.50m) plus 2 border boxes of 0.750m, the slope of 1.5-2.5m, and 2 safe zones of 1.5m (See Figure 2-2).
- The 2-lane through non-community area: Roadway width of 12m (2 traffic lanes of 3.50m, 2 shoulders of 2.50m) plus 2 lateral margins of 0.350, the slope of 1.5-2.5m, and 2 safe zones of 1.5m (See Figure 2-3).

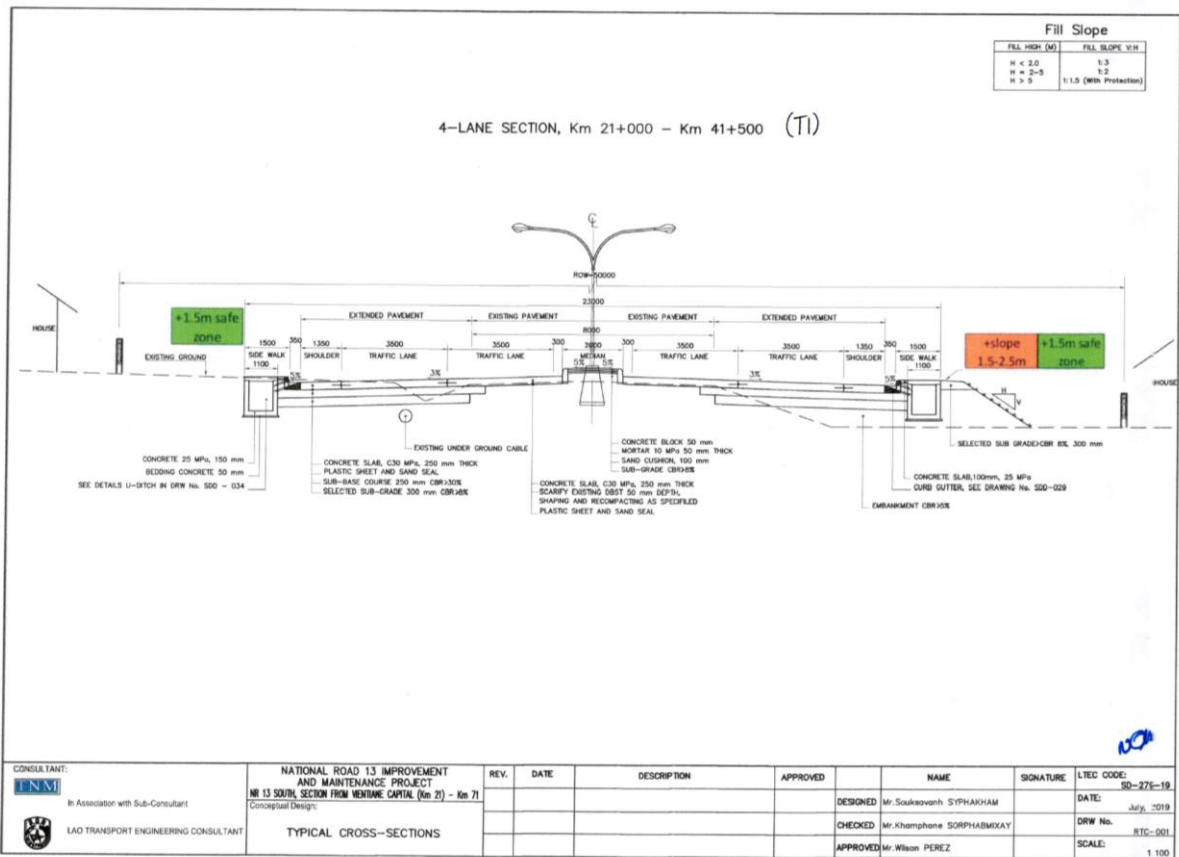


Figure 1-2 Typical Cross-Sections of 4-Lane Section (T1)

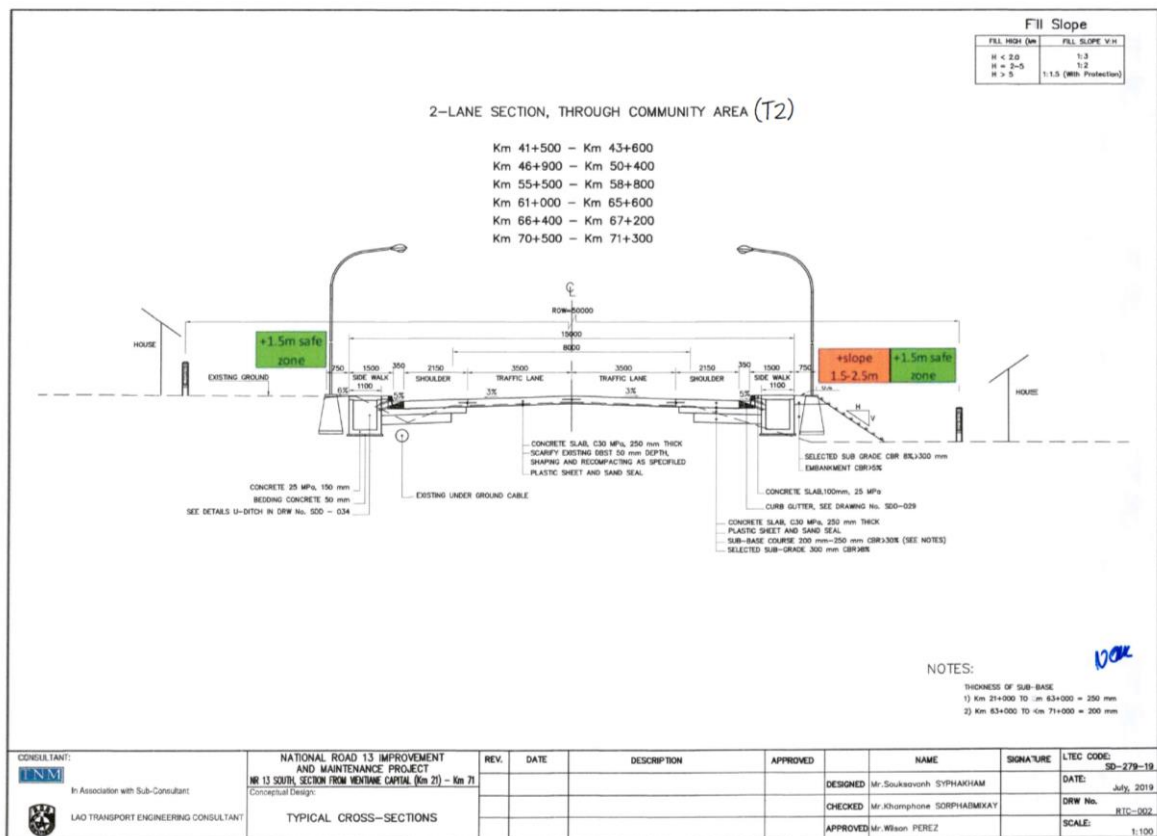


Figure 1-3 Typical Cross-Sections of 2-Lane Section through Community Area (T2)

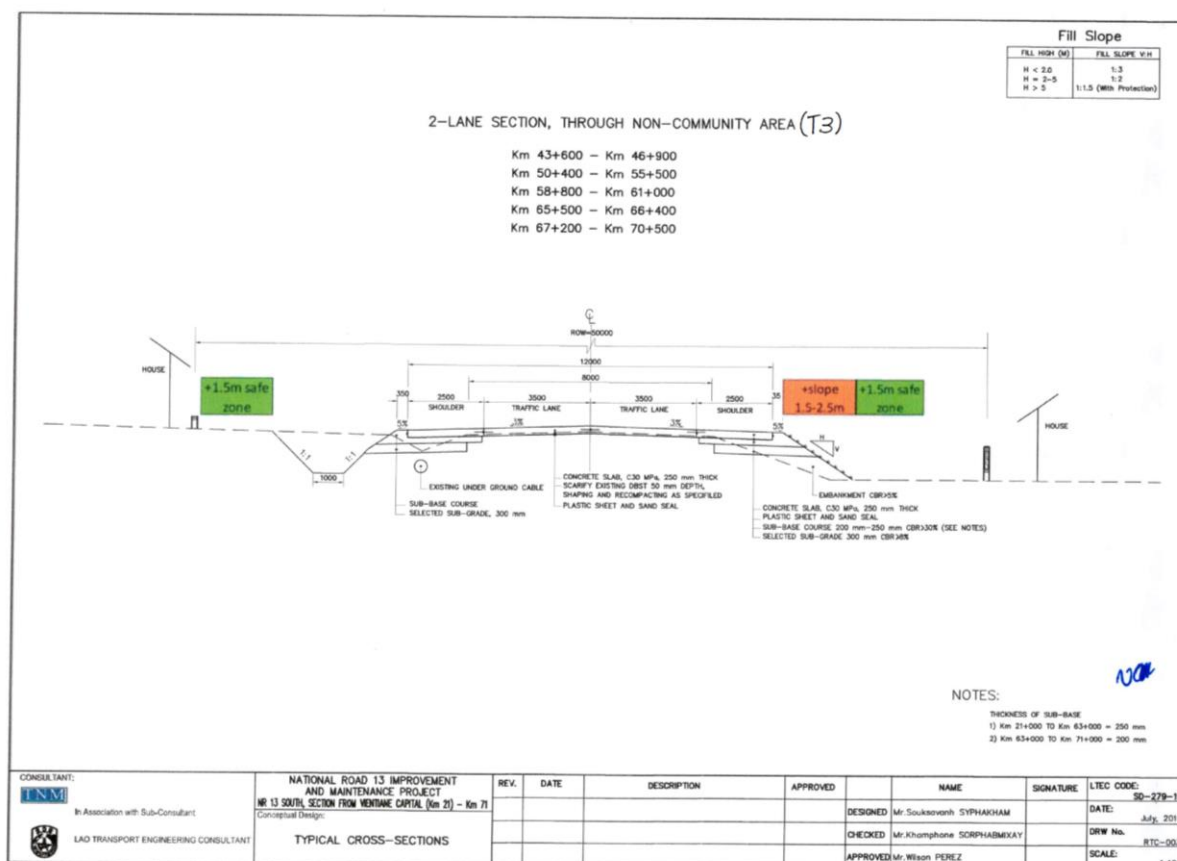


Figure 1-4 Typical Cross-Sections of 2-Lane Section through Non-Community Area (T3)

1.4 Project Objectives and Outcomes

12. The Project's primary objectives are to improve and maintain the existing national road to relieve traffic congestion and enhance the efficiency of the road network and transport in the Project area and southern region of the Lao PDR. The Project will improve socio-economic development, reduce road transport costs, reduce vehicle emissions and improve road safety. It will also improve connectivity to the sub-region and provide improved links between Thailand, China, Cambodia, Vietnam and Lao PDR.

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

2 Purpose of the Stakeholder Engagement Plan (SEP)

14. The overall purpose of stakeholder consultation and public involvement for the NR13SE is to improve decision-making, build understanding to ensure the long-term viability of the

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

Project, and to enhance potential Project benefits. The specific objectives of the stakeholder consultation for the Project are to:

- Provide a structured means for the local community and government to have input into the ESIA and Project development process;
- Ensure that Project affected communities and other stakeholders are well informed of the Project;
- Actively seek community input into the assessment of potential environmental and social impacts of the proposed Project activities and identification of management/mitigation measures to ensure consideration of stakeholder interests in the planning and development of the Project; and
- Collect relevant information for the Project area from key stakeholders for use in the ESIA and associated management plans as well as development of the Project;
- Ensure stakeholder feedback on the Project and its impacts is gained through simple and effective communication processes;
- Reduce the potential for community disaffection that can result from a lack of understanding of the Project and the Project development process; and
- Promote inclusive and informed decision-making on the development and management of the Project.

3 Legal Frameworks

3.1 National Legal Requirements

15. The Decree on Environmental Impact Assessment, No.389/GOL, dated 20 October 2022 (Article 39), stipulates that the natural resources and environment sector, the sector that governs the investment project, local administration and project owners have the joint responsibilities in ensuring and creating conditions for participation of all sectors in the society in environmental impact assessment. Project owners must make a public involvement plan in environmental impact assessment in each phase, as well as making public involvement analysis, particularly involvement of ethnic minority, the gender equality, the people who cannot help themselves, and disadvantaged people that are affected by the investment project and activities.

16. The Decree on Compensation and Resettlement Management, in Development Project, No.84, dated 5 May 2016 (Article 9) requires that project owners, in collaboration with the committee for compensation and resettlement at the local level, must estimate the value for compensation for land, constructed facilities, crop products, livestock and potential incomes and organize consultations with affected people by selecting the right and appropriate options based on prices applied by the state, market prices or average prices applicable for period of compensation and based on the types of properties and locations. Under Article 18, the affected people have rights to receive the information on the development project, benefits

and effects, progress in the implementation of the plan of compensation, resettlement, and rehabilitation of the livelihood of people. They have a right to attend consultation at different levels and make comments to those documents.

3.2 AIIB's Environmental and Social Policy Requirements

1. The AIIB's Environmental and Social Policy (ESP) of 2021 consolidates the following requirements on information disclosure, consultation, and grievance redress mechanism:

Information disclosure

17. The Bank requires the Client to disclose environmental and social information in accordance with ESS1. In addition, to further enhance access to the environmental and social information related to Projects, the Bank also discloses the Client's documentation at time timeline as specified in Section 65 of ESP. As early as possible, disclose the following environmental and social information:

- Draft environmental and social assessment reports and the documents required to complement these reports, including the environmental and social impact assessment (ESIA), the environmental and social management plan (ESMP), the environmental and social management planning framework (ESMPF); the land acquisition and resettlement planning framework (LARPF), the land acquisition planning framework (LAPF), resettlement planning framework (RPF), indigenous peoples planning framework (IPPF), etc.
- Information on GRM.
- Final Environmental and Social Documentation. Disclose final versions of the above reports, documents and information, and any updates to them.
- Any material changes to the disclosed environmental or social information for the Project.
- Environmental and Social Monitoring Reports.
- Bank Signage at Project Site.

Consultation

18. The consultation covers Project design, mitigation and monitoring measures, sharing of development benefits and opportunities on a Project-specific basis, and implementation issues. The Bank requires the Client to engage in meaningful consultation with stakeholders during the Project's preparation and implementation. The Bank requires the Client to include a record of the consultations and list of participants in the environmental and social assessment documentation.

19. Meaningful consultation is an interactive process to provide information and facilitate informed decision-making that: (a) begins early in the preparation stage of the Project to provide accurate information on the proposed Project, minimize misinformation and unsupported expectations, and obtain initial views on the Project; (b) is carried out on an ongoing basis throughout the implementation and life cycle of the Project; (c) is designed so

that all relevant parties have a voice in consultation, including national and subnational governments, the private sector, nongovernmental organizations and people affected by the Project, including, as applicable, Indigenous Peoples; (d) provides additional support as needed so that women, elderly, young, disabled, minorities and other vulnerable groups participate; (e) provides timely disclosure of relevant and adequate information, including availability of the Project's GRMs and of the PPM or other Bank-approved IAM, which is understandable and readily accessible to the people affected by the Project and other relevant stakeholders; (f) is undertaken in an atmosphere free of intimidation or coercion; (g) is gender sensitive, inclusive, accessible, responsive and tailored to the needs of vulnerable groups; and (h) enables the consideration of relevant views of people affected by the Project and other concerned stakeholders in decision-making.

Free, Prior and Informed Consultation (FPICon)

20. There is a wide spectrum of engagement levels when it comes to the different stakeholders. AIIB ESS1 and ESS3 require that the Project engages in "free, prior and informed consultation (FPICon)" with and obtain the broad support of the affected Indigenous Peoples communities if activities under the Project would: (a) have impacts on land and natural resources subject to traditional ownership or under customary occupation or use; (b) cause relocation of Indigenous Peoples from land and/or limitations on access to natural resources subject to traditional ownership or under customary occupation or use; or (c) have significant impacts on Indigenous Peoples' cultural resources".

21. ESS1 and ESS3 also recommend that the Project conducts a meaningful consultation process that results in the informed participation of the affected indigenous people (IP) communities. Meaningful consultation involves designing and implementation of consultation process that:

- Involves Indigenous Peoples' representative bodies and organizations (e.g., councils of elders, village councils or chieftains) and, where appropriate, other community members;
- Provides sufficient time for Indigenous Peoples' decision-making processes; and
- Allows for Indigenous Peoples' effective involvement in the design of Project activities or mitigation measures that may affect them either positively or adversely.

22. ESS3 also requires disclosure of the draft indigenous people plan (IPP), including documentation of the consultation process and the results of the social impact assessment in a timely manner in accordance with the applicable provisions of ESS 1. Adequate documented evidence of such engagement should be provided.

Project-level Grievance Redress Mechanism

23. The Bank requires the Client to establish, in accordance with the ESP and applicable ESSs, a suitable Project-level GRM to receive and facilitate resolution of the concerns and complaints of people who believe they have been adversely affected by the Project's environmental or social impacts, and to inform Project-affected people of its availability.

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

2. The GRB includes provisions: (i) to protect complainants from retaliation, grant them confidentiality and enable them to remain anonymous, if requested; and (ii) to protect those who defend the rights of complainants to make such complaints. It provides for maintenance of a publicly accessible case register and reports on grievance redress and outcomes, which are disclosed in accordance with the applicable ESS. It is required to be operational by the time implementation of the relevant Project.

4 Stakeholder Analysis

4.1 Stakeholder Identification

25. During the ESIA process for the NR13SE Project, the list of stakeholders was identified and engaged in consideration of the following aspects: i) potential project's impacts during its life cycle, with focus on the operational phase; ii) type of stakeholder engagement required by national regulation as well as AIIB ESP; iii) potential people/organization (directly and indirectly) affected by potential impacts in the project's area of influence; iv) disadvantage and vulnerable groups² required special engagement efforts.

26. Lao PDR legislation defines stakeholders as "any person, legal entity or organization who / which are interested in, involved in, or have interests in an investment project or an activity" (MONRE, 2022).

27. Identifying key stakeholders and understanding their specific needs and expectations throughout the life cycle of the Project is critical for an effective consultation and engagement strategy. This information is used to tailor engagement for each type of stakeholder, and to ensure that appropriate information about the Project development, potential impacts, as well as mitigation and management measures are periodically communicated to key stakeholders in a transparent and open manner. This provides an avenue for stakeholders to participate in the

² Disadvantaged/vulnerable individuals or groups includes 1) households below the poverty line of \$3.20 per day, 2) households headed by elderly with no means of support; (3) female headed households, especially those below the poverty level; (4) households with a disabled member; and (5) Ethnic people. These people/groups are disadvantaged/vulnerable due to their potentially significantly lower ability to access and/or understand information about the project and its impacts compared to other groups due to physical, social or cultural constraints.

decision-making processes through public meetings, feedback and via grievance mechanisms. Key stakeholder and project-affected groups have been identified in Table 4-1 below:

Table 4-1 Categories of key stakeholders

Category	Group	Type of Stakeholders
International level stakeholders	AIIB, ADFD Kuwait Fund, MCDF	<ul style="list-style-type: none"> • <i>Donors that provide loan and grant to the government.</i>
Communities	Affected communities / persons	<ul style="list-style-type: none"> • <i>Affected communities:</i> Defined as villages affected by loss of land/assets (or access to land/assets), noise, dust, and vibration impacts, and health and safety. • <i>Affected Persons:</i> Consists of persons who would be affected by loss of land/assets/livelihoods (or access to land/assets/livelihoods) due to the Project. This includes displaced residents that will need to be relocated. • <i>Villages or groups of households losing joint / community assets:</i> This consists of groups or individuals in villages with communal land affected by the Project. Examples of community assets expected to be disturbed by the Project include health centres, schools, utilities, sacred sites, sites, cemetery, etc. • <i>Vulnerable groups:</i> This consists of vulnerable people potentially disadvantaged by the Project, potentially including minority groups, the elderly, disabled and sickly people, single mothers or widows with young children, etc.
Businesses, community facilities and utility/infrastructure owners	Affected businesses	Small, medium or large businesses that will have an indirect or direct loss of land / assets or income due to the Project.
	Affected community infrastructure owners	Owners of community buildings or facilities including schools, temples/churches, medical facilities, markets and recreational facilities which may be directly or indirectly affected by the Project.
	Affected utility/infrastructure owners	Government-owned or private utility/infrastructure owners directly or indirectly affected by the Project, including for telecommunications, electricity and water distribution, power transmission, local roads, irrigation, and sewerage facilities.
National and local Government	Local Level Governments	Relevant government officials from affected districts (e.g. Xaythany, Pak Ngum and Thaphabath) as well as Vientiane Capital and Bolikhamxay Province.

Category	Group	Type of Stakeholders
	Regulatory Authorities	Regulatory authorities responsible for overseeing coordination and management of potentially affected utilities and infrastructure including the power transmission and distribution, and water supply and distribution, etc.
	Legislative Authorities	Legislative authorities responsible for overseeing the implementation of compensation process and receiving and addressing grievances. These may include the Provincial Assembly in Vientiane Capital and Bolikhamxay.
	National Government	Relevant national government authorities including lead agencies such as the Ministry of Public Works and Transport, The Ministry of Finance and the Ministry of Natural Resources and Environment.
	Village authorities	Village authorities or committee in the affected villages
Committees	Committees for Grievances, Compensation and Resettlement	Committees involved in the resolution of Project related grievances, compensation and displacement of Affected Persons. This should include key representative members from affected communities, community leaders, district and provincial governments.
Economically interested parties	Suppliers, contractors, employees, service providers	Contractors, employees and service providers have a strong interest in the Project and varying levels of influence depending on the nature of the goods or services provided.
Civil society organisations/ mass organization and non-governmental organization	Non-government organisations (NGOs)	Civil society organisations in Lao PDR actively operating in the environs of the Project, such as WCS. Other NGOs and aid projects working within the affected districts will be considered as necessary for consultation throughout the life of the Project.
	Mass organisations	Mass organisations with representatives at national, district and local levels across Lao PDR, such as Lao Women's Union, Youth Union, Lao Front for National Development, etc.
Academic group	National University of Laos and other research institutes	Academic groups are actively engaged in research. They may engage in consulting services. They also have an interest in knowing about any emerging developments that affect the country's development and the livelihood of Lao citizens.
Media	National media	The interest is to know, monitor, and inform the public on any developments and changes in the country at national

Category	Group	Type of Stakeholders
	Provincial media	and local levels.

4.2 Stakeholder Categorization

28. After stakeholders had been identified, the stakeholders were categorized based on their concerns on the project development activities. These include:

- **Environmental** - this includes alteration of current environmental baseline conditions such as water quality, air quality, noise disturbance, depletion to ecological systems, forest and biodiversity, generations and disposal of waste, landscape, etc.
- **Social** – This includes economic displacement due to land acquisition, livelihoods, agricultural activities, impacts on water, community health and safety, employment of temporary/local/foreign workforce, labour safety, right of way, utility requirements, infrastructure requirements, materials supply, etc.
- **Technical** – this includes feasibility, traffic safety, emergency preparedness, knowledge sharing, project management issues, etc.

4.3 Ranking of Stakeholder's Interest and Influence

29. Stakeholders were evaluated and mapped in order to define stakeholder relationships, vulnerability, and interest in and influence over Project activities. As shown in the figure below, mapping was analyzed according to influence, interest, and the degree of potential impact based on the stakeholder mapping matrix. The stakeholder's interests and influence, as well as the list of stakeholders, may change over the course of Project development, the analysis of stakeholders may be revised from time to time to reflect the change.

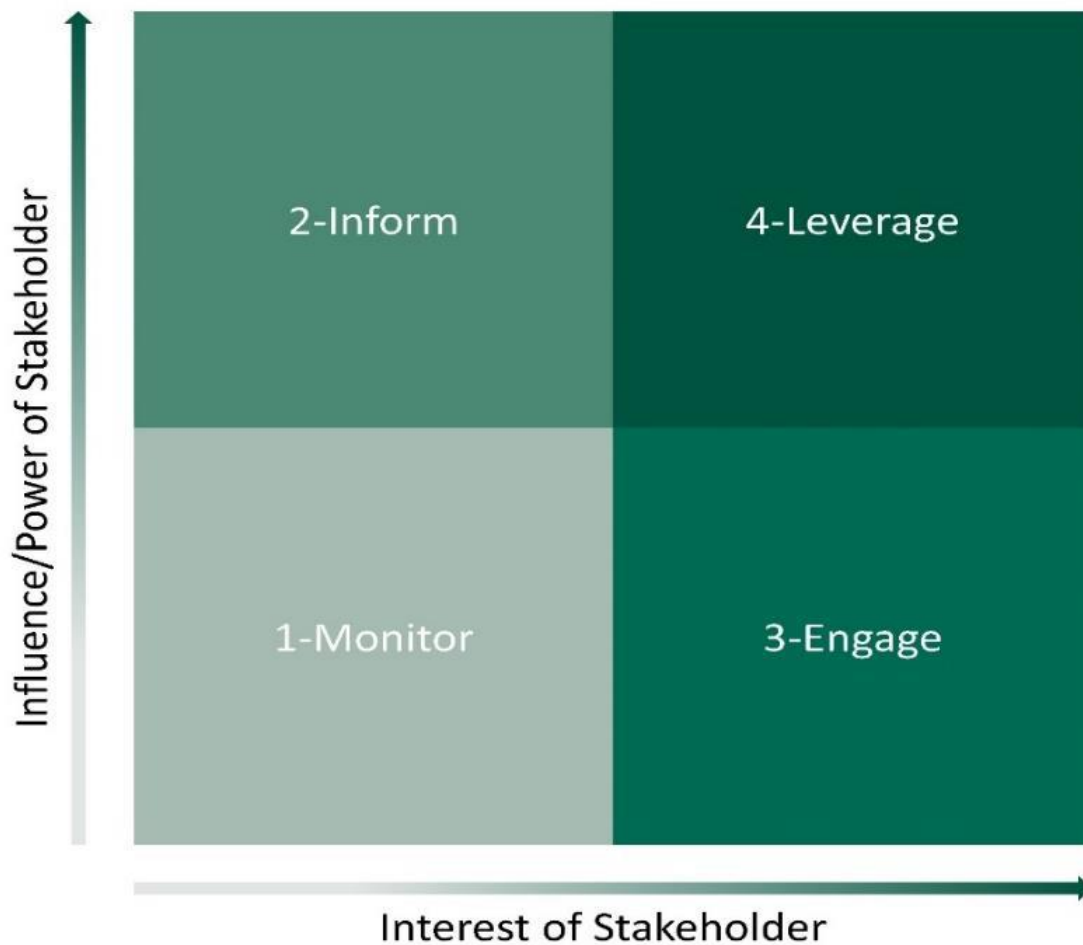


Figure 4-1 Stakeholder Mapping Matrix

30. The stakeholder mapping matrix is a tool that helps identify where stakeholders stand in terms of influence and interest. Stakeholders' influence and interest can be classified as low or high.

31. A definition of each group based on the stakeholder mapping can be summarized as follows:

- **Monitor:** low influence and low interest. This group typically includes those with limited interest in and influence over the Project, such as the media and non-governmental organizations (NGOs).
- **Inform:** high influence and low interest. From an impact assessment perspective, these stakeholders have the potential to influence Project outcomes but may not have a specific interest in impact assessment-related issues. Stakeholders in this group should be kept informed on the progress of the Project Development and usually include statutory consultees.
- **Engage:** low influence and high interest. This group is also an important group and includes those groups or organizations that are not adversely affected, but whose interests determine them as stakeholders. As such, this group should be kept engaged and the Project should maintain an open channel of communications with this group

throughout Project phases. Typically, this group would include local communities not directly affected by the Project and authorities who have limited influence on the Project.

- **Leverage:** high influence and high interest. This group of stakeholders is often the most important to the Project as they have the ability to influence Project outcomes and also have a high level of interest in aspects of impact assessment. Stakeholders in this group should be engaged throughout the ESIA, and for many of these stakeholders beyond the ESIA and during Project life cycle. This group of stakeholders would typically include statutory approval bodies and affected communities.

3. The results of stakeholder identification and categorization are summarized in Table 4-2 and Table 4-3 below.

Table 4-2 Stakeholder analysis

Categories	Stakeholders	Concerns			Influence	Interest	Level of influence and interest
		Environment	Social	Technical			
International level stakeholders	AIIB, ADFD Kuwait Fund, MCDF	x	x	x	High	High	4-Levergag
Affected communities	Affected households that could potentially require replacement or lose land and/or assets to the Project.	x	x	x	High	High	4-Levergag
	Citizen in 21 villages across the three districts located in the project area who may receive any impact from the project's operational activities	x	x	x	High	High	4-Levergag
	Project impacted persons	x	x	x	High	High	4-Levergag
	Vulnerable groups	x	x	x	High	High	4-Levergag
National Government	Department of Road (DOR), MPWT	x	x	x	High	High	4-Levergag
	Public Works and Transport Institute (PTI), MPWT	x	x	x	High	High	4-Levergag
	Department of Environment, MONRE	x	x	x	High	High	4-Engage
	Ministry of Finance	x	x	x	High	High	4-Levergag
	Ministry of Planning and Investment	x	x	x	High	High	4-Levergag
	Ministry of Public Security	x	x	x	High	High	4-Levergag
Local government (local authorities, regulatory authorities, legislative authorities, etc.)	Relevant line agencies (department)	x	x	x	High	High	4-Levergag
	Departments of Public Works and Transport at provincial level (DPWT)	x	x	x	High	High	4-Levergag
	Vientiane capital	x	x	x	High	High	4-Levergag
	Bolikhmxy province	x	x	x	High	High	4-Levergag
	Pak Ngum district	x	x	x	High	High	4-Levergag
	Xaythany district	x	x	x	High	High	4-Levergag
	Thaphabath district	x	x	x	High	High	4-Levergag
Villages authorities across the three-district located within the project area	x	x	x	High	High	4-Levergag	

Categories	Stakeholders	Concerns			Influence	Interest	Level of influence and interest
		Environment	Social	Technical			
	Members of the Project Management Committees	x	x	x	High	High	4-Levergag
Committees	Members of Provincial Grievance, Resettlement and Compensation Committees		x	x	High	High	4-Levergag
	Members of District Grievance, Resettlement and Compensation Committees		x	x	High	High	4-Levergag
Civil society organization/mass organizations, NOGs	Lao Women's Union (LWU)	x	x		Low	High	3-Engage
	Lao Youth Union (LYU)	x	x		Low	High	3-Engage
	Lao Front for National Construction (LFNC)	x	x		Low	High	3-Engage
	Any NGOs that might be interested in the project development and its potential impacts and working in areas such as: child protection, HIV/AIDS, environment and climate change, livelihood related issues, biodiversity conservation, gender equality, youth promotion, governance and capacity strengthening.	x	x	x	Low	Low	1-Monitor
Affected business/Economically interested parties	Business owners/operators of other development projects in the project area	x	x	x	Low	High	2-Inform
	Suppliers	x	x	x	Low	High	3-Engage
	Contractors	x	x	x	Low	High	3-Engage
	Service providers	x	x	x	Low	High	3-Engage
Academic groups	National University of Laos	x	x	x	Low	Low	1-Monitor
	Research Institute	x	x	x	Low	Low	1-Monitor
Media	National media	x	x	x	Low	Low	1-Monitor
	Provincial media	x	x	x	Low	Low	1-Monitor

Table 4-3 Preliminary Stakeholder Analysis Register

Categories	Stakeholder(s)	Description and Key Attributes	Impact on Project	Impacted by Project	Current State	Desired State	Issues, Opportunities and Risks	Mitigation Strategies and Actions	Relevancy?	
									ESIA	RP, ESMP and GAP
International level	AIB, ADFD Kuwait Fund,	- Support in Project	- May withhold	- Provide security for Gol's funding.	Moderately engaged	Fully engaged	- Can offer technical support to Project	- Involve them in Project	✓	✓

Categories	Stakeholder(s)	Description and Key Attributes	Impact on Project	Impacted by Project	Current State	Desired State	Issues, Opportunities and Risks	Mitigation Strategies and Actions	Relevancy?	
									ESIA	RP, ESMP and GAP
stakeholders	MCDF	financing - Mandated to ensure international environmental and social safeguard standards for the Project	funding if Project is not compliant - Can lead to Project delays	- Liable for Project impacts and risks.			activities - Can act as a conduit between the Project and international bodies	implementation - Share Project updates and documentation - Hold regular experience sharing meetings with them		
National Government	Ministries: - MPTW - MoF - MONRE - MPI - Ministry of Public Security - Its line agencies (departments)	- Legally mandated to handle certain critical issues - Have direct stake in certain issues (cultural sites, roads, environment) - Have a huge influence on the public - Disseminate critical information to relevant agencies and institutions	- Make decisions that may affect the Project - Can be useful for partnerships - Can offer support and supervision	- Project may exacerbate some of their work in terms of activities and financing	Moderately engaged	Fully engaged	- Can offer technical advice - Can be used for sharing information - Can mobilise or demobilise for the project	- Hold workshops to inform them of their roles and responsibilities - Invite them to TV/news agencies to garner acceptance of the Project - Sensitise them about environmental and social issues and risks from the Project	✓	✓
Local Governments (local authorities, regulatory authorities, legislative authorities, etc.)	- Vientiane Capital - Bolikhamxay Province - Xaythany District - Pak Ngum District - Thaphabath	- In-charge of the day-to-day running of local governments - Have the mandate to implement critical activities (e.g.	- Make decisions that may affect the Project - Can be useful for partnerships - Can offer	- The Project may exacerbate some of their work in terms of activities and financing - The Project may destabilise their normal work - The Project may	Moderately engaged	Fully engaged	- Can offer technical advice - Can be used for sharing information - Can mobilise or demobilise for the project - Can provide support and supervision	- Hold workshops to inform them of their roles and responsibilities - Implement certain activities with them - Sensitise them	✓	✓

Categories	Stakeholder(s)	Description and Key Attributes	Impact on Project	Impacted by Project	Current State	Desired State	Issues, Opportunities and Risks	Mitigation Strategies and Actions	Relevancy?	
									ESIA	RP, ESMP and GAP
	District	environmental permits, issue compensation rates, implement compensation activities, inspection of work places, etc.)	support supervision - Manage certain grievances and solve challenges that may be in their mandate	affect their local revenue base				about environmental and social issues and risks from the Project - Invite them to TV/radio talk shows to garner support for the Project		
Affected businesses / economically interested parties, etc.	- All industries, factories, vendors, small businesses and farms affected along the Project's COI	- They provide significant economic activity and investments locally and regionally - They employ large numbers of people	- Can delay Project activities - Can disagree with relocation and compensation process	- Loss of land, assets, property and livelihoods - Loss of employment/jobs for the communities	Moderate engaged	Fully engaged	- They can complement Project activities as part of Corporate Social Responsibility - They can request large compensation	- Hold regular workshops with them to sensitise them about the Project - Hold negotiation meetings with them		✓
Affected communities	- 21 Affected villages - Affected households - Project Impacted Persons - Vulnerable groups	- They will be directly affected by the Project - Will require relocation - May be exposed to various environmental and social issues due to the Project - May experience loss of livelihoods, land and	- May delay Project activities - Can threaten the Project and staff - May destroy Project property - May cause loss of funding to the Project	- May suffer disruption in their day-to-day lives - May experience loss of services - May be exposed to various environmental and social issues due to the Project - May experience loss of livelihoods, land and assets - May require relocation - May experience	Moderate engaged	Fully engaged up	- Acceptance by affected communities is critical to the success of the Project - Can provide key information into the Project design and local contexts - They can provide feedback about Project activities - They can provide input to developing solutions for challenges they are experiencing - Can threaten the	- Hold regular open community dialogues - Hold regular Radio talk shows to disseminate Project information - Establish Grievance Management Committees - Clearly communicate grievance procedures	✓	✓

Categories	Stakeholder(s)	Description and Key Attributes	Impact on Project	Impacted by Project	Current State	Desired State	Issues, Opportunities and Risks	Mitigation Strategies and Actions	Relevancy?	
									ESIA	RP, ESMP and GAP
		assets - May experience disruption in their day-to-day lives		numerous grievances			Project and staff	- Sensitise them about environmental and social issues and risks from the Project - Pay attention to issues of gender, HIV/AIDS, children, the elderly, poor households, and other vulnerable groups		
Civil society organisations / mass organization and non-governmental organization	Non-governmental organisations and mass organisations working in areas such as: - Child protection - HIV/AIDS - Environment and climate change - Livelihood related issues - Biodiversity conservation - Gender equality - Youth promotion	- Have constant face to face interaction with local communities - Detailed understanding of ongoing issues and societal dynamics in the areas where they operate	- Can provide entry points for dialogue and participation with communities - Can offer partnerships - Can support the DOR/PTI team in information sharing - Can monitor and provide feedback on any issues transpiring	- Project may exacerbate some of their work in terms of activities and financing	Partly engaged	Fully engaged	- Can provide financial or material support to communities - Sensitise communities with accurate information about the Project - Work closely with the Project team to provide specific information in the areas they operate in	- Hold workshops to inform them of their roles and responsibilities - Implement community based activities with them - Sensitise them about environmental and social issues and risks from the Project	✓	✓

Categories	Stakeholder(s)	Description and Key Attributes	Impact on Project	Impacted by Project	Current State	Desired State	Issues, Opportunities and Risks	Mitigation Strategies and Actions	Relevancy?	
									ESIA	RP, ESMP and GAP
	- Governance and capacity strengthening									
Committees	Committees for Grievances, Compensation and Resettlement at all levels.	- Project grievance, compensation, and displacement committees	- Highly influence fair compensation process.	- Monitor the project impact	Fully engaged	Fully engaged	- Can ensure reputation of the project. - Ensure fair compensation and happiness of affected people	- Engage them at the early stage in the consultation process of with affected people.	✓	✓
Media	National university of Laos and other research institutions	- They may interest to know and monitor the progress and impact of the project	- Can help to inform if any issues should be addressed by the project.	- Monitor the project impact	Lower engaged	Very low	- Can promote and advocate the impact of the project	- Inform and response to them when needed	✓	✓
Academic groups	National and provincial media	- They may interest to know and monitor the progress and impact of the project.	- Can help to inform if any issues should be addressed by the project.	- Monitor the project impact	Lower engaged	Very low	- Can promote and advocate the impact of the project	- Inform and response to them when needed	✓	✓

4.4 Stakeholder Engagement Strategies

32. Based on the results of the above mapping, the Project analyzed the stakeholder groups to determine the most appropriate method of engagement for each key group (see Table 4-3 below). This analysis considered the groups concerns, their level of interest in the Project and their potential to be impacted (including positive/negative and direct/indirect).

Table 4-4 Stakeholder Engagement Strategies

<p><u>2-Inform</u></p> <ul style="list-style-type: none"> • Make us of interest by informing stakeholders in low risk area. • Keep informed and consulted in the interest area. • The project will be responsive for direct requests for further information. 	<p><u>4-Leverage</u></p> <ul style="list-style-type: none"> • Inform and consult in areas of interest through formal communications such as meetings or letters, as well as document writing. • Participate in oversight and decision-making. • Maintain ongoing engagement and collaborative working in mutually beneficial areas.
<p><u>1-Monitor</u></p> <ul style="list-style-type: none"> • Inform through public communications, such as the MPWT's website, the AIIB's website, and press releases. • If stakeholders request consultation, the project will respond to direct requests for additional information and engagement. • Monitor for their feedback. 	<p><u>3-Engage</u></p> <ul style="list-style-type: none"> • Maintain regular engagement and consultation. • Seek their support as well as technical guidance. • The project intends to be proactive in its communications, providing information and requesting feedback on a regular basis. • Continuous two-way information flow.

5 Principle for Implementing the SEP

33. The general principle of the AIIB's ESF stipulated that the client is responsible for: (a) assessing the Project and its environmental and social risks and impacts; (b) preparing the Project's required environmental and social documentation, in accordance with the Environmental and Social Policy (ESP) and applicable ESSs; (c) engaging with Project-affected people and other relevant stakeholders, through: (i) timely disclosure of the Project's environmental and social information; (ii) meaningful consultation; and (iii) Project-level grievance redress mechanisms (GRMs), which can be readily accessed by Project-affected people; all in accordance with the ESP and applicable ESSs; (d) furnishing to the Bank for review all required information, including executive summaries and reports on the environmental and social assessment, all of the Project's required environmental and social documentation, and monitoring reports; (e) implementing the Project in accordance with its environmental and social obligations under the Legal Agreements governing the Project; (f) including the relevant environmental and social requirements in the tendering documents and contracts for goods and services required for the Project, requiring contractors to implement the agreed measures appropriately and monitoring the environmental and social performance of contractors and the Project against the agreed measures; and (g) planning for and allocating the resources, and

developing and maintaining the capacity, necessary for it to carry out its environmental and social responsibilities properly.

34. In Article 5 of the EIA Decree No. 389/Gov, which was passed on October 20, 2023, the basic principles of EIA were laid out. EIA must be done in accordance with six principles, including transparency, disclosure, justice, the ability to be audited, and making sure the public is involved in the EIA process.

35. To ensure that the SEP is properly planned and implemented, the project has defined the basic principles of the SEP, which draw from the key principles of the AIIB's ESF and national EIA Decree. Thus, the SEP must be carried out following below key principle:

- Targeted at those most likely to be affected by the Project;
- **Meaningful, useful and transparency:** provide meaningful information in a format and language that are readily understandable, and information that is useful for stakeholders as well as being presented in a straightforward manner.
- **Disclosed as early as feasible:** provide information in advance of consultation activities when possible.
- **Accessible:** disseminate information in a manner and location that make it easy for stakeholders to access it and localized to reflect appropriate timeframes, context, and local languages;
- **Two-way communication:** establish a two-way dialogue that gives the project and stakeholders the opportunity to exchange views and information, and has issues heard and addressed.
- **Gender-inclusive:** Make sure that all voices are heard, including those of women, the elderly, people with disabilities, people of different races, and other vulnerable people, as needed.
- **Environmentally friendly:** ensure the use of consultation activities that stakeholders are familiar with, and ensure any obstacles to participation that are identified are removed so that the views of different stakeholders can be obtained. Free from manipulation or coercion;
- **Responsive:** ensure there are clear mechanisms for responding to people's concerns, suggestions, and/or grievances. Incorporate the feedback of stakeholders into the project design, and report back to stakeholders. Incorporate stakeholder engagement as part of the project management responsibilities, and ensure staff, especially the Environment and Social Officers (ESOs) are equipped with specific responsibilities and budgets.
- **Monitoring:** Ongoing as required during the life of the Project. Track stakeholder engagement activities and, to the greatest extent possible, include project stakeholders

in monitoring.

6 Public Participation, Consultation and Disclosure

36. Public Consultation and Disclosure (PCD) for NR13SE Project are crucial for achieving an informed decision making. PCD is also a core requirement of the ESIA process in Lao PDR under the Decree on Environmental Impact Assessment (2022). According to the World Bank Group's Good Practice Manual (2007), PCD is a 'tool for managing two-way communication between the project sponsor and the public with the goal of improving decision-making and building understanding by actively involving individuals, groups, organizations with a stake in the project'. In addition to these regulatory obligations, an open and consultative approach makes good business sense by reducing costs, reducing risks, and enhancing benefits.

37. Active and ongoing stakeholder engagement ensures the Project's development, potential impacts, and management measures are communicated to the public while ensuring an avenue for stakeholders to participate in the decision-making process through public meetings, feedback and via grievance mechanisms. Extensive consultations have been undertaken for NR13SE Project, and build on existing community and government relationships (e.g. line-sectoral agencies) formed through the work completed by LTEC with support from DOR and PTI. Throughout the ESIA process, consultations and disclosure of Project information has been undertaken with government officials (at local and national levels), the local community, Affected Persons and a range of other key stakeholders.

38. Throughout the ESIA process, formal and informal consultations were undertaken with national, provincial and district government officials, as well as the local communities that are participating or otherwise may have been affected by Project implementation. Informal consultation has included regular discussions and the dissemination of Project information to local residents and government staff. Formal consultations have included meetings with relevant government authorities and environmental and socio-economic studies at the village level. Structured consultation workshops were also conducted with government, communities and other stakeholders to present the draft ESIA, share information about the Project, and obtain feedback from Project stakeholders.

6.1 Consultation Process and Information Disclosure

39. The project adopts a participatory consultation approach to promote meaningful consultation with project affected households. A focus is placed on consultation with affected vulnerable groups, including female headed households, ethnic minorities, women, youth, the elderly, the poor, and people with disability, etc. Consultation with CSOs (NPA, CBOs) and other relevant stakeholders were also hold to understand their perspective and inform project design as well as overall impact mitigation approach.

40. PAPs and PAHs were invited to participate in public meetings in the early stages of the RP preparation. They were provided with reliable information on the proposed project, its

impacts and proposed mitigation measures and economic restoration activities. Information publicly disclosed includes cut-off dates, eligibility criteria and entitlements, modalities of compensation, complaints and grievance redress procedures.

41. Both English language and Lao language versions (executive summary) of ESIA, ESMP, RP and this SEP will be posted on the MPWT official government website and will also be distributed to national and local governments, key stakeholders and civil society organizations, and different stakeholders two weeks prior to the second public consultation meeting. Previous consultation indicated that consulted stakeholders, including affected households, support implementation of the proposed subproject.

42. Once the ESIA is cleared by the AIIB for implementation, both English language and Lao language versions (executive summary) of ESIA, ESMP, RP and this SEP will be disclosed in English and Lao languages on the MPWT's website, and locally in Lao language at the village halls. The final English version of all reports will be disclosed on the AIIB's website.

6.2 Free, Prior and Informed Consultation (FPICon)

43. Based on Detailed Measurement Survey (DMS) conducted during 16 January – 16 February 2023) has confirmed that the Project will not affected any indigenous people or ethnic groups; thus, the Ethnic Group Engagement Plan (EGEP) is not required for this Project. However, the consultant team has applied FPICon form during consultation with local communities and people. Please see **Attachment6: FPICon Form** for more details.

6.3 Stakeholder Engagement to Date

44. The consultation with local communities and FGD were conducted with village authorities including representatives of the affected people (men, women, ethnic minorities, and disadvantaged people) in 21 villages, three districts and two provinces in January 2023 with a total of 785 participants (350 females and 435 males). Table 6-1 below provides number of participants while the list of participants is provided in **Attachment 7A** and photos of consultations are provided in **Attachment 8**. The objectives of the stakeholder engagement activities were to:

- Define corridor of impact, update about Project progress.
- Obtain and verify information related to socio-economic conditions of affected communities and people affected households.
- Collect environmental and social condition/baseline to inform the development of ESIA, ESMP, RP and SEP reports.
- Attain feedback or perceptions about the Project development and recommendation for stakeholder groups on the ESIA, ESMP, RP and SEP development.
- Get acceptance and support from the government agencies to conduct the survey in the area.

45. Participatory focus group discussion at the village level: After the presentations and open group discussion at the Public /Village Consultation Meeting. The ethnic group participants were divided into two groups (male and female groups) to have in-depth focus groups discussion with male and female groups to ensure that women ethnic group could express their idea freely without intervention of males.

46. In general, stakeholder feedback has been supportive of the NR13SE and request fair compensation to those experiencing losses as a result of the land acquisition for the Project. Most stakeholder feedback and concerns related to ensuring that Affected Persons are adequately and promptly compensated. Both the local community and local leaders had expectations for employment opportunities to be created for local people during the construction phase. The private sector stakeholders were primarily concerned with ensuring compensation for businesses affected (including temporary impacts on access) and the potential for disruption of utility services for businesses.

47. Road safety issues: Villagers, both men and women, are extremely concerned about road safety, especially in situations where there is neither a caution sign nor a streetlight. During the construction period, there will be traffic jams and poor road conditions, both of which will lead to road accidents. Villagers recommend that the project implement mitigation measures to prevent any potential road accidents, such as warning signs, driving speed control, watering the road to reduce dust, which can cause accidents, and appointing police officers to facilitate student crossings and traffic flow. Additionally, the top of the vehicle should be covered when transporting construction materials.

48. Environmental concerns: Affected villagers both men and women are also concerned about waste management; as a result, they have suggested that the project identify the optimal locations to implement good solid waste and wastewater management systems for the construction site, worker camp, and storage sites before construction commences. The construction activities could generate debris that obstructs the drainage conduit, leading to flooding. During the construction phase, it is necessary to water the road to reduce dust.

49. Economic activities: Affected villagers both men and women are both worried about whether the project will cover the loss of income because their shops, services, and businesses might have to close temporarily during the construction phase. Women are more engaged in informal economic activities, mostly selling foods, drinks, and groceries. The development road and its facilities can obstruct women from continuing such economic activities, as the space for their businesses may be temporarily closed and become unavailable later on. In addition, affected people, both men and women, worry that accessing their shops and businesses will be difficult, resulting in low customer numbers, reduced incomes, and no profit from economic activities. They might have to close their shop at the end or find another place to temporarily move their economic activities until the construction is finished. Therefore, they suggest that the project address the issue of income loss and include it in the compensation package to be provided to the affected people. Villagers request that project to notify village authorities and

villagers at least two months in advance before beginning the construction work. During the construction, don't put anything that will block the entrance to the village.

50. Difficulty accessing villages and houses: Affected villagers shared their concern that the construction will affect the entrances to the temple, school, and residences in the community. Some of the recommendations they provide include the project to finish the construction of drainage on the roadside as soon as possible to solve issues related to accessing the village. They also requested that the project make a temporary road for accessing villages, houses, and markets.

51. Non-availability of balanced land for the relocation of houses and businesses and non-title holders: During the consultation at the village level as well as during the focus group discussion, both men and women requested that if private land was affected, compensation should be provided using market prices. If the remaining land is not sufficient to rebuild their house or shop, the project has to find new land for them. For those whose land will be affected, the project should help with issuing the new land title certificate. They also request that the project take care of the poor, affected villagers, who do not have new land to rebuild their houses. People who are affected and don't have a house or land elsewhere or who have only used land certificates issued before the land law went into effect should be covered by a special policy in the project.

52. A summary of consultation and FGD findings are provided in Table 6-1 while the detailed findings are provided in **Attachment 3**.

Table 6-1 Number of Participants

No	Village	Consulted Date	Total Participants	Female	Male
	Vientiane Capital		624	251	373
	Xaythany District		284	120	164
1	Ban. Khoksivilay	22.01.2023	44	17	27
2	Ban. Nonthong	18.01.2023	17	7	10
3	Ban. Phailom	18.01.2023	19	9	10
4	Ban. Somsavanh	19.01.2023	41	23	18
5	Ban. Khoksavang	19.01.2023	18	13	5
6	Ban. Phonsavanh	20.01.2023	23	9	14
7	Ban. Naphasouk	23.01.2023	26	17	9
8	Ban. Dongkhouay	21.01.2023	59	12	47
9	Ban. Borlerk	21.01.2023	37	13	24
	PakNgum District		340	131	209
1	Ban. Nongbouathong	18.01.2023	15	5	10
2	Ban. Sangxay	18.01.2023	25	5	20
3	Ban. Khoksa	19.01.2023	28	14	14

No	Village	Consulted Date	Total Participants	Female	Male
4	Ban. Thangkhong	20.01.2023	32	9	23
5	Ban. Donehai	20.01.2023	39	15	24
6	Ban. Naxone	19.01.2023	44	22	22
7	Ban. Phao	23.01.2023	64	35	29
8	Ban. Somphaseuth	23.01.2023	25	10	15
9	Ban. Hai	24.01.2023	53	14	39
10	Ban. Somsavanh	24.01.2023	15	2	13
Bolikhamxay Province			161	99	62
Thaphabath District			161	99	62
1	Ban. Naxay	16.01.2023	75	50	25
2	Ban. Xaysavang	16.01.2023	86	49	37
Total			785	350	435

Table 6-2 Summary of consultation results

Consultations	Positive Impacts	Negative Impacts	Recommendations/ Comments
Village level	<ul style="list-style-type: none"> Village authorities and villagers are strongly support the project as the project will have significant positive impacts on improvement of the local livelihood activities, business and economic, health and well-being such as more convenience and saving time for travelling to other villages, districts, provinces, work, school, agriculture farms, transportation of agriculture products as well as reduction in road accidents, and etc. 	<ul style="list-style-type: none"> However, there are also negative impacts such as acquisition of private land; loss of houses and shops; Other issues are construction waste and solid waste from worker camps. Community health and safety from transportation of construction materials, noise and dust emissions, solid waste and waste water from worker camps, and risks of Covid-19 infection. Social issues from labour influx such as thieves, drunk, violence including gender and child violence and abuses. 	<ul style="list-style-type: none"> The design shall be designed to minimize the impacts on people lands and properties. The loss and compensation amount data shall be checked and confirmed with PAPs. Compensation should be paid for all affected lands and assets with fair prices and consultation with PAPs. The compensation shall be completed before starting any construction activities. Notify village authorities and villagers 2 months in advance of construction takes place. Implement measures to prevent community health and safety such as control of driving speed limit, water spraying, noise control, and cover the truck when transporting construction materials to prevent falling

Consultations	Positive Impacts	Negative Impacts	Recommendations/ Comments
		<ul style="list-style-type: none"> • Road safety due to people might drive with high speed. • Improper placement or lack of warning sign during construction may cause accidents. 	<p>on the road and so on.</p> <ul style="list-style-type: none"> • Implement good solid waste and waste water management for worker camp and storage areas. • Implement measures to avoid social issues and risks on COVID-19 infection such as having vaccination to prevent COVID-19 outbreak before coming to work. • Request to recruit local people for construction works both men and women. • Request to not working on Buddha Day “Van Sin”.
FGD Women	<ul style="list-style-type: none"> • All participants agreed with the project development plan. • The project should start as soon as possible. • Easy to travel, more convenient for transportation, safe time to travel to pick up kid and go to work. 	<ul style="list-style-type: none"> • Request to not working on Buddha Day “Van Sin”. • Loss of income as they might have to close their shops during the construction. • Loss of their properties, fair compensations, road safety, and security during the construction phase. • Road safety after finish the construction, people might drive with high speed. • Waste from the construction and from worker camp. • Waste water from the camp. • Water stagnant during the rainy season. 	<ul style="list-style-type: none"> • The loss and compensation amount data shall be checked and confirmed with PAPs. • Compensation should be paid for all affected lands and assets with fair prices and consultation with PAPs. The compensation shall be completed before starting any construction activities. • Notify village authorities and villagers 2 months in advance of construction takes place. • Implement measures to prevent community health and safety such as control of driving speed limit, water spraying, noise control, and cover the truck when transporting construction materials to prevent falling on the road and so on. • Implement good solid waste and waste water management for worker

Consultations	Positive Impacts	Negative Impacts	Recommendations/ Comments
		<ul style="list-style-type: none"> • Difficulty to access the house, shops or village during construction due to construction object blocking or lack of access. • Dust, noise, and vibration create by construction. 	<ul style="list-style-type: none"> camp and storage areas. • Implement temporary access way to the effected houses, stores and villages. • Regularly watering the road morning, afternoon, evening or as frequently when needed.
FGD Men	<ul style="list-style-type: none"> • All participants agreed with the project development plan. • Easy to travel; more convenience for transportation • Will help increase trade and livelihood along the main road. • Increase the better living condition for the villagers. 	<ul style="list-style-type: none"> • Should continue the construction and have a clear timeline to complete the construction? • Worry about the compensation policy and whether it will be fair and appropriate. How will the house, land, and fence be compensated? • Difficult to access to village and house. • Connection of main drainage to the household drainage. • Install temporarily of connection pipe to village and house. • Dust, noise, and vibration create by construction. • Potholes and improper road warning signs may lead to accidents especially for the motorbikes. 	<ul style="list-style-type: none"> • Implement measures to prevent community health and safety such as control of driving speed limit, water spraying, noise control, and cover the truck when transporting construction materials to prevent falling on the road and so on. • Implement good solid waste and waste water management for worker camp and storage areas. • The loss and compensation amount data shall be checked and confirmed with PAPs. • Compensation should be paid for all affected lands and assets with fair prices and consultation with PAPs. The compensation shall be completed before starting any construction activities

53. Additional FGDs with local communities were conducted by Road Safety Audit Consultant, with participation from PCU/PMU and ESIA consultant, in three villages (B.

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

6.4 Future Stakeholder Engagement

54. Information disclosure and consultations with the affected communities and other stakeholders will be undertaken continuously throughout the planning, construction and operation and maintenance phases. Consultation report of each consultation shall be prepared with minutes of meeting along with attendance records and the signatures of all participants. The future consultations are listed in Table 6-3 below.

Table 6-3 Future Engagement Activities and Information Disclosure

No.	Consultation	Methods	Implementing Agency	Timeline
I	Pre-construction			
1	Translate draft Executive Summary (ES) of ESIA (and ESMP), AP (and GEP) and EGEP reports in Lao for disclosure in MPWT website	MPWT Website	LTEC and PMU	17-18 Apr 2023
2	Disclose draft ESIA, ESMP, RP, GAP and SEP on MPWT website	Public document on website.	PMU	24 Apr 2023
4	Submit the final full ESIA (including ESMP), and RP (and GEP) and EGEP in English with outcomes of consultation included and minutes of consultation inserted as an Attachment in English for disclosure in MPWT website	Public document on website.	LTEC and PMU	Sep 2023
5	Consultation on draft Initial Environmental Examination (IEE) reports to VCONRE (Vientiane Capital) and PONRE of Bolikhamxay province in Lao language for review and comments	Open public meeting	LTEC and PMU	Oct 2023
6	Disclose the final IEE reports to VCONRE and PONRE for review,	Public document on	LTEC and PMU	30 Aug 2023

No.	Consultation	Methods	Implementing Agency	Timeline
	approval and disclosure in the MPWT website	website.		
7	RP Implementation: Consultation with concerned authorities and affected households on compensation unit rate, confirmation of loss and compensation amount and payment method. Also develop GRM in BLKX and KM provinces. Separate consultations may need to be conducted with vulnerable households and individuals to ensure that their concerns and needs have been met.	Face-to-face, Meetings and open discussions	LTEC, PMU, PRC and DRC	Dec 2023-Feb 2024
II	During Construction			
1	Development of GRM poster and dissemination of project information and GRM process in all affected villages	Distribution of PIBs to all affected villages	Contractor	Before starting civil works
2	Conduct training on SEP and GRM implementation to PIUs, SMWGs and village authorities	Training workshop	PMU/PTI, ISMC/Contractor	Before starting civil works
3	CESMP Implementation: Consultation with communities and households that live adjacent to the COI (1.5m buffer zone) to obtain and address their concerns and recommendation on the community health and safety, noise and vibration impacts, damage to structures and block or disturb the access. Incorporate all concerns and recommendations in the CESMP and report back to the communities.	Open meetings, FGD and individual discussion where needed.	Contractor	Throughout construction phase
4	Regular consultations with affected communities including ethnic groups and authorities	Open meeting	Contractor	Throughout construction phase

No.	Consultation	Methods	Implementing Agency	Timeline
	on project activities, impacts, construction schedule and work plan and to ensure that their concerns and needs have been met during the construction, operation and monitoring phases.			
5	Conduct one additional public consultation during the construction phase to hear people's, particularly women and elderly persons, perceptions and recommendations related to the Project.	Open meeting	PCU/PMU, with the support of the Road Safety Audit Consultant	Throughout construction phase
6	Ad hoc meetings on a basis where substantial changes have been made or conflict has arisen due to accident, misunderstanding or other causes.	Meeting, Focused Group Discussion and In-depth Interview	Contractor	Throughout construction phase
III	During O&M Phase			
1	Consultations with affected communities on project activities, impacts, construction schedule and work plan	Open meeting	Contractor	O&M Phase
2	Conduct one additional public consultation during the operation phase to hear people's, particularly women and elderly persons, perceptions and recommendations related to the Project.	Open meeting	PCU/PMU, with the support of the Road Safety Audit Consultant	O&M Phase
3	Consultation with affected communities on participatory and sustainability road operation and maintenance	Open meeting	ISMC	O&M Phase
IV	Monitoring and Reporting			
1	Monitoring and reporting of SEP and GRM implementation and submit Bi-annual reports to	Include section on stakeholder engagement activities	PMU and ISMC	Annually

No.	Consultation	Methods	Implementing Agency	Timeline
	the AIB and ADFD.	in the annual self-monitoring report.		

7 Grievance Redress Mechanism

55. A grievance redress mechanism (GRM) will be established and functioning during the implementation of the ESMP and RP for the NR13SE. The GRM, covering four types of grievances, is in place since pre-construction until construction and operation of the Project. These include grievances from a) community members including general public; b) households affected by land acquisition (both affected households with land titles and non-land titles); c) SH/SEA victims; and d) contractor’s workers. To achieve the above objective, the following key elements are incorporated into the subproject’s GRM:

- **Channels.** Different channels are established to enable complainant to submit their grievances, including submission to village committee, as well as district and provincial levels. Grievance can also be submitted to PMU/PIU via designated email or phone administered by PMU/PIU GRM focal points. The project will also establish user friendly and easily accessible means of communication such the hotline phone call, social media, WhatsApp or Facebook, if and where technologically feasible to facilitate efficient GRM process. GRM procedures and contact detail of responsible staff will be provided in a Project Information Leaflet (PIL) to be prepared and distributed to all project affected villages during the GRM training for village mediation committees for their references.
- **Forms.** Grievances can be submitted in writing and verbally, and either directly by the complainants, or by person delegated by the complainant who are sick, the elderly, or people with physical disabilities, or with vision or hearing impairment, etc. **See Attachment 1 Form to Submit Grievances.**
- **Documentation.** A grievance logbook will be maintained at village, PIU and PMU as well as contractor and Implementation Support and Monitoring Consultant (ISMC) offices to record all Project related grievances registered in writing and verbally. A grievance database will be established and maintained by PMU/PIU (through GRM focal point within PMU/PIU). See **Attachment 2 Form for GRM Logs.**
- **Disclosure.** GRM procedures are disclosed in public domain (e.g. websites of PMU, or at public notice board located at village hall...). GRM procedure will be explained to people attending consultation meetings, and provided to consultation participants in hard copy (through subproject’s information leaflet). The GRM procedures to be followed have been translated into Lao language and it will be prepared in local language as needed so that they are easily accessible to all stakeholders and made available by the PMU. Information on the steps to be followed in handling grievances has been incorporated into the consultation process with local community.

- **Predictability.** Where possible, GRM procedures specify length of time complainant may expect to wait for acknowledgement, response, and outcome for the resolution of their grievances.
- **Transparency.** The grievance procedures include steps, expected time frame grievance resolution for each step, notification to complainants, how decision is made, decision makers, mediation options, and
- **Appeal.** Complainant may resort court of law at any stage of grievance resolution if unsatisfied with grievances resolution decision issued by the agency in charge.
- **Monitoring.** All grievances received are processed in the given timeframe, and are monitored by those in charge of grievance resolutions, and by PMU/PIU.

7.1 GRM for Community Members and General Public

56. Community members who are concerned about any issues related to the subproject construction, such road safety, air pollution, vibration, restriction of access to local public or private facilities, etc., can make verbal or written complaints directly to PMU/ PIU (through PMU/PIU GRM focal points), or through village heads/committee. Complaints directly related to contractors' responsibilities can also be directed to Site Representative of the main Contractor(s). In case complainant is not satisfied with the resolution from the steps above, they can initiate their case to the local court. Contractor shall place a Comment Box with mobile number(s) of ESU/DPWT at all affected communities/villages so that the worker can make complaints to the PMU/DPWTs. More details are provided in Resettlement Plan (RP).

7.2 GRM for individuals/households affected by land acquisition

57. RP has established means for affected persons (both with land titles and non-land titles) to bring complaints to the attention of relevant project authorities. GRM is built on the existing national system with Village Mediation Unit/Committee in place in all villages and fiduciary structure from the district to national levels. Grievance procedures should include reasonable performance standards, e.g., time required to respond to complaints, and should be provided without charge to displaced persons. The RP/ARP should also state other avenues available to aggrieved persons if the project-related procedures fail to resolve complaints. Article 23, 24, 25 of the Decree 84/PM requires the Project to establish an effective mechanism for grievance resolution. The Decree requires that the subproject proponent (i.e. DWPT) is responsible for setting up GRM and take actions to solve the issues.

58. Grievances related to environmental and social issues from ethnic groups that result from Project activities will be resolved by the Grievance Redress Committee (GRC) through the Project GRM presented in Figure 7-1 in general. However, the complainant also retains the right to bypass this procedure and can address a grievance directly to the EDPD/PTI Office or the Provincial Assembly, as provided for by law in Lao PDR. At each level grievance details, discussions, and outcomes will be recorded in a grievance logbook of which the template is

provide in Stakeholder Engagement Plan (SEP). The status of grievances submitted, and grievance redress will be reported to DPWT management through the monthly report. The following GRM process will be applied:

- a) *Stage 1:* If an affected person is not satisfied with the resettlement plan or its implementation, the person can issue oral or written complaint to the Village Grievance Committee (VGC). If it is oral complaint, the village should deal with this complaint and make written records. VGC should solve the complaint within 10 working days.
- b) *Stage 2:* If the affected person is not satisfied with the result of step 1, he/she can file appeal with the District Grievance Committee (DGC) after he receives the decision made in step 1. The DGC should make a decision within 10 working days.
- c) *Stage 3:* If the affected person is not satisfied with the result of step 2, he/she can file appeal with Project Management Unit (PMU) for administrative arbitration after receiving the decision made by the PMU. The administrative arbitration organization should make the arbitrated decision within 10 working days.
- d) *Stage 4:* If the affected person is still unsatisfied with the arbitrated decision made by the administrative arbitration organization, after receiving the arbitrated decision, he/she can file a lawsuit in a civil court according to relevant laws and regulations in Lao PDR.

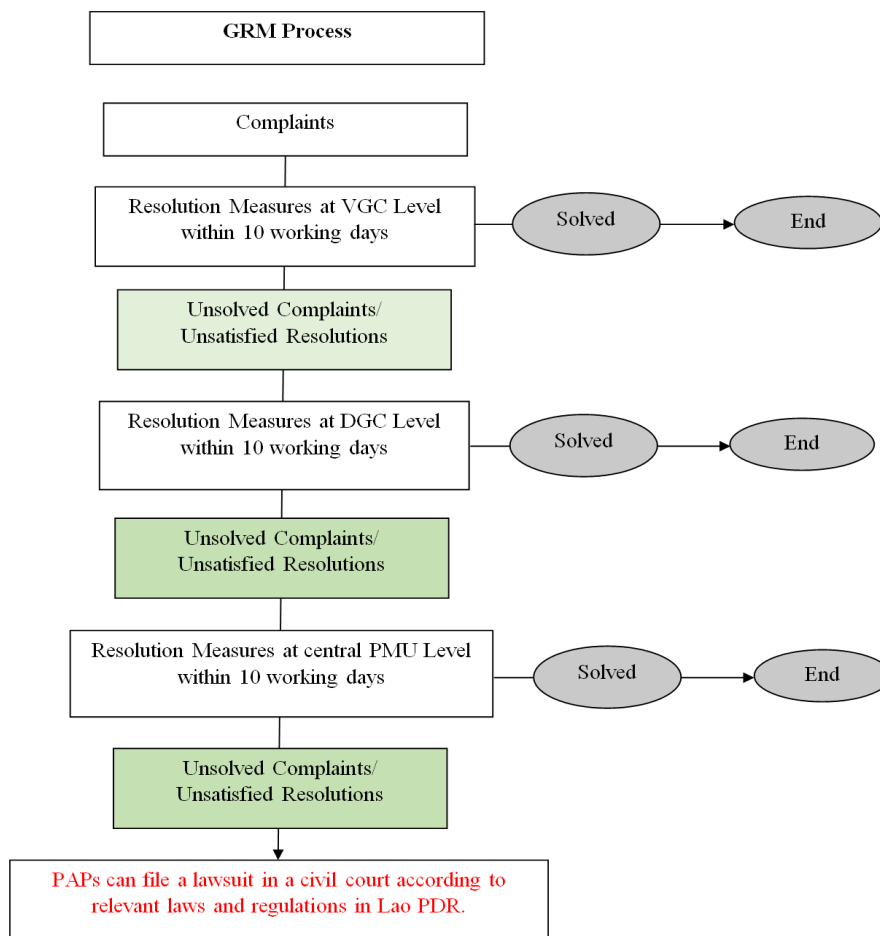


Figure 7-1 GRM process

59. PAP can make complaint or appeal on all aspects of project design and implementation, including issues related to resettlement. The Feedback Form will be developed under this Project and made available at villages in project areas including where PAP live, for use by PAP to raise complaints or grievances. PAP will be clearly informed of the complaint and appeal channels described above through village meetings and other channels. Media tools should be used to communicate the information. Opinions and suggestions on resettlement provided by various people and organizations should be documented and resettlement organizations at various levels should study and address these issues in a timely manner.

60. The role and responsibility for the committee in each district include coordination with MPWT, village authorities and other concerned parties to create awareness of the PAPs on the project purposes and to mobilize for cooperation with the project. The committee will monitor compensation of the affected lands, structures and crops; coordinate with the project officers in monitoring of compensation payment of the affected land, structures and crops approved by the government; and resolve grievances, problems and settle compensations according to legal frameworks and security. The committee will also report periodically on the compensation implementation to the higher authorities and to seek guidance.

61. The role and responsibilities for the VGC in each villages include coordination with the project team, village authorities and other concerned parties to create awareness of the APs on the project purposes and to mobilize for cooperation with the project, coordinate with the project and district authorities to monitor compensation of the affected lands, structures, and crops; received and resolve grievances, problems and settle compensations according to legal frameworks and security. The committee will also report periodically on the compensation implementation to the district authorities and seek guidance.

7.3 GRM for SEA/SH and VAC

62. Under this Subproject, the GRM for Sexual Exploitation and Abuse/Sexual Harassment and Violence Against children (SH/SEA and VAC) mainly serves to: (i) refer complainants to local Gender-Based Violence service provider; and (ii) record resolution of the complaint. The following principles will be applied. These principles recognize victim as principal decision makers in their own care, and treat them with agency, dignity and respect for their needs and wishes.

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

63. Channels for lodging SH/SEA complaints:

- **Channel 1** – Affected Person (AP) can submit a complaint, verbally or in writing, to the PMU
- **Channel 2** –Alternatively, AP can lodge their complaint, verbally or in writing, GRM Focal Point of PIU.
- **Channel 2** – AP can submit a complaint to relevant Contractors, if relevant.

64. All SEA/SH and VAC related grievance will be addressed directly by the Lao Women Union (LWU) who will be engaged by PMU to assist in addressing potential grievances on SEA/SH and VAC.

65. The Subproject and organizations resolving PAP complaint and appeal process will not charge any fees. Any expenses incurred due to submission of complaints and/or appeals and phone calls should be classified as unexpected expenses and covered by the subproject.

7.4 GRM for Workers

66. Contractor shall place a Comment Box with mobile number(s) of SMWGs/DPWTs at the worker camp so that the worker can make complaints to the PMU/PIU.

7.5 Submitting Grievances or Complaints

67. The organizations addressing the affected people's complaint and appeal shall not charge any fee. Any expenses incurred due to complaint and appeal should be paid as unexpected expenses by the relevant project implementation agency. To make GRM more efficient and responsive, contact details including phone numbers of responsible site engineers and focal points at PPWTs will be provide in the project information leaflet to be prepared and distributed to all Project Affected Households (PAHs) and Project Affected Villages (PAVs). Experience from road projects in other countries suggest that phone call is more frequently used by affected people as most complaints raised are often related to to-day-to-day issues/impacts from civil work (e.g. dust, noise, road accidents and safety, construction materials and equipment left blocking access to PAHs , work delayed).

68. AIIB **PPM**. The communities and individuals who believe that they are adversely affected by an AIIB supported project may submit complaints to existing project-level grievance redress mechanism or the AIIB's Project-affected People's Mechanism (PPM). The PPM has been established by the AIIB to provide an opportunity for an independent and impartial review of submissions from Project-affected people who believe they have been or are likely to be adversely affected by AIIB's failure to implement its Environmental and Social Policy in situations when their concerns cannot be addressed satisfactorily through Project-level Grievance Redress Mechanisms or AIIB Management's processes. For information on how to make submissions to the PPM, please visit <https://www.aiib.org/en/policies-strategies/operational-policies/policy-on-the-project-affected-mechanism.html>

69. The communities and individuals who wish to submit their complaints to the existing project-level grievance redress mechanism could be done by contacting the following relevant staff and organizations as provided in Table 7-1 and Table 7-2 below while form for submitting complaints or grievances are provided in Attachment 1 Form to Submit Grievances.

Table 7-1 DGC Contact Person and Number

No.	Full Name	Position	Organization	Telephone number
I.	PMU			
1	Mr. Litta Kattiya	DG	DOR/MPWT	
2	Mr. Souksakhone Soutunnouvong	Project Coordination	DOR/MPWT	020 5962 4747
3	Mr. Thongdom Chanthala	Project's Safeguards Coordinator	PTI/MPWT	020 2203 3971
II.	Xaythany DGC			
1	Mr. Phetsomphone Sensy	Head of Office	OPWT	020 2222 2500
2	Mr. Vongsavath Phoumavongxay	Technician	OPWT	020 2240 5711
3	Mr. Phetsahan Pathammavong	Head of Office	DONRE	020 5552 2242
4	Ms. Parn Khounmixay	Chair of LWU	LWU	020 5501 0413
5	To be add	Head of Office	Office of Labour and Social Welfare	To be added
III.	PakNgum DGC	Technician		
1	Mr. Phouvieng Boudmixay	Head of Office	OPWT	020 5622 9299
2	Mr. Siththisone Siththixay	Technician	OPWT	020 5500 6160
3	Mr. Bounty Sipamuan	Head of Office	DONRE	020 2244 0762
4	Ms. Khamphouva Samoud	Chair of LWU	LWU	
5	To be add	Head of Office	Office of Labour and Social Welfare	
IV.	Thapabath DGC			
1	Mr. Sivieng Inthavong	Head of Office	OPWT	020 5565 2556
2	Mr. Phouvong Souvanhnaphithy	Technician	OPWT	020 5427 7288
3	Mr. Maiphone Vanhmixay	Head of Office	DONRE	020 2211 5229
4	Ms. Pany Luangnarm	Chair of LWU	LWU	
5	To be added	Head of Office	Office of Labour and Social Welfare	

Table 7-2 VGC Contact Persons

Village Name	Full Name of Village Head	Telephone Number
Vientiane Capital		
Xaythany District		
1. Khoksivilay	Mr. Davone	02022248634
2. Nonthong	Mr. Laviengkhone	02096733309
3. Phailom	Mr. Sounthone	02055917292
4. Somsavanh	Mr. Mr Phouthone	02022209128
5. Khoksavang	Mr. Khamphath	02096211022
6. Phonsavanh	Mr. Phaithoun	02052379783
7. Naphasouk	Mr. Kounvilay	0309877330
8. Dongkhouay	Mr. Lathsamy	02056985225
9. Bolek	Mr. Khampuon	02055908108
Pak Ngum District		
10.Nongbouathong	Mr. Nen Sivilay	02093659205
11.Sangxay	Mr. Somphone	02055907249
12.Khoksa	Ms. Vanhphongam	0309801983
13.Thangkhong	Mr. Xiengvilay	02022098490
14.Donehai	Mr. Chan singhalath	02055908219
15.Naxon	Mr. Samthong thanousone	02022000225
16.Phao	Ms. Som lounglat	02055286324
17.Sompaseuth	Ms. Chansone	02023029543
18.Hai	Mr. Bounthanome	02055413672
19.Somsavad	Ms. Xengphachan soulipho	02022513266
Bolikhambay province		
Thaphabath District		
20.Naxay	Mr. Khaekham	02058684404
21.Xaysavang	Mr. Bounvang	02097206789

70. The role and responsibility for the GRCs include coordination with MPWT, village authorities and other concerned parties to create awareness of the PAPs on the project purposes and to mobilize for

cooperation with the project. The committee will monitor compensation of the affected lands, structures and crops; coordinate with the project officers in monitoring of compensation payment of the affected land, structures and crops approved by the government; and resolve grievances, problems and settle compensations according to legal frameworks and security. The committee will also report periodically on the compensation implementation to the higher authorities and to seek guidance.

71.

7.6 Recording Grievances

72. Established and managed by the PMU, a complaints register will be established as part of the project to record any concerns raised by any stakeholder during the implementation of the project. Any serious complaint (such as life-threatening, relating to GBV/SH or criminal) will be advised to the AIIB within 48 hours of receiving the complaint. This register is multi-tier (village, district, province, PMU), with the PMU having overall responsibility for the database.

73. A summary list of complaints received, and their disposition, along with key statistics on the number of complaints and duration taken to close out, must be reported in each regular progress report. Each record is allocated a unique number reflecting year and sequence of received complaint (for example 2021-01, 2021-02 etc.). Complaint records (letter, email, record of conversation) should be stored together, electronically or in hard copy under the responsibility of the PMU.

74. Grievances can be submitted anonymously, or the aggrieved person can also request their name be kept confidential. Responsibility for the Grievance Log will be with the PMU office. Grievances will be recorded in a Grievance Logs (**Attachment 2**). This information shall include:

- Stakeholder name and contact details (if not anonymous).
- Details of the nature of the grievance.
- Date received, date investigated, date decided on, who decided on it, what response was provided, date of implementation of decision, etc., and
- How it was submitted, acknowledged, responded to, and closed out.
- Grievances can be submitted anonymously, or the aggrieved person can also request their name be kept confidential. Responsibility for the Grievance Log will be with the Project Management Unit (PMU).

8 Budget and Responsibilities

8.1 Budget

75. The budget for capacity building, monitoring and reporting of SEP will be included in ISMC budget while the budget for implementation of SEP will be covered by the contractor costs, ISMC and PMU budget. More details are presented in Table 8-1 below.

Table 8-1 SEP and GRM Implementation Budget

No.	Consultation	Budget (USD)
I	Pre-construction	
1	Translate draft Executive Summary (ES) of ESIA (and ESMP), RP (and GEP) and EGEP reports in Lao for disclosure in MPWT website	Included in ESIA consultant budget
2	Disclose draft ESIA, ESMP, RP, GAP and SEP on MPWT website	Nil
3	Conduct stakeholders' consultation on draft ESIA, ESMP and RP	Included in ESIA consultant budget
4	Submit the final full ESIA (including ESMP), and RP (and GEP) and EGEP in English with outcomes of consultation included and minutes of consultation inserted as an Attachment in English for disclosure in MPWT website	Included in ESIA consultant budget
5	Consultation on draft Initial Environmental Examination (IEE) reports to VCONRE (Vientiane Capital) and PONRE of Bolikhamxay province in Lao language for review and comments	Included in ESIA consultant budget
6	Disclose the final IEE reports to VCONRE and PONRE for review, approval and disclosure in the MPWT website	Nil
7	RP Implementation: Consultation with concerned authorities and affected households on compensation unit rate, confirmation of loss and compensation amount and payment method. Also develop GRM in VTE and BKK Province. Separate consultations may need to be conducted with vulnerable households and individuals to ensure that their concerns and needs have been met.	Included in ESIA consultant budget
8	Development of GRM poster and dissemination of project information and GRM process in all affected villages	Include in Contractor cost.
9	Conduct training on SEP and GRM implementation to PIUs, SMWGs and village authorities	Include in Contractor cost and ISMC.
II	During Construction	
1	CESMP Implementation: Consultation with communities and households that live adjacent to the COI (1.5m buffer zone) to obtain and address their concerns and recommendation on the community health and safety, noise and vibration impacts, damage to structures and block or disturb the access. Incorporate all concerns and recommendations in the CESMP and report back to the communities.	Contractor costs
2	Regular consultations with affected communities including ethnic groups and authorities on project activities, impacts, construction schedule and work plan and to ensure that their concerns and needs have been met during the construction, operation and monitoring phases.	Contractor costs
3	Dissemination of community health and road safety campaigns with affected communities	Contractor costs

No.	Consultation	Budget (USD)
4	Ad hoc meetings on a basis where substantial changes have been made or conflict has arisen due to accident, misunderstanding or other causes.	Contractor costs
III	During O&M Phase	
1	Consultations with affected communities on project activities, impacts, construction schedule and work plan	Contractor costs
2	Dissemination of community health and road safety campaigns with affected communities	Contractor costs
3	Consultation with affected communities on participatory and sustainability road operation and maintenance	Contractor costs
IV	Monitoring and Reporting	
1	Monitoring and reporting of SEP and GRM implementation and submit Bi-annual reports to the AIB and ADFD.	Included in ISMC cost.

8.2 Management Functions and Responsibilities

76. The Ministry of Public Works and Transport (MPWT) is the Executing Agency (EA) and the Department of Roads (DOR) is the Implementing Agency (IA). The Project Management team under the Department of Planning and Cooperation (DPC) will provide overall project coordination and monitoring. The Department of Public Works and Transport (DPWT) in each of the Provinces in Vientiane Capital and Bolikhamxay will be responsible for implementation.

77. PMU/DOR with technical assistance from PTI will be responsible for planning, supervision, capacity building/training, monitoring and reporting of SEP and GRM. Certain parts of the SEP, as detailed above, will also be the responsibility of ESIA consultant and contractor or ISMC, as necessary and they will oversee this work as appropriate. They will be responsible for:

- Leading, or supervising, consultations, as per the SEP.
- Leading, or supervising, the disclosure of information, as per the SEP.
- Reporting on grievance resolution, as per the SEP.
- Review monthly monitoring reports provided by contractors and/or consultants; and
- Regularly reporting to the Project Director and Project Manager.

78. Stakeholder engagement should be periodically evaluated by the Project in line with overall monitoring and other relevant project documents. The Project will strive to include project stakeholders in monitoring activities.

Table 8-2 Staff and Responsibilities for SEP Activities

Staff	Responsibility
MPWT and PIUs with TA	<ul style="list-style-type: none"> • Oversee the process of GRM and SEP, reviews and approves monthly reports on grievance redress and stakeholder engagement;

Staff	Responsibility
from PTI, E&S consultants of ISMC	<ul style="list-style-type: none"> • Submit and keeps AIIB informed on the implementation of the SEP <hr/> <ul style="list-style-type: none"> • Supervise; monitor and report the SEP implementation including other safeguard instruments. • Provide technical support on capacity building for staff of government agencies involved in the implementation of SEP to address environmental and social safeguards issues • Assesses the progress, accessibility, and efficiency of the Grievance Redress Mechanism (GRM) and the overall project GRM database is maintained and reported on at this level. • Conducts trainings on implementation of SEP and GRM. • Assists in the identification of Ethnic Groups. • Conduct quarterly, bi-annual and annual Environmental and Social safeguard (ESS) compliance monitoring and reporting. The biannual and annual monitoring reports and key findings from the implementation of SEP activities and be shared with AIIB and ADFD Kuwait Fund.
Contractor	<ul style="list-style-type: none"> • Carries out consultations with stakeholders on project timeline, mitigation of civil work activities (such as dust, traffic), informs stakeholders about jobs. • Ensures careful consideration of women and vulnerable groups, including them in consultations and that they do not miss out on job opportunities. • Conducts training on Code of Conduct for workers, including on appropriate behavior and relations with community and gender-based violence (GBV), Sexual Exploitation and Abuse/Sexual Harassment and Violence Against Children (VAC), HIV, Covid-19 prevention other issues related road safety, OHS and CHS. • Conducts trainings and awareness activities on road safety to be implemented together with the traffic police and target audience.

Contact details of Implementing Agency:

Ministry of Public Works and Transport (MPWT)

Department of Roads

Address: LanXang Avenue, Phonxay Village, Saysettha District, Vientiane Capital, Lao PDR.

Tel: +85621 412265, +85621 412266.

9 Monitoring and Reporting

79. Monitoring will be conducted as a routine exercise to avoid occurrence of environmental and social risks in the operation phase. Monitoring of Environmental and Social issues will focus on impacts identified in ESIA and its proposed mitigation. During project implementation phase, PMU will monitor implementation of safeguards to ensure that the contractor is in line with the Environmental and Social Management Plan (ESMP), RP, GAP, and this SEP. Contractor will prepare quarterly, semi-annual and annual progress reports that will summarize the CESMPs compliance, these reports will be submitted to MPWT and the AIIB and ADFD Kuwait Fund. These reports will also be disclosed to the public. The PMU and contractor through will prepare brief monthly reports on stakeholder engagement activities which will include but limited to:

- Stakeholder engagement activities (consultations and meetings with stakeholders);
- Entries to the grievance register;
- Entries to the commitment and concerns register;
- New stakeholder groups (where relevant); and
- Plans for the next month and longer-term plans.

10 Attachments

Attachment 1: Form to Submit Grievances

Grievance Form ID Number: _____ Date Received: _____

Complaints Received by (please check (v) the appropriate box):

 MPWT/PMU DPWT/PIU SMWG DGC VDC

Complaint made via (please check (v) the appropriate box):

 In person Phone E-mail SMS Website Complaint Box / Other advice Community/Village Meeting Others _____FULL NAME AND LAST NAME of Complainant (or Anonymous):
_____GENDER: Male Female

AGE: _____

CONTACT DETAILS (by post, by telephone, by e-mail):

STATEMENT OF GRIEVANCE (Reason for complaint and activity leading to complaint. Please include as much details as possible to answer the following questions: (i) what happened, (ii) when did it happen, (iii) who did it happen to, (iv) what was the impact of what happened. Include additional information as needed/desired.

REMEDY REQUESTED BY COMPLAINT:

SIGNATURE: _____ DATE: _____

FOR ADMIN USE ONLY:

Grievance Received by: _____

Action taken or required: _____

Attachment 2: Grievance Log Form

Province: _____ Ditrit: _____ Village: _____

Name of Complainant (or anonymous)	Sex (M/F)	Contact info	Date Received	Details of the nature of the grievance (Environmental impacts, social impacts, labour, health, SEA/SH, etc.)	To whom was grievance submitted	Actions to resolve grievance	Date grievance was settled (and what stage)	How was the response provided?

Attachment 3: Summary of stakeholder concerns from the village consultation and FGD

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
Xaythany District, Vientiane Capital				
1	Ban. Khoksivilay	<ul style="list-style-type: none"> Village authorities and villagers are strongly support the project as the project will have significant positive impacts on improvement of the local livelihood activities, business and economic, health and well-being such as more convenience and saving time for travelling to other villages, districts, provinces, work, school, agriculture farms, transportation of agriculture products as well as reduction in road accidents, and etc. However, there are also negative impacts such as acquisition of private land; loss of houses and shops; generation of dust, noise and vibration and risks of road accidents during the construction if no proper measures such as insufficient watering the road, safety and speed control signs. Other issues are construction waste and solid waste from worker camps. If the project will have an impact on people's shops or houses, the project should complete the compensation process before beginning any construction work. Could the project remove the house structure for us? Please share the details of the method of measurement and the calculation of the compensation amount. Requested the project to compensate or 	<ul style="list-style-type: none"> Bringing more prosperity, income, and easy travel. Effects on land and houses, shops. Please provide compensation if the construction will cause relocation of affected people. Should not work on the Buddhism lent moon (full moon). Loss of income due to the closure of their stores and restaurants during construction. Risk of road accident, travel difficulty during the construction. The project should compensate those who have lost income and set up the warning signage in the construction site. Generate dust and pollution. It may have debris and block the drainage pipe, resulting in flooding. During the construction phase, the road should be watered and a waste disposal area should be defined. Villagers can clear the drainage along the roadside. Suggest starting the construction work in the community area first to reduce a significant impact on the villagers (starting from Km21+300 to the entrance of Hua Xieng village). Please provide a detour route. 	<ul style="list-style-type: none"> Once the construction is finished, travel will be more convenient and faster. Can the project help in the removal of affected structural land, houses, and fences? Affected households, those housing along the main road, want to receive compensation fairly. Don't do the construction work on the Buddha days. Maintain a routine of watering the road to reduce dust and the risk of road accident. Install a temporary in-out conduit, warning signs, and a mechanism for feedback or complaints. Worry about road safety in the construction area during construction. Install the temporary conduit at the entrance to the road or village. Pay special attention to those who are affected by the project, as it may affect them mentally and morally because of worrying that they will not receive fair compensation for affected assets. Recommend that the project notify the contractor to set up a waste disposal site. The removed wood from the roadway should be managed appropriately. Recommend that the endeavor connect road drainage to residential drainage. Propose the project to compensate for the pipes that they brought and used to connect their villages and houses to the main road.

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<p>replace for the pipes that they brought and used to connect their villages and houses to the main road.</p> <ul style="list-style-type: none"> • If private land is taken, proposed to compensate at the market price and if the affected land is not sufficient to rebuild their house or shop, request the project to find the new land for them as per their requested. • Requested the project to construct crossing roads in community areas such market, health center and schools for villagers and students. • Recommended the project finish the compensation payment before starting any construction or demolition work. • For the land compensation unit, the project should use the current market rate. • Recommended to conduct traditional ceremony to ask for approval of land and water spirits before commencement of construction activities. • Also, not allow to work on Buddha day (full moon). 		
2	Ban. Nonthong	<ul style="list-style-type: none"> • Village authorities and villagers are strongly support the project as the project will have significant positive impacts on improvement of the local livelihood activities, business and economic, health and well-being such as more convenience and saving time for travelling to other villages, districts, provinces, work, school, agriculture farms, transportation of agriculture products as 	<ul style="list-style-type: none"> • Easy for travel and transport. • Inconvenient for trading during construction. • Loss of land and house • The project should complete the compensation process before beginning any construction work. • The project should have a clear schedule to complete the construction. 	<ul style="list-style-type: none"> • Good road conditions will make travel convenient and save time. • Provide relocation compensation or new construction to replace the existing structure. • Provide appropriate compensation. • Don't do the construction work on the Buddha days. • Some shops may temporarily close during construction.

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<p>well as reduction in road accidents, and etc.</p> <ul style="list-style-type: none"> • However, there are also negative impacts such as acquisition of private land; loss of houses and shops; generation of dust, noise and vibration and risks of road accidents during the construction if no proper measures such as insufficient watering the road, safety, and speed control signs. Other issues are construction waste and solid waste from worker camps. • During construction, the project should be routinely watered to control dust, and warning signs should be placed in the construction area as mitigation. • What is the compensation policy for the project? • If private land is taken, proposed to compensate at the market price and if the affected land is not sufficient to rebuild their house or shop, request the project to find the new land for them as per their requested. • Requested the project to construct crossing roads in community areas such market, health center and schools for villagers and students. • Recommended the project finish the compensation payment before starting any construction or demolition work. • For the land compensation unit, the project should use the current market rate. • Recommended to conduct traditional ceremony to ask for approval of land and 	<ul style="list-style-type: none"> • Travel difficulty during construction period especially in the rainy season, and people are afraid of road accidents. Once the construction was finished, people might drive at high speeds, resulting in a road accident. A speed control sign shall be put in place. • Loss of income due to the closure of the shops during the construction. It is requested that the project have a clear schedule for the completion of the construction. • Request for fair compensation. • Request project to water the road, provide a detour road, and install warning signs. • Villagers can clean the drainage. • Request the project to facilitate dealing with the land title certificate in the event that we are affected. 	<ul style="list-style-type: none"> • Worry about road safety when traveling during the construction period. • Propose building a small road and installing temporary pipes at the road's entrance. • Should provide sufficient compensation to those who have lost their land and house. • Suggest allocating an area for waste management first before starting any construction work. • Watering the road at least 3-4 time/day. • Propose to construct the drainage connecting from household to the main pipe. • For those affected people who their land will be affected, the project should help deal with issuing the new land title certificate.

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<p>water spirits before commencement of construction activities.</p> <ul style="list-style-type: none"> • Also, not allow to work on Buddha day (full moon). 		
3	Ban. Phailom	<ul style="list-style-type: none"> • Village authorities and villagers are strongly support the project as the project will have significant positive impacts on improvement of the local livelihood activities, business and economic, health and well-being such as more convenience and saving time for travelling to other villages, districts, provinces, work, school, agriculture farms, transportation of agriculture products as well as reduction in road accidents, and etc. • However, there are also negative impacts such as acquisition of private land; loss of houses and shops; generation of dust, noise and vibration and risks of road accidents during the construction if no proper measures such as insufficient watering the road, safety, and speed control signs. Other issues are construction waste and solid waste from worker camps. • During the construction period, the project should regularly water the road to prevent dust. • How will the project provide compensation for the loss of property and the house? • How will the pipe in front of the house be compensated? • The project should help with issuing new land title certificates. Who will pay the fee? 	<ul style="list-style-type: none"> • Easy to travel, faster, and with more civilization. • Effect land, houses, and structures. • Should provide appropriate compensation. • Loss of income due to the closing of shops during the construction phase. • Worry of road accidents during construction and theft. • Requested the project to construct crossing roads in community areas such market, health center and schools for villagers and students. • Requested the project to water the road on a regular basis, and have an area for collecting and managing construction waste. • Propose to construct the drainage connecting from household to the main pipe. 	<ul style="list-style-type: none"> • Good road conditions will make travel convenient and save time. • Should provide compensation and remove structural. • Don't do the construction work on the Buddha days. • Worry about road safety when traveling during the construction period. • The project should continue construction. Do not leave it for years and then continue the construction.

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<ul style="list-style-type: none"> • If private land is taken, proposed to compensate at the market price and if the affected land is not sufficient to rebuild their house or shop, request the project to find the new land for them as per their requested. • Requested the project to construct crossing roads in community areas such market, health center and schools for villagers and students. • Recommended the project finish the compensation payment before starting any construction or demolition work. • For the land compensation unit, the project should use the current market rate. • Recommended to conduct traditional ceremony to ask for approval of land and water spirits before commencement of construction activities. • Also, not allow to work on Buddha day (full moon). 		
4	Ban. Somsavanh	<ul style="list-style-type: none"> • Village authorities and villagers are strongly support the project as the project will have significant positive impacts on improvement of the local livelihood activities, business and economic, health and well-being such as more convenience and saving time for travelling to other villages, districts, provinces, work, school, agriculture farms, transportation of agriculture products as well as reduction in road accidents, and etc. • However, there are also negative impacts 	<ul style="list-style-type: none"> • Better road condition, without holes, easy to travel and not dusty. • Should provide fair compensation for affected people. • Access to the village might be difficult during the construction. • The demolition of shops can cause a loss of income. • Before beginning any construction work, the project should put up warning signs or ropes to make a delineation at the borrow pit area and 	<ul style="list-style-type: none"> • Easy to travel, reduce traffic jams, and facilitate the improvement of trading. • Worry about fair compensation. • Propose to start the construction according to the plan's schedule. • The number of street vendors will be reduced during the construction. • Worry about road safety due to traffic congestion during construction. • During the construction phase, safety management

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<p>such as acquisition of private land; loss of houses and shops; generation of dust, noise and vibration and risks of road accidents during the construction if no proper measures such as insufficient watering the road, safety, and speed control signs. Other issues are construction waste and solid waste from worker camps.</p> <ul style="list-style-type: none"> • When will the relocation begin? • The shoulder of the road will be measured from which point? • When will the construction begin? • How will the area that is far from the former road (25 meters) be compensated if there is a change? • Propose to provide equal compensation. • Request the project to issue a new land title certificate for affected people. • The compensation policy will depend on the government policy for the development project. • If private land is taken, proposed to compensate at the market price and if the affected land is not sufficient to rebuild their house or shop, request the project to find the new land for them as per their requested. • Requested the project to construct crossing roads in community areas such market, health center and schools for villagers and students. • Recommended the project finish the compensation payment before starting any 	<p>control the traffic during the construction.</p> <ul style="list-style-type: none"> • Once the project is completed, requested the project to put up a warning sign before arriving at the school area or install protective equipment in those areas. • Set up the GRM unit, which would receive complaints directly from the villagers, and inform the contractor about it. • Allocate new land for affected people who lost houses, and shops and do not have a new place to settle. • The construction area should not let water block during the rainy season as motorbikes might fall. It will be dusty during the dry season. It might have waste from the construction site or worker camp in the community. • Please try to finish the construction as soon as possible so that it does not cause difficulties due to construction. • Request the project to have an environmental management unit. • Propose to construct the drainage connecting from household to the main pipe. • Provide appropriate compensation to affected people and support in issuing the new land title certificate. 	<p>should be implemented.</p> <ul style="list-style-type: none"> • Pay special attention to those who are affected by the project, as it may affect them mentally and morally because of worrying that they will not receive fair compensation for affected assets. • Environmental issues caused by construction activities include waste from transporting materials, which leads to dusty and muddy roads in the dry season. • Propose to water the road to reduce pollution. • Request the project to repair the road in the rainy season to avoid potholes and prevent accidents. • Propose the project to manage water stagnancy during construction.

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

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

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

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

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<p>land during construction?</p> <ul style="list-style-type: none"> • Each construction site should be equipped with warning signs and a lighting system to facilitate safe travel. • How will compensation be provided for the shop that was demolished in 2019 based on photographs and survey data available at the time? • If private land is taken, proposed to compensate at the market price and if the affected land is not sufficient to rebuild their house or shop, request the project to find the new land for them as per their requested. • Requested the project to construct crossing roads in community areas such market, health center and schools for villagers and students. • Recommended the project finish the compensation payment before starting any construction or demolition work. • For the land compensation unit, the project should use the current market rate. • Recommended to conduct traditional ceremony to ask for approval of land and water spirits before commencement of construction activities. • Also, not allow to work on Buddha day (full moon). 	<p>located on the land of an individual by removing it.</p>	
8	Ban. Dongkhouay	<ul style="list-style-type: none"> • Village authorities and villagers are strongly support the project as the project will have significant positive impacts on improvement 	<ul style="list-style-type: none"> • New road provides travel comfortable and increase economy in the affected villages. • Request the project to complete the 	<ul style="list-style-type: none"> • Travel comfortably and save time. • Request the project to provide compensation for the affected structure and build a new one to replace it.

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<p>of the local livelihood activities, business and economic, health and well-being such as more convenience and saving time for travelling to other villages, districts, provinces, work, school, agriculture farms, transportation of agriculture products as well as reduction in road accidents, and etc.</p> <ul style="list-style-type: none"> • However, there are also negative impacts such as acquisition of private land; loss of houses and shops; generation of dust, noise and vibration and risks of road accidents during the construction if no proper measures such as insufficient watering the road, safety, and speed control signs. Other issues are construction waste and solid waste from worker camps. • How will the project compensate for the loss of property of affected people? • Propose to water the road and put warning signs at each construction site to avoid accidents. • Request to improve the road between Hau Xieng Village and Dong Kaouy Village. • If private land is taken, proposed to compensate at the market price and if the affected land is not sufficient to rebuild their house or shop, request the project to find the new land for them as per their requested. • Requested the project to construct crossing roads in community areas such market, health center and schools for villagers and students. 	<p>compensation before starting construction work.</p> <ul style="list-style-type: none"> • Don't work on Buddha's day. • Request for a specific disposal area for waste from construction. • Request to improve the road between Hau Xieng Village and Dong Kaouy Village. 	<ul style="list-style-type: none"> • Request the project to provide a temporary access road to affected shops. • Put warning signs at all construction sites. • Find a place for waste disposal or a place to properly store wastes.

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<ul style="list-style-type: none"> • Recommended the project finish the compensation payment before starting any construction or demolition work. • For the land compensation unit, the project should use the current market rate. • Recommended to conduct traditional ceremony to ask for approval of land and water spirits before commencement of construction activities. • Also, not allow to work on Buddha day (full moon). 		
9	Ban. Borlerk	<ul style="list-style-type: none"> • Village authorities and villagers are strongly support the project as the project will have significant positive impacts on improvement of the local livelihood activities, business and economic, health and well-being such as more convenience and saving time for travelling to other villages, districts, provinces, work, school, agriculture farms, transportation of agriculture products as well as reduction in road accidents, and etc. • However, there are also negative impacts such as acquisition of private land; loss of houses and shops; generation of dust, noise and vibration and risks of road accidents during the construction if no proper measures such as insufficient watering the road, safety, and speed control signs. Other issues are construction waste and solid waste from worker camps. • Request to put pipe in the community areas as it is an area for livelihood and should be 	<ul style="list-style-type: none"> • Comfortable to travel • Request the project to complete the compensation before starting construction work. • Worry the construction period will be too long, which will make traffic difficult. • Worry if the construction were finished, people might drive at high speeds. • Causing dust and waste from the construction. • Request the road construction to be watered regularly in the dry season before children go to school. 	<ul style="list-style-type: none"> • Once the construction is finished, it will be comfortable for traveling and save time. • request to provide reallocation costs or compensation costs. • Don't work on the big Buddha's day. • Request the project to put up a temporary pipe or bridge to facilitate access to businesses for those affected families. • Transporting construction materials might cause accidents. The project should water the road and put up warning signs at the construction sites. • Before starting the project, request that the project find a place for waste and wood debris disposal from the construction to avoid scattering dumping. Should provide a pipe to connect wastewater from households to the main drainage system of the project.

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<p>comfortable.</p> <ul style="list-style-type: none"> • Water the road and put warning signs at the construction sites. • Request to build a community office for the village. • If private land is taken, proposed to compensate at the market price and if the affected land is not sufficient to rebuild their house or shop, request the project to find the new land for them as per their requested. • Requested the project to construct crossing roads in community areas such market, health center and schools for villagers and students. • Recommended the project finish the compensation payment before starting any construction or demolition work. • For the land compensation unit, the project should use the current market rate. • Recommended to conduct traditional ceremony to ask for approval of land and water spirits before commencement of construction activities. • Also, not allow to work on Buddha day (full moon). 		
PakNgum District, Vientiane Capital				
1	Ban. Nongbouathon g	<ul style="list-style-type: none"> • Village authorities and villagers are strongly support the project as the project will have significant positive impacts on improvement of the local livelihood activities, business 	<ul style="list-style-type: none"> • Better trading, more comfortable for children to travel. • Request to have compensation in compliance with national policy and regulations. 	<ul style="list-style-type: none"> • Make the country more beautiful and cleaner. Make the country's economy better and save time. • There are many families affected by the project who have lost their residences, particularly elderly people

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<p>and economic, health and well-being such as more convenience and saving time for travelling to other villages, districts, provinces, work, school, agriculture farms, transportation of agriculture products as well as reduction in road accidents, and etc.</p> <ul style="list-style-type: none"> • However, there are also negative impacts such as acquisition of private land; loss of houses and shops; generation of dust, noise and vibration and risks of road accidents during the construction if no proper measures such as insufficient watering the road, safety, and speed control signs. Other issues are construction waste and solid waste from worker camps. • What is the compensation policy of the project for those who lose buildings and land? • Request the project to provide fair compensation cost. • If private land is taken, proposed to compensate at the market price and if the affected land is not sufficient to rebuild their house or shop, request the project to find the new land for them as per their requested. • Requested the project to construct crossing roads in community areas such market, health center and schools for villagers and students. • Recommended the project finish the compensation payment before starting any construction or demolition work. 	<ul style="list-style-type: none"> • If the properties of the village's temple are harmed, please compensate for that loss as well. • There is a school located along the road, what are the mitigation plans of the project to prevent students from having accidents when they enter and exit school? • Put emphasis on the prevention of accidents by putting up warning signs or having staff facilitate children crossing the road when they enter and leave school. • Water the road to prevent dust (in the morning, afternoon, and evening). • Request the project to have a mitigation plan to solve issues with stagnant water in order to prevent flooding of the access road to the village. • People who are affected and don't have a house or land elsewhere, or who have only used land certificates issued before the land law went into effect, should be covered by a special policy in the project. 	<p>who are vulnerable.</p> <ul style="list-style-type: none"> • Propose the project to compensate or build a house for vulnerable groups that cannot help themselves. • Request the relevant parties to rebuild the fence of the temple that has been affected by the project. • Worry about accidents during the construction period. • Once the construction is complete, worry that people might drive at a higher speed. Propose the project to have a mitigation plan. • Environmental issues during the construction include an increase in dust, noise, and flooding. • Water the road to prevent dust in the morning, afternoon, and evening.

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<ul style="list-style-type: none"> • For the land compensation unit, the project should use the current market rate. • Recommended to conduct traditional ceremony to ask for approval of land and water spirits before commencement of construction activities. • Also, not allow to work on Buddha day (full moon). 		
2	Ban. Sangxay	<ul style="list-style-type: none"> • Village authorities and villagers are strongly support the project as the project will have significant positive impacts on improvement of the local livelihood activities, business and economic, health and well-being such as more convenience and saving time for travelling to other villages, districts, provinces, work, school, agriculture farms, transportation of agriculture products as well as reduction in road accidents, and etc. • However, there are also negative impacts such as acquisition of private land; loss of houses and shops; generation of dust, noise and vibration and risks of road accidents during the construction if no proper measures such as insufficient watering the road, safety and speed control signs. Other issues are construction waste and solid waste from worker camps. • If the project will affect people's property, what solution does it plan to offer? • Should have mitigation measures for ensuring safety. • If there is a significant impact on the 	<ul style="list-style-type: none"> • Make the country more beautiful and cleaner. Make the country's economy better and save time. • Request the respective agencies to pay attention to watering the road to prevent dust. • If the construction will cover the cemetery area of the village, the project has to follow the traditional practices of the village. • During construction, worry that vehicles transporting construction equipment may drive at high speed because the area has no warning signs and no speed control. • Pollution such as dust, noise, and stagnant water due to waste from the construction • Before disposing of waste, the project should ask local authorities at the village level and make sure to water the road in the morning, afternoon, and evening. 	<ul style="list-style-type: none"> • Make the country more beautiful and cleaner. Make the country's economy better and save time traveling. • The project might have a minor effect on the land around villages. Villagers in the community agree to give it as a contribution from the village. • Worry about difficulty traveling and accidents during the construction. It might also have stagnant water in several areas. • After finishing the construction, the project should have a monitoring unit to monitor areas with stagnant water in the rice fields. • After completing the construction, it should have awareness-raising training for villages on safe driving and livestock control premise for their own and travelers' safety. • If it will affect the houses of the villagers. They are happy to contribute, but if it will affect those vulnerable groups, the project should provide compensation. • Regularly water the road and manage waste properly. • During the construction, the road may have holes which may cause accident. • After the completion of the construction of the

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<p>structure and unable to stay, the project should provide compensation and similarly for other minor effects by the project.</p> <ul style="list-style-type: none"> • If the project area affects a traditional customs area, the project has to solve this related issue. • If private land is taken, proposed to compensate at the market price and if the affected land is not sufficient to rebuild their house or shop, request the project to find the new land for them as per their requested. • Requested the project to construct crossing roads in community areas such market, health center and schools for villagers and students. • Recommended the project finish the compensation payment before starting any construction or demolition work. • For the land compensation unit, the project should use the current market rate. • Recommended to conduct traditional ceremony to ask for approval of land and water spirits before commencement of construction activities. • Also, not allow to work on Buddha day (full moon). 		<p>drainage system, the local authorities in the village agreed to contribute to its maintenance.</p>
3	Ban. Khoksa	<ul style="list-style-type: none"> • Village authorities and villagers are strongly support the project as the project will have significant positive impacts on improvement of the local livelihood activities, business 	<ul style="list-style-type: none"> • Make the country more beautiful and cleaner. Make the country's economy better and save time traveling. 	<ul style="list-style-type: none"> • Comfortable traveling, more beautiful and save time. • Request for compensation according to the policy of project.

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

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

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<ul style="list-style-type: none"> • What is the width of the road, measured from where to where? • Request to implement the mitigation measures for safety during construction. • Request the company to avoid generating vibrations from construction activities. • If private land is taken, proposed to compensate at the market price and if the affected land is not sufficient to rebuild their house or shop, request the project to find the new land for them as per their requested. • Requested the project to construct crossing roads in community areas such market, health center and schools for villagers and students. • Recommended the project finish the compensation payment before starting any construction or demolition work. • For the land compensation unit, the project should use the current market rate. • Recommended to conduct traditional ceremony to ask for approval of land and water spirits before commencement of construction activities. • Also, not allow to work on Buddha day (full moon). 		
5	Ban. Donehai	<ul style="list-style-type: none"> • Village authorities and villagers are strongly support the project as the project will have significant positive impacts on improvement of the local livelihood activities, business and economic, health and well-being such as 	<ul style="list-style-type: none"> • Make traffic more comfortable. • Request the project to provide compensation to affected people. • There is a school near the road. Worry that 	<ul style="list-style-type: none"> • Make traffic more comfortable. • Request that the project provide compensation to affected people. • Difficulty accessing villages and schools during the

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

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<p>should use the current market rate.</p> <ul style="list-style-type: none"> Recommended to conduct traditional ceremony to ask for approval of land and water spirits before commencement of construction activities. Also, not allow to work on Buddha day (full moon). 		
6	Ban. Naxone	<ul style="list-style-type: none"> Village authorities and villagers are strongly support the project as the project will have significant positive impacts on improvement of the local livelihood activities, business and economic, health and well-being such as more convenience and saving time for travelling to other villages, districts, provinces, work, school, agriculture farms, transportation of agriculture products as well as reduction in road accidents, and etc. However, there are also negative impacts such as acquisition of private land; loss of houses and shops; generation of dust, noise and vibration and risks of road accidents during the construction if no proper measures such as insufficient watering the road, safety and speed control signs. Other issues are construction waste and solid waste from worker camps. For the house that was built long times ago before the law enforcement requirement of obtaining a permission certificate before construction, will the project consider providing compensation? Provide compensation for building a new 	<ul style="list-style-type: none"> Have good road conditions and be more comfortable while traveling. Request to provide compensations. The village’s cemetery near the roadside may be affected. Request for proper mitigation. There is an elementary school near the roadside. Request for more attention on safety management. Request the construction to have warning signs to ensure safety. Due to the demolition of shops, the shops may have to close during construction. Request to solve the issue of accessing roads during the construction period. Request implementation of mitigation measures to prevent water stagnating during the rainy season as it causes potholes and mud. Would it be possible to drain the wastewater into the main drainage system of the road? How does the project plan to help with this issue? 	<ul style="list-style-type: none"> Facilitate trading in the village. There are two schools that may be affected. To ensure safety at the entry and exit points of the schools, the project should put up warning signs before reaching the school area. Worry about difficulty accessing houses, shops, and businesses during the construction. The project should provide a temporary road. Worry about community safety. Potholes may cause road accidents. Some houses might be at risk of flooding. Request for installation of warning signs and enforce vehicle speed control measures. Water the road in the morning, afternoon, and evening. Should have a specific place for waste dumping. Request to solve issues related to flooding over the road in the small road and house entrance. Request for special assistant for those whose houses will be affected and who have no other place to settle.

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<p>house.</p> <ul style="list-style-type: none"> • Request to have street lights. • Request to put drainage pipes in front of the house. • If private land is taken, proposed to compensate at the market price and if the affected land is not sufficient to rebuild their house or shop, request the project to find the new land for them as per their requested. • Requested the project to construct crossing roads in community areas such market, health center and schools for villagers and students. • Recommended the project finish the compensation payment before starting any construction or demolition work. • For the land compensation unit, the project should use the current market rate. • Recommended to conduct traditional ceremony to ask for approval of land and water spirits before commencement of construction activities. • Also, not allow to work on Buddha day (full moon). 		
7	Ban. Phao	<ul style="list-style-type: none"> • Village authorities and villagers are strongly support the project as the project will have significant positive impacts on improvement of the local livelihood activities, business and economic, health and well-being such as more convenience and saving time for travelling to other villages, districts, 	<ul style="list-style-type: none"> • Have good road conditions and be more comfortable while traveling. • The project will affect the wall of the school located along the road, which may increase the risk of accidents for students. • During construction period, travel will be difficult in the rainy season because the road 	<ul style="list-style-type: none"> • New road project will facilitate economic growth. • Propose the project to provide compensations. • The construction will damage the existing road access to the village and school. Request the project to repair and improve those roads. • Unfinished construction may cause traffic accidents

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<p>provinces, work, school, agriculture farms, transportation of agriculture products as well as reduction in road accidents, and etc.</p> <ul style="list-style-type: none"> • However, there are also negative impacts such as acquisition of private land; loss of houses and shops; generation of dust, noise and vibration and risks of road accidents during the construction if no proper measures such as insufficient watering the road, safety, and speed control signs. Other issues are construction waste and solid waste from worker camps. • Should finish the construction as soon as possible to avoid dust. • Request the project to have streetlights on the new road. • Who will be responsible for paying for the issuance of a new land title certificate on the affected land? • Want the project to finish the construction as soon as possible so people can use the road without getting dusty and in a more comfortable manner. • If private land is taken, proposed to compensate at the market price and if the affected land is not sufficient to rebuild their house or shop, request the project to find the new land for them as per their requested. • Requested the project to construct crossing roads in community areas such market, health center and schools for villagers and students. 	<p>will be bumpy and have potholes, which may cause accidents.</p> <ul style="list-style-type: none"> • Request the implementation of the mitigation measures to avoid accidents and dust. • The government should issue a new land title certificate for affected people without collecting fees. 	<p>and congestion. Worry of many heavy trucks travel in the area.</p> <ul style="list-style-type: none"> • Worry about difficulty entering or exiting the houses. • After finishing the construction, the house below the road may face flooding issues in some areas during the rainy season. • Propose to put up warning signs to ensure safety during the construction. • Request to receive compensation, according to the policy of the project. • Worry about environmental issues during the construction, such as waste from wood and stagnant water in some areas during the rainy season. • During construction, request for regularly water the road in the community areas. • Engage local communities and assist affected individuals. The project should consider assisting vulnerable groups by elevating lowlands to prevent inundation of their houses.

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

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

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

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

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<ul style="list-style-type: none"> • Should set up a warning sign when entering the construction area. • If private land is taken, proposed to compensate at the market price and if the affected land is not sufficient to rebuild their house or shop, request the project to find the new land for them as per their requested. • Requested the project to construct crossing roads in community areas such market, health center and schools for villagers and students. • Recommended the project finish the compensation payment before starting any construction or demolition work. • For the land compensation unit, the project should use the current market rate. • Recommended to conduct traditional ceremony to ask for approval of land and water spirits before commencement of construction activities. • Also, not allow to work on Buddha day (full moon). 		
Thaphabath District, Bolikhamxay Province				
1	Ban. Naxay	<ul style="list-style-type: none"> • Village authorities and villagers are strongly support the project as the project will have significant positive impacts on improvement of the local livelihood activities, business and economic, health and well-being such as more convenience and saving time for travelling to other villages, districts, 	<ul style="list-style-type: none"> • Better living conditions and saving time for traveling. • Request the project to have appropriate compensation before beginning the construction work. • Villagers worry about wastewater discharge because there was a rainstorm last year that 	<ul style="list-style-type: none"> • Request that the project provide compensation to all affected people. • Don't work on the big Buddha's day. • Villagers worry about difficulty accessing their house and the road to the village. • Request for installation of traffic safety warning signs. • Villagers propose making an alleyway to access the

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<p>provinces, work, school, agriculture farms, transportation of agriculture products as well as reduction in road accidents, and etc.</p> <ul style="list-style-type: none"> • However, there are also negative impacts such as acquisition of private land; loss of houses and shops; generation of dust, noise and vibration and risks of road accidents during the construction if no proper measures such as insufficient watering the road, safety, and speed control signs. Other issues are construction waste and solid waste from worker camps. • If the temple affected by the project, according to tradition, a ceremony of possession must be held before construction work can begin. • People are worried about traffic difficulties during the construction as students travel to and from school, which may lead to road accidents. • Request the project to put up traffic warning signs for safety. • The project should have a detailed work plan and timeline for the construction work to avoid any delays or taking longer because it causes a loss of income. • Request the project to have a proper location for waste disposal during construction to ensure the waste will not block the road and cause flooding. • If private land is taken, proposed to compensate at the market price and if the affected land is not sufficient to rebuild their 	<p>caused flooding and very slow water runoff.</p>	<p>village to avoid road accidents.</p> <ul style="list-style-type: none"> • Villagers request the project to have a proper place for waste disposal, and defining the location should follow the advice of the community.

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<p>house or shop, request the project to find the new land for them as per their requested.</p> <ul style="list-style-type: none"> • Requested the project to construct crossing roads in community areas such market, health center and schools for villagers and students. • Recommended the project finish the compensation payment before starting any construction or demolition work. • For the land compensation unit, the project should use the current market rate. • Recommended to conduct traditional ceremony to ask for approval of land and water spirits before commencement of construction activities. • Also, not allow to work on Buddha day (full moon). 		
2	Ban. Xaysavang	<ul style="list-style-type: none"> • Village authorities and villagers are strongly support the project as the project will have significant positive impacts on improvement of the local livelihood activities, business and economic, health and well-being such as more convenience and saving time for travelling to other villages, districts, provinces, work, school, agriculture farms, transportation of agriculture products as well as reduction in road accidents, and etc. • However, there are also negative impacts such as acquisition of private land; loss of houses and shops; generation of dust, noise and vibration and risks of road accidents 	<ul style="list-style-type: none"> • Convenience, save time, and facilitate better trading. • Villagers worry about the traffic during the construction, which will be difficult when children travel to and from school. • Villagers worry about wastewater discharge because there was a rainstorm last year that caused flooding and very slow water runoff. 	<ul style="list-style-type: none"> • Once the construction is complete, the road will be bigger, more beautiful, and more convenient. • Request to put up warning signs at each point during construction period. • Affected people request that the project complete implementing compensation before starting construction work. • Villagers worry about difficult access to their houses and villages. • Request the project to perform the construction work according to the working schedule. • During the rainy season, request the project to monitor each point as it might flood. The size of the pipe should be appropriate and meet the management

No.	Village Name	Results of Village Consultations	Results of Female Groups	Results of Male Groups
		<p>during the construction if no proper measures such as insufficient watering the road, safety and speed control signs. Other issues are construction waste and solid waste from worker camps.</p> <ul style="list-style-type: none"> • Request the project to provide appropriate compensation. • Villagers would like to discharge household wastewater into the drainage system of the project. • If private land is taken, proposed to compensate at the market price and if the affected land is not sufficient to rebuild their house or shop, request the project to find the new land for them as per their requested. • Requested the project to construct crossing roads in community areas such market, health center and schools for villagers and students. • Recommended the project finish the compensation payment before starting any construction or demolition work. • For the land compensation unit, the project should use the current market rate. • Recommended to conduct traditional ceremony to ask for approval of land and water spirits before commencement of construction activities. • Also, not allow to work on Buddha day (full moon). 		<p>requirements standard.</p> <ul style="list-style-type: none"> • Request to put pipe to connect wastewater from households to the main drainage system of the project.

Attachment 5: Focused Group Discussion Questionnaires

Focus Group Discussion Guiding Questions with Male and Female Groups

1. General/Demographic information

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

2. Satisfactory of road facilities and condition

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

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

3. Road safety

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

4. Labour of division in the household/family

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

5. Engagement in different phase of the project

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

6. Travel time and frequency

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

7. Positive Impact from the project

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

8. Negative Impact from the project

3.1 Physical Impact

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

3.2 Socio-economic

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

- Key Q3. What are your recommendations to deal with the impact?
 - o What should be done? How should be done?
 - o When should be done? Who should be the responsible person/authority?

3.3 Health - mental issue

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

3.4 Environmental impact

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

9. Opinion about the drainage operation and maintenance?

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

10. Any Other suggestions

Attachment 6: FPICon Form

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

Date:

Village:, District:, Province:

LTEC Surveyor / Facilitator:

Description of the work: In preparation of the NR13SE Project, the Department of Road (DOR), Provincial Department of Public Works and Transport (DPWT) and the environmental consulting company have been requested, and been approved, to meet with the communities and villagers and/or affected people in the target provinces, districts and villages as part of the environmental and social impact assessment (ESIA) of the proposed Project.

As part of the ESIA, multiple consultation meetings with a variety of stakeholders will be organized. The purpose of these meetings is to understand the perceptions, concerns and ideas regarding the proposed NR13SE Project. All responses during stakeholder consultations will be treated anonymously unless identification of the respondent is expressly requested.

Consent Provider:

- Community: Village Authority
- Focus Group: Men Women Other (specify).....
- Individual: Land and Asset Survey Affected Household Socio-economic Survey Affected Household
- Others (specify).....

Consent Topic

- Confirm that my participation in this consultation / disclosure meeting is voluntary
- Have the right to decline to answer or stop to participate in this meeting at any time
- Have no objections if my responses / concerns / idea are used by the consultant anonymously in their reports
- Have agreed to the use of my photo / video / audio to be used by the consultants in their reporting
- Have been given a copy of this consent form

See List of Participants

Attachment 7A: List of Participants at Village Level

- Provided in separated documents

Attachment 7B: List of Participants on Compensation Unit Rate

- To be added

Attachment 7C: List of Participants on draft ESIA/ESMP, RP, SEP and GAP

- To be added

Attachment 8: Photos of Consultations

- Provided in separated documents

Attachment 9: Additional FGDs on Road Safety

- Provided in separated documents