



# Technical Assistance Consultant's Report

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Volume 4: Annexes T, U  
(Chapters 6 & 7)

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## Lao People's Democratic Republic: Road Sector Governance and Maintenance Project (Financed by the Asian Development Bank)

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**Asian Development Bank**

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September, 2015

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**Annex T – Poverty and Social Assessment, PSA**



# **Lao People's Democratic Republic**

## **Poverty, Social and Gender Analysis**

**PREPARED FOR**

Government of Lao People's Democratic Republic  
&  
Asian Development Bank



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## Abbreviations

ADB	Asian Development Bank
CEDAW	Convention on the Elimination of All Forms of Discrimination Against Women
CHAS	Center for HIV and AIDS and STI
CPP	Communication and Participation Plan
CRM	Community road Model
CSO	Civil Society Organization
CSP	Country Strategy Program
CSW	Commercial Sex Worker
DCCA	District Committee for Control of AIDS
DMF	Design and Monitoring Framework
DoR	Department of Roads
DPWT	Department of Public Works and Transport
EA	Executing Agency
EMP	Environmental Monitoring Plan
FGD	Focus Group Discussion
FS	Feasibility Study
GAD	Gender and Development
GMS	Greater Mekong Subregion
GRID	Gender Resource Information and Development
HH	Household
IA	Implementing Agency
ICB	International Competitive Bidding
IEC	Information, Education and Communication
IP	Indigenous People
IPDP	Indigenous People Development Plan
KAPB	Knowledge Attitudes, Perceptions and Behaviour
LECS	Lao Expenditure and Consumption Survey
LFNC	Lao Front for National Construction
LWU	Lao Women's Union
MDG	Millennium Development Goals
MoH	Ministry of Health
MPWT	Ministry of Public Works and Transport
NCB	National Competitive Bidding
NGO	Non-Governmental Organization
NPGE	National Program for Gender Equality
NR	National Road
NSEDP	National Social and Economic Development Plan
PAM	Project Administration Manual
PCCA	Provincial Committee for Control of AIDS/HIV
PDH	Provincial Department of Health
PDPWT	Provincial Department of Public Works and Transport
PPP	Public Private Partnership
PPTA	Project Preparatory Technical Assistance
PR	Provincial Road
PSA	Poverty and Social Assessment
PWT	Public Works and Transport
RCSP	Regional Cooperation Strategy and Program
RIP	Road Improvement Project
RRP	Report and recommendation of the president
RSGMP	Road Sector Governance and Maintenance Project

UXO	Unexploded Ordnance
SCS	Stakeholder communication strategy
SEDP	Socio Economic Development Plan
SME	Small and Medium Enterprise
STIs	Sexually Transmitted Infections
TOR	Terms of Reference
TOT	Training of Trainers
UXO	Unexploded Ordnance
VMC	Village Maintenance Committee
WTP	Willingness to Pay

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# 1. Introduction

## 1.1. The Project Preparatory Technical Assistance

1. At the request of the Government Lao People's Democratic Republic the Asian Development Bank (ADB) approved the Project Preparatory Technical Assistance (PPTA) to establish the basis for the proposed investment in infrastructure and capacity building measures for institutional strengthening in Sekong, Attapeu and Saravane Provinces

2. For undertaking the PPTA, the ADB engaged the services of Oriental Consultants (Japan), IDCJ (Japan) and Mekong Consultants Co. Ltd (Lao PDR).

3. In Lao People's Democratic Republic the executing agency for the Road Sector Governance and Maintenance Project (RSGMP) is the Ministry of Public Works and Transport (MPWT).

4. For each of the project provinces, the major outputs of the PPTA involves: (i) the preparation of the project and (ii) developing an investment program for subject roads in the three provinces. These outputs will form an integral part of the Report and Recommendation of the President (RRP) and the Project Administration Manual (PAM).

5. The PSA will cover a number of items and aspects, including assessment of safeguard issues. This Poverty and Social Assessment (PSA) is one of the documents prepared to comply with ADB's policies and Lao People's Democratic Republic's law on environmental assessment.

## 1.2. Objectives and Outcomes of the Project

6. The outputs of the project are (i) improved governance and effective practice for sustainable road asset management, (ii) strengthened institutional capacity at national and provincial levels of MPWT for implementation of sustainable Road Asset Management (RAM), and (iii) completed road asset maintenance and rehabilitation of sections of national and local roads.

7. The roads are strategically situated in the some of the poorest districts in the southern provinces of Lao PDR and considered a critical land bridge between the emerging and dynamic economies of Vietnam, Cambodia and Thailand.

8. The cohesive efforts of the GMS countries and the committed support of ADB and other financial institutions and donor agencies enhanced the establishment of regional markets, promoted cross-border movements of people, goods and services and more importantly developed a strong sense of collective action for a common economic purpose. Within a span of a decade, development investments were focused on putting in place priority transport infrastructure that forged the link between the GMS countries and stimulated the emergence of economic corridors along existing and new key transport routes.

9. Lao People's Democratic Republic is a land-locked country bordering Thailand to the west, Viet Nam to the east, Peoples' Republic of China to the north and Cambodia to the south, and improved connectivity is key to development.

10. During the consultative meetings, district and local officials expressed their priority needs for the improvement and maintenance of the roads and drainage systems, but also the inclusion of community based maintenance and improved road safety measures.

11. The key challenges facing the project province arise from inadequate transport infrastructure investments and institutional capacities at local levels to provide essential services. The improvement of transport connectivity would result in increased movement of people, goods and services. It has also created considerable development pressures on the part of the provincial and district governments to provide sufficient and sustainable infrastructure and services.

### 1.3. Preparing Social and Poverty Assessments

12. The target of the proposed project is to improve maintenance capacity within the MPWT, hence should be clarified as a general intervention, and since it does not directly address poverty. Different to a targeted intervention (focusing on the poor and vulnerable, a General Intervention is only indirectly contributing to the partner country's poverty reduction goal by generally supporting the development strategy, which in this case is to support the road maintenance capacity.

13. The report is based on collected quantitative and qualitative data from the field level in the three provinces (Attapeu, Saravane, and Sekong), with described and analyzed poverty and socioeconomic profiles of potentially affected communities in the project areas.

14. As part of the analysis vulnerable groups in relation to the project have been analyzed, and the reasons for their vulnerability, including their exposure to risks identified in the ADB Handbook on Social Analysis (2012). The risk and vulnerability profile are furthermore elaborated, by a) quantifying the incidence, frequency and severity of risks in the affected populations by age, gender, ethnic group and location, and b) assessing the capacity of each group to mitigate the risks.

15. As part of the risk mitigation measures, project components or design options have been identified to mitigate these risks and to improve opportunities for the vulnerable groups to access project benefits. One of these design options identified includes the involvement in the community-based maintenance groups. For this purpose relevant institutions to be involved in the design and implementation of activities have been identified, and procedures for monitoring and provide the required trainings and workshops to the involved institutions.

16. Based on the social, poverty and gender impact assessment an Indigenous People's Plan which accounts to ethnic groups, but also related to poverty and gender aspects, has been prepared, with responsibilities, cost estimates, and indicative schedule.

17. Following ADB's Handbook on Poverty and Social Analysis (2012), intervention plans are generally required for targeted interventions. The participation plan is required where social safeguard issues are considered significant. A participation plan is highly recommended when participation of individuals and groups is considered important.

Analysis	Assessment	Action
<b>Participation Plans:</b>	The participation process will mainly focus on indigenous peoples.	Participation Plan included as part of the Indigenous People's Plan addressing the assessed issues.
	Participation through disclosure, engagement, feedback	
	Beneficiaries will be engaged both in planning, management and participation in Community based maintenance activities	
	Disclosure and information sharing, and collection of the beneficiaries' comments, suggestions, requirements	
	Consultation meetings and monitoring	
<b>Gender</b>	Disparities between women's/girls' and men's access to the relevant services, resources, assets, opportunities, and participation in decision-making process are not expected	The project is Gender categorized as "Some Gender Elements"; hence a full Gender Action Plan is not required. However, gender targets are included in the Indigenous People's Plan to assure that empowerment and gender equality of women and girls is not overlooked
	The project will ensure that differences and inequalities will not occur	
	The project presents no risk to the empowerment and gender equality of women and girls	
<b>Involuntary resettlement</b>	There will be no physical displacement of people as a result of the project maintenance interventions.	The project is maintaining existing roads, and will not result in resettlement of people. Involuntary Resettlement is following the assessment categorized as C, hence the project will not require a Resettlement Plan
	There will be no Affected Households losing more than 10% of their productive assets	
<b>Indigenous peoples</b>	The impact in terms of (i) customary rights of use and access to land and natural	Since Indigenous People's are assessed to be more vulnerable that

	resources; (ii) socioeconomic status; (iii) cultural and communal integrity; (iv) health, education, livelihood, and social security status; and (v) the recognition of indigenous knowledge will be limited, based on maintenance interventions	the majority population, the project is categorized as B. For this Reason an Indigenous People's Plan has been prepared, measures to mitigate added risks mainly through the targeted participation in the community based maintenance, and a participation and consultation plan has been prepared.
	Indigenous People's are assessed to be more vulnerable than the Lao	
<b>Labor issues</b>	It is not expected that workers will lose their employment as a result of public/ private sector restructuring	Labor issues will be regulated by Government of Lao existing Laws and Regulations
	The project will not change or influence labor market policies or practices	
	the project will finance maintenance and fully comply with national labor laws and regulations e.g., related to minimum wage, safe working conditions, social security contributions, etc.) or with any of the international core labor standards, i.e., the project may involve (i) forced labor, (ii) child labor, (iii) discrimination in the workplace, or (iv) preventing workers from associating or collectively bargaining.	
<b>Core labor standards</b>	Child labor issues, forced or compulsory labor, and equal wages between men and women for work of equal value may be relevant will be followed	Core Labor Standards will be regulated by Government of Lao existing Laws and Regulations
	The project will not involve public sector reform, including the updating or revision of civil service or other labor-related policies and laws	
<b>Affordability</b>	There is no risk that the access of the poor or otherwise vulnerable groups to goods and services will be worse as a result of the project	There will be no additional costs for the project beneficiaries
	Benefits of the project will flow primarily to the vulnerable and poor groups.	
<b>Communicable diseases</b>	Increasing mobility provide opportunities for rapid spread of diseases, while Climate change, population mobility, and urbanization (people moving closer to the road) contribute to the spread of dengue and malaria.	A plan has been prepared with a costed HIV/Aids awareness campaign. Moreover the inclusion of local labor in maintenance contracts will limit the risk "outside" workers have on the spread of diseases.
	Communicable diseases of significance include influenza, dengue, malaria, tuberculosis, and HIV/AIDS, and other emerging infectious diseases because of their epidemic/ pandemic potentials, adversely affecting poor people by its effects and costs.	

#### 1.4. Scope of the Poverty and Social Assessment

18. The Poverty and Social Assessment will cover, in addition to general poverty and social issues, specifically social safeguards related to indigenous peoples and gender.

19. The Poverty and Social Assessment covers the beneficiaries of the along the proposed subject roads in the three provinces. The survey was conducted in selected villages with the assistance of the village leaders to ensure the inclusion of poor areas/households in the sample. The survey covered approximately 410 randomly selected households with a total population of about 2500 people in three provinces. In addition, focus group discussions and interviews have been carried out as verification following the HH and FGD survey in villages along the project roads.

20. A survey instruments have been designed to collect information from potential beneficiaries of the various subject roads. The survey form comprised of four sections covering general



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information about the head of household; household demographics and housing; income and expenditure; access to and use of infrastructure, services and facilities, willingness to pay for new and improved services; and participation in community decision making and development

21. The PSA presents a description of the subproject area, beneficiaries and affected people, and an assessment of maintenance interventions stage impacts, as follows:

- a) Introduces the project by describing the role of the project and outlining the specific objectives of the project, and the context for the project and describes the development framework of the government and ADB;
- b) Describes the economic and social conditions, including issues related to gender and ethnic groups along the subject roads to be implemented, including a socio-economic profile of the beneficiaries by setting out some general information about the provinces and presenting the results of the household survey;
- c) Includes a gender assessment, which provides a sex disaggregated analysis of the survey results and the expected gender impacts of the project.
- d) Provides an impact assessment, which includes the project's contribution to poverty reduction through job creation and wage generation, their health impacts, including risks of spread of communicable disease and trafficking, and planning for and implementing ADB's social safeguards policies.

## **1.5. Involuntary resettlement**

22. Involuntary resettlement (IR) impacts, in addition to physical displacement, include economic displacement which is defined as the loss of, or restrictions on access placed upon, any land or income generating assets (including communal resources or property). IR impacts are not expected in the three project provinces, since road work activities will be carried out only within the existing road width and alignment. Based on this Resettlement is categorized as C, and will hence not require the preparation of a Resettlement Plan/ Framework.

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## **2. Development Context of the Project**

### **2.1. National Socio-Economic Development Plan**

23. The sixth National Socio-Economic Development Plan (NSEDP)<sup>1</sup> has clear poverty reduction goals and emphasizes the need for accelerating long-term socio-economic development. The NSEDP focuses on economic growth and linkages to social development through increased competitiveness and building on international economic commitments such as the ADB GMS. The priority sectors for investment identified in the NSEDP include infrastructure, agriculture, health, and education, as these sectors are considered key to realization of the poverty reduction agenda of both government and its development partners.

24. Specific goals of the plan include (i) expansion of economic opportunities, with emphasis on commercial agriculture, rural and rural development, infrastructure development, and support for small and medium sized enterprises; (ii) improved provision of basic social services with a focus on health, education, and clean drinking water; (iii) improved human security including measures aimed at fostering food security, reducing threats from unexploded ordinance (UXO), and ensuring protection against natural disasters; (iv) enhanced participation by, and empowerment of, the poor; and (v) concentrated efforts to develop the poorest areas through a range of targeted interventions. With these goals in mind the plan envisages growth of average annual gross domestic product (GDP) to 7.5%. The project will contribute to the attainment of these goals.

25. In light of the strategic direction and development goals articulated in the plan the government has identified five priority areas for reform and support through external assistance:

- Export competitiveness;
- Trade facilitation;
- Business environment;
- Capacity building; and
- Trade opportunities for the poor.

26. The project supports this agenda through investments in infrastructure, economic services and functions critical to rural development and facilitation of cross-border trade in three provinces.

### **2.2. Country Development**

27. The ADB's Country Strategy Programs (CSP) for Lao People's Democratic Republic aim to promote sustainable economic development through infrastructure investments. The CSPs of recent years are integrated with the development strategies/ frameworks and programs identified for the GMS. With the support of ADB and other development partners, the Road Maintenance Project helps Lao PDR achieve the Millennium Development Goals (MDGs) through increased connectivity, improved competitiveness, and a greater sense of community.

28. The approach which has been adopted recognizes that development potentials of specific geographic areas are optimized when infrastructure is planned and developed taking into account the economic potentials of these areas. The base for these economic corridors are the cross-border transport links that open up opportunities for various types of investments to the otherwise remote and inaccessible areas.

29. The primary objective of ADB's assistance is the sustained increase in trade and transportation and the efficient movement of goods and services across common borders. In this regard, the transformation of transport corridors into economic growth nodes is considered essential in achieving levels of economic competitiveness of the region while advocating a strong sense of participation and involvement of a broad base of stakeholders. The key documents formulated to assist and support achievement of these objectives include the GMS Economic Cooperation

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<sup>1</sup> Government of Lao People's Democratic Republic, Committee for Planning & Investment; National Socio-Economic Development Plan 2006 – 2010, Vientiane, Lao People's Democratic Republic (2006)

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Program Strategic Framework 2012-222 and the Regional Cooperation Strategy and Program (RCSP).<sup>3</sup> The central premise of both documents is regional development through promotion of sustained private sector-led growth (business, trade, investment and tourism).

30. The RCSP is anchored in further strengthening connectivity and trade between the GMS countries. The RCSP for the GMS supports the vision of an integrated, harmonious, and prosperous sub-region and is aligned with the first GMS Strategic Framework and comprises four strategic pillars: (i) improving connectivity to facilitate cross-border movement and tourism; (ii) integrating national markets to promote economic efficiency and private sector development; (iii) addressing health and other social, economic, and capacity building issues associated with sub-regional connectivity; and (iv) managing the environment and natural resources to ensure their conservation and promote sustainable development. The regional cooperation operations business plan for the GMS for 2011–2013 is consistent with the RCSP and is guided by Strategy 2020. The strategy and action plan focuses on:

- Improving transportation through infrastructure upgrades and feeder road developments that benefit poor households, increasing opportunities to access productive resources, and facilitating trade and raising cross-border traffic to its full potential;
- Creating better commercial opportunities and development of commercial nodes and interchanges (improving facilities in, and access through, port gateways) in areas that have lagged behind growth in other centers;
- Developing an integrated approach to development of business activity along the subject roads in terms of cross-border investment, special economic zones, fast-tracking investment approval procedures, and promoting private sector development;
- Improving access to information on trade flows, and in the tourism sector, consolidate project activities into a master plan (or road map) for developing a comprehensive and integrated approach; and
- Identifying social and environmental effects from transport and economic corridor development and mitigating these through implementation of measures and plans to address the issues such as spread of sexually transmitted infections (STIs) and HIV.

31. The project will contribute to the five strategic thrusts identified in the Strategic Framework; i) strengthening infrastructure linkages through a multi-sectoral approach; ii) facilitating cross-border trade and investment; iii) enhancing private sector participation and improve competitiveness; iv) developing human resources and skill competencies; and v) protecting the environment and promoting sustainable use of natural resources.

### **2.2.1 Vision Statement**

32. Project has outlined required activities for sustainable road asset management in the three southern provinces of Salavan, Sekong and Attapeu as well at the central level, which will lead to properly maintained roads in the three target provinces.

33. Thus, a primary output of this PPTA is to identify feasible sub-projects and to carry out assessments and preparations needed for the ensuing Lao PDR Road Maintenance Project, fulfilling the Lao Government, ADB, and other development partner requirements. In addition, the PPTA has strong emphasis on the institutional, governance and capacity building issues related to road maintenance management. The expected impact of the PPTA is contribution to improved sustainable accessibility through improved road transport in the Lao PDR.

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<sup>2</sup> ADB a; Greater Mekong Sub-region Economic Cooperation Program Strategic Framework 2012-22: Background Paper, Manila, Philippines (August 2010)

<sup>3</sup> ADB b; Greater Mekong Sub-region Regional Cooperation Strategy and Program 2010 - 2013, Manila, Philippines (August 2010)

## 2.2.2 Socio-Economic Development Plans

34. The agenda for national development and the attainment of development goals and objectives are incorporated in the NSEDP. Under the plan, the specific proposals for infrastructure development involve connecting the corridors, and constructing main roads in districts.

35. In line with the plan, the PDPWT coordinated with the Provincial Governments of Attapeu, Sekong and Salavane in the preparation of the 5-year Provincial SEDP. The provincial plans give special emphasis on the provision of essential infrastructure improvements. The preparation of the infrastructure plan is also coordinated by the PDPWT with the different district offices and participating agencies in terms of establishing the program priorities for required infrastructure.

## 2.3. Description of the Subject Roads

36. A multi-criteria analysis process was adopted used to define the candidates from among those included in the original long list'. This involved an appraisal in which the respective roads were evaluated on the current status of 3 main areas as shown below in italic:

- Road Elements - Road Class, Surface Condition, Roughness and Traffic Volume;
- Social- and Environmental Safeguards - Accessibility to Health Services, Accessibility to Schools, Potential Involuntary Resettlement/Land Acquisition and Impact on Environmental Reserve, Fauna and Flora;
- Regional Development Criteria - Agricultural Development Potential, Non-Agricultural Development Potential and Proximity to other Development Projects.

37. A sensitivity analysis was conducted on above 3 main categories, while giving weights to the specific indicators from 1 (low priority) to 5 (high priority) within the main areas. Together with the resulting scores on the roads and the fact that the project is targeting sustainable asset management on both central and provincial levels<sup>4</sup>, meaning that at least one National- and one Local Road in each Province needed to be included in the program, the short listed' roads were selected for the project.

38. Assessment following survey carried out as part of the PPTA has proposed maintenance interventions for the selected subject roads through equipment supported methods.

**Table 1 – Subject Roads Activities**

National Roads	Local Roads
Patching	Grade raising [earth fill]
Pothole repairs	New sub-base, base layers
DBST surface re-sealing	Extend existing DBST sections
Re-graveling / re-grading of shoulders	Ditching
Ditching	

39. Community maintenance interventions would mainly involve bush clearing and clearing of side ditches, and National and on the Local roads. A more detailed description on the community maintenance is presented in Chapter 5, Section 5.2.2 of this Working Paper which, is linking to the aspects providing equal opportunity inclusion of women and ethnic minority groups. In table 2 below outlines the number of villages and households, population, schools and clinics along the subject roads according to official government data.

**Table 2 – Subject Roads**

Province	Road number	Total km	Villages	Households	Population	Schools	Clinics
Attapeu	18B	111,9	25	3 346	18,324	38	49
	9001	76,0	14	1 481	8,075	28	28
Salavane	20	56,0	84	8 147	49,378	176	164
	6901	23,5	11	848	4,779	25	22
Sekong	16	54,0	20	2 593	16,343	29	37

<sup>4</sup> The central level Department of Road, DoR, is responsible for National roads and the provincial Department of Public Works and Transport, DPWTS, is responsible for the local roads

	7615	23,2	6	487	3,436	10	11
		345	160	16 902	100,335	306	311

Source: ADB. 2014. Road Maintenance Project PPTA

## 2.4. Profile of the Provinces

40. During the PPTA, a socio-economic profile was prepared based on data and information gathered during village visits and interviews with selected villages within the beneficiary area.

41. Attapeu is province of Laos, located in the south-east of the country. To the north it is bounded by Sekong, to the west by Champassak province. To the east, the Annamite Mountain Range separates Attapeu from Vietnam. It borders Cambodia to the south. It has five districts (Samakkixay, Xaysetha, Sanamxay, Sanxay and Phouvong), with a population of 138,125 from year 2011. Its capital city lies at Attapeu (Muang Samakkixay and it was known as the "land of the Heroism". There are two biodiversity areas; Dong Ampham Forest (200,000 ha) and Xepaine Forest. A large part of the province is under the Dong Ampham National Biodiversity Conservation. The Province covers an area of 10,320 km<sup>2</sup>, being mostly mountainous land. The eastern part of the province is bordering to Vietnam and to Cambodia to the south. The Mekong River is the outlet for a large number of small rivers and creeks. A decade ago, these areas were parcels of rice fields, idle and shrub lands. Over the last ten years, rice paddy fields have been converted into rubber and sugarcane plantations by investors from Thailand, Viet Nam and People's Republic of China.

42. Salavane is a province of Laos, located in the south of the country. Its earlier name was Saravan, which was changed by Thai to Salavan in 1828. It was part of the Champasak Kingdom in an area known as Muang Mang inhabited by minorities of Mon-Khmer groups. The province borders Savannakhét Province to the north, Vietnam to the east, Xekong Province to the southeast, Champasak Province to the south and Thailand to the west. The central part of the province is located on the Bolaven Plateau, which is a key agricultural area with Arabica coffee as the dominant cash crop. The western part of Salavan province is delimited by the Mekong River while the eastern part is delimited by the Lao-Vietnamese border. Salavane Province comprises 8 Districts and 605 villages and 63,767 households, and a total population of 336,909. The Province covers an area of 10691km<sup>2</sup>, being flat next to the Mekong River, hilly and mountainous towards the Vietnamese border. The western part of the province is bordering the Mekong River. A decade ago, these areas were parcels of rice fields, idle and shrub lands. Over the last ten years, rice paddy fields have been converted into rubber and sugarcane plantations by investors from Thailand, Viet Nam and People's Republic of China.

43. Sekong Province is the second smallest province in Laos and also one of its poorest. It is bordered by Vietnam to the east, Attapeu Province to the south, Salavan Province to the north, and Champasak Province to the west. It was created in 1984 by splitting the Salavan Province and is the most diverse province in Laos with 14 ethnic groups. The Sekong River, which divides the province, flows in a southern direction into Cambodia and is navigable for boats. The river valley has fertile plains interspersed with paddy fields and fruit orchards. Their rich tropical forests have many rare species of flora and fauna. The Dakchung Plateau and Xe Xap National Biodiversity Conservation Area are among the areas under protection. Sekong Province comprises 4 Districts and 246 villages, 17,686 households, and a total population of 83,600, and the lowest population density of any province. The province is relatively small, covering an area of 7665 km<sup>2</sup>, being mostly hilly and mountainous towards the Vietnamese border. The eastern part of the province is bordering to Vietnam. A decade ago, these areas were parcels of rice fields, idle and shrub lands. Over the last ten years, rice paddy fields have been converted into rubber and sugarcane plantations by investors from Thailand, Viet Nam and People's Republic of China.

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## 3. Poverty and Social Assessment

### 3.1. Approach and Sampling

44. The PSA covers the beneficiaries of the along the proposed subject roads in the three provinces. The survey was conducted in selected villages with the assistance of the village leaders to ensure the inclusion of poor areas/households in the sample. The survey covered approximately 409 randomly selected households with a total population of about 2500 people in three provinces.

45. The ToR outlines that assessment is needed in order to get an accurate picture of the situation on the ground, as opposed to relying on reports and other secondary research. For projects involving hard-to-measure indicators, it is best that field research takes on a mixed methods approach of qualitative and quantitative research. Quantitative research is useful because it enables us to assign numerical values to certain indicators, which is an objective method of reporting data. This also makes it easier to show to what degree things have changed over time, in case an indicator value also changes, and to link certain values to other variables to demonstrate where correlations may occur. Qualitative research complements and/or verifies quantitative data and enables rich longitudinal studies for the duration of the project.

46. Quantitative data collection, all questionnaires is relatively simple and short (as preliminary field testing and refinement will yield only those items that are useful for measuring our variables). They should be easily understood by those who will be interviewed (i.e. making it available for those having no or limited level of literacy and education).

47. Because the purpose of an assessment is to collect data that specifically measures the key aspects related to economic status, ethnicity, and gender that will possibly be tracked over time, the instruments designed will be those that give us information about these particular aspects.

48. Exclusively measuring only those items that relate specifically to the purpose of the assessment ensures that the actual procedure of baseline data collection is as succinct as possible, which further ensures the validity of the data collected. Any additional data collected simply out of interest for the time being will add to the time that each respondent gives to the research team and if these findings will not be used constructively, it is best to not ask the question in the first place. Validity is ensured with a succinct questionnaire.

49. The same questionnaires will be used for different groups being targeted: for female, male and members of ethnic groups. However the following components should be included in all questionnaires:

- Identifiers: geographic area, household ID, date of interview
- Background characteristics: gender, age, socio-economic status, health, community participation, educational level, educational status, disability status

50. Once developed, the questionnaires were be pre-tested with appropriate respondents (i.e. individuals with similar traits but who will not be in the program) to ensure that questions are complete and accurate, that response options are relevant, exhaustive and mutually exclusive, and that respondents understand the questions being asked.

51. A first-round test of the questionnaire were conducted within one target village, which will also be useful for training the field team. The initial first 2-3 days the field data collection will be closely supervised, and corrections and advice will be provided to the enumerators. Any necessary refinements will be made prior to the beginning of data collection; the consultants will determine whether an additional round of testing and/or training is necessary prior to the beginning of data collection in the targeted areas.

52. A survey instrument was designed to collect information from potential beneficiaries of the various subject roads being proposed under the project. The survey form comprised of four sections covering general information about the head of household; household demographics and housing; income and expenditure; access to and use of rural infrastructure, services and facilities, willingness to pay for new and improved services; and participation in community decision making and development. Survey questionnaires in Lao and English are attached in Annex 1a and Annex 1b,

while the ToR for the Survey firm for the Household survey and the Focus Group Discussions are included in Annex 2.

53. In order to effectively represent the entire population of beneficiaries of the proposed project interventions, it is necessary to select representative communities and respondents. A good cluster sample will ensure that the size of the sample (n) that is randomly chosen from the sampling frame (or population) is closely representative of the population as a whole.

54. Sampling will be done in two stages. First a long list was produced with the villages located on or along the project subject roads with villages within a 2km radius or “buffer zone” from the project subject road to be included in the long-list. Once the long-list was prepared villages were randomly selected based on the total number of required households. Because of the different length of the roads in the three projects the sample would be proportional to the length of the roads in each province as per the table below:

**Table 3 – Subject Roads HH Sample**

	Salavan	Sekong	Attapeu
	20 – 56 Km	16 – 54 Km	18B – 111.90 Km
	6901 – 23.50 Km	7615 – 23.20 Km	9001 – 76 Km
% of road	23%	22%	55%
Rounded %	25%	25%	50%

55. The total number of villages was also based on this distribution. A cluster sampling approach was used for the selection of villages and for the sampling of households. The households targeted per village was between 10-12, suggesting a distribution in the table 4 below:

**Table 4 – Distribution of Sample on Subject Roads**

Province	Road name/ km	%/ province	Sample / road (10 to 12)	Villages
Salavan	20 – 56 Km	70%	56-67	6
	6901 – 23.50 Km	30%	24-29	4
Sekong	16 – 54 Km	70%	54-65	6
	7615 – 23.20 Km	30%	23-28	4
Attapeu	18B – 111.90 Km	60%	112-134	10
	9001 – 76 Km	40%	76-91	7
Total			345-410	37

56. This approach would ensure a proportional distribution between the three provinces, as well as relatively proportional distribution between project roads.

57. Gender representation will be ensured through targeting over-representation of female-headed households in the selection of the households in each village. In terms of disaggregated data, it should not only be disaggregated by gender but also by ethnicity, hence representation of relevant ethnic groups will be assured.

58. The definition of a female headed household is where the head of the household identified with the person who has the greater authority in the family or household. Power and authority in turn may be with the member who has control over the general affairs of the family unit, including decision-making concerning its economic, social and political interactions. A female headed household is defined as a household where either no adult male are present, owing to divorce, separation, migration, non-marriage or widowhood, or where men, although present, do not contribute to the household income.

59. Once at the village, the supervisor will introduce the team and the scope of the study to the head of village (and if the head of village is not available, his/her deputy, or the person put in charge). The supervisor requested the person in charge at the village to recommend households to be included in the survey. The targeted distribution of heads of households was as follows:

- 30% to 40% - Rich
- 30% to 40% - Poor
- 30% to 40% - Female headed households

- 
- 40% to 50% - Ethnic

60. With the above strategy a degree of quota sampling was employed in order to ensure that appropriate gender, ethnic and socio-economic variations within the project provinces were represented. In this case it was necessary to over-sample particularly poor, female and ethnic households to ensure they were represented.

61. The sample size (that is, the number of persons from each target group of interest who will be contacted) is based on the calculation of the acceptable margin of error as %, the rate of change of variance of the estimate as %, and the confidence range. To this a contingency factor is added for possible operational losses where data may have to be rejected for non-compliance.

- Margin of error (D) = 5.0%
- Rate of change of variance (R) = 50%
- Confidence level = 95% within the margin of error
- Operational losses = 5% rejected questionnaires

62. The total number of actual project beneficiaries is unclear, since the project is designed for improved transport infrastructure, and economic development along the subject road interventions, and therefore not only serving the population living along the actual roads. Although there will be considerations targeting on gender, social safeguards (resettlement and indigenous peoples), and community participation, the actual beneficiaries of the project roads are also people using the improved services, but do not live along the roads. For the purpose of this survey the target population has been the people living along the project roads and based on an estimation of the total population along the project roads and stratify based on the potential 2km radius catchment of each road. Using the above criteria (95% with +/- 5% confidence interval), the total minimum sample size is 365. Allowing for 5% rejected questionnaires; we should target 410 households for quantitative data collection.

63. Given the above, measurements for key indicators and thus the relative percentages measured over time, will be within a 5% margin of error. This is the standard margin of error used for such studies if expecting 90% of respondents answering yes, while 10% answer no, it is possible to tolerate a larger amount of error than if the respondents are split 50-50 or 45-55.

64. Because of the sample size, and the fact that the project only covers two roads per province, separating tables based on province (with the purpose of provide specific information at province level), will not provide representative information at province level. Rather it would make more sense to separate the tables for each road where this is relevant, since the sample at specific road level or more representative.

65. A survey was designed to collect information from potential beneficiaries of the various subject roads being proposed under the project. The survey was conducted in selected villages to represent the wider areas, the village leader was asked to identify poor areas/households so they could also be included in the survey. The survey form comprised six sections covering general information about the head of household; household demographics and housing; income and expenditure; access to and use of rural infrastructure, services and facilities, willingness to pay for new and improved services; and participation in community decision making and development.

66. Gender representation has been ensured through targeting over-representation of female-headed households in the selection of the households in each village (26%). In terms of disaggregated data, it should not only be disaggregated by gender but also by ethnicity, hence representation or relevant ethnic groups has been assured (40%).

67. To gather more detailed information, including thoughts and perceptions about the project, FGDs with beneficiary villages were conducted alongside the survey of 409 randomly selected households in 37 villages along the subject roads. With an average household size of 5.93 persons suggests that the total population of the surveyed households is 2,427.



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## 3.2. Focus Group Discussions

68. For the PPTA discussions, consultations have been held with communities along the project roads through FGDs with small groups of men and women from the communities. As described in Section 3.1, a household survey was undertaken to understand the characteristics of beneficiary households and their access to the scope of the project.

69. The methodology and tools provided below are to be used by four local researchers, two male and two female, who have experience conducting face-to-face interviews and focus group discussions. The research entails conducting KIIs and FGDs using prepared questionnaires that allow for conversation among participants, along with detailed note-taking, but also require on-the-spot coding of answers for each question such that they are effectively 'close-ended' for ease in analysis. Research was conducted in purposefully selected communities, with a mix of randomly and purposefully selected individuals.

70. This toolkit utilized a relatively objective methodology to ensure quick and consistent analysis, appropriate for a baseline activity, but also allowing for additional qualitative analysis as per the capacity of the person(s) writing the reports. The FGD toolkit is attached as Annex 3 in this report. Questions are close-ended in the sense that the group/ individual must agree upon the 'most correct' specific answer type provided by the researcher. Each of these answer types are linked to key aspects that have been validated to accurately measure the relative level of social and poverty impact that could occur upon project interventions. Questions to therefore also have direct links to the quantitative household survey. A qualitative database has also been prepared which contains a) built-in analysis tools in order to summarize the coding from each of the groups and communities by question/ theme and also b) built in filter/ sorting functions to enable quick comparisons between transcripts/ detailed answers to questions between groups and communities by question/ theme.

71. In total for each subject road about 6 communities were visited. In each community, 2 FGDs were conducted, each taking approximately one half-day, making a total of 74 FGD carried out. The 37 communities were purposefully selected to ensure a broad spectrum of the types of communities that would be affected by the maintenance activities of such a long stretch of road (geographically, ethnically, etc). The specific communities were selected at the field level based on convenience/ availability of people in the communities upon arrival, but at a minimum the following criteria must be met:

- The communities are also part of the quantitative survey
- One community near the end of the road segment: urban and accessible
- One community in between each end of the road segment: rural and accessible

72. Other criteria used by the survey team has been the cases in which there are communities that are ethnically diverse; within communities that are close to/ actively involved with companies or large-scale development initiatives/ projects; within communities that are engaged in extensive trade on a frequent basis. These demographic features are significant in that the use of the road and the economic/ social changes that could occur upon its repair will be different affected as a result due to these significant features. The relative impacts depend on certain community specific demographic features, where there are significant differences between communities that were likely linked to these demographic features. Thus it is important to represent these different communities, also including those that are isolated and non-isolated.

73. An equal number of FGDs have been carried out with male and female groups (37 each), resulting in a total of 74 FGDs. Among these 34 of the selected villages were predominantly ethnic, in the sense that a substantial majority of the population in the village were not of "Lao" ethnicity. Both female and male FGD with between 8 and 12 participants have been carried out along each of the subject road sections, randomly selected from among the 37 sampled villages. FGDs have also been carried out specifically with ethnic groups (43%), in 16 of the villages defined as primarily ethnic. This is done especially since groups may be considered a minority and disadvantaged if they are missed in the impact assessment and consultation process. The purpose of the FGD is intended to add depth with the quantitative survey.

74. The findings from the "Ethnic" FGDs have been first been included as part of the presentation of the female and male FGDs under Chapter 4 and then separate for the Gender in Chapter 4, and Ethnic in Chapter 5 The full set of transcribed field notes from the FGDs are attached as Annex 4 a, and list of FGD participants in Annex 4b.

### 3.3. Consultation and Interviews

75. A number of KIIs were conducted during the PSA. During the planning process interviews were undertaken to find out how to increase participation in local development planning and what are the benefits and negative impacts of the socio-economic development of the provinces. The interviews also identify what additional measures, by linking with existing or ongoing programs (being implemented by government or others) in the provinces, could be incorporated into the project to maximize the benefits.

76. In respect of participation in local development and preparation of socio-economic development plans, village administration representatives are invited to the District Administration Office for meetings. However, during the FGDs, and discussions with villagers, it became evident that this is more of information passing exercise (from province to district to village) than true participation and information and issues/concerns sharing. The village leaders are asked to disseminate the information to other villagers. When asked how the village administration could better participate in development and planning decisions at district and provincial level, keeping closer liaison and coordination town district and provincial officers along with better information flow between administration levels rather than top down were mentioned.

77. Consultations were undertaken at various stages/points throughout the preparation. The findings have been prepared in a participatory manner with consultations with primary stakeholders and beneficiary communities. During the identification of subject road section, consultations were held with the EA, IA and other stakeholder agencies and organizations.

78. The purpose of the consultations for the subject roads are: i) to introduce the subject roads and the type of work that would be carried out; ii) to identify potential impacts and receive feedback on the impacts and any proposed mitigation measures; and iii) to record the response of beneficiary communities to the project and anticipated impacts, both positive and negative, of each subject road. A list of persons met in addition to persons participating in FGDs, for the purpose of preparing this report is included as Annex 5.

### 3.4. Summary Stakeholder Analysis

79. The KIIs and FGDs show high levels of support for the subject roads to be developed under the project. A number of benefits have been identified as well as some negative impacts.

80. On the project local roads the primary stakeholders are the people living or operating businesses along the three roads, road users, road-side stall holders and street vendors, as well as the wider population catchment that rely on the roads for access to facilities and services.

81. As identified in the FGDs, the benefits of road maintenance include participation in maintenance works and opportunities with specific benefits identified for enterprises and those engaged in marketing with it being easier to carry goods and traffic volumes increasing. The feedback from female, male and ethnic groups are homogenous, showing very limited differences in views. Transport operators (passenger transport services and cargo/freight cartage) are another primary beneficiary who can respond to improved access and increased demand for services. Secondary beneficiaries are those who will benefit in less direct ways, village road users described in table 5.

**Table 5 – Summary Stakeholder Analysis for Subject Roads**

Stakeholder	Primary	Secondary	Key Stakeholders' Interest in the Project
Road users, members of households in catchment of subject roads	X		<ul style="list-style-type: none"> <li>Improved access to markets, key social services (health and education services) and rural employment opportunities;</li> <li>Small household retail businesses will become more profitable as traffic volumes and local incomes rise;</li> <li>Access to the markets on the roads will improve</li> <li>Issues associated with speeding, concerns regarding safety and accidents need to be addressed</li> </ul>
Transport	X		<ul style="list-style-type: none"> <li>Increased business opportunities to carry passengers</li> </ul>

			<ul style="list-style-type: none"> <li>and goods;</li> <li>School and tourist bus and taxi services will improve;</li> <li>Need for awareness raising with drivers (truck and bus) in respect of speed and safe driving</li> </ul>
Selling and markets along the roads	X		<ul style="list-style-type: none"> <li>Temporary impacts during maintenance works will need to be addressed;</li> <li>Improved access, increased traffic and passenger flow and reduced congestion can increase volume of sales;</li> <li>Access and mobility improved (convenience, comfort and ease of travel)</li> </ul>
Health and education		X	<ul style="list-style-type: none"> <li>Services in schools and the health centre disrupted during rainy season and can continue without interruption;</li> <li>Need to work with Police and transport operators to ensure road safety (reduced road accidents and injury)</li> </ul>
Security and Safety	X		<ul style="list-style-type: none"> <li>Improved security (including street lighting in urban areas) deterrent for petty and local criminals, and improve road safety</li> <li>Civil defense capability of local area improved;</li> <li>Need to enforce existing road rules;</li> <li>Involved in delivery of road safety campaign</li> </ul>
Businesses, processors and exporters		X	<ul style="list-style-type: none"> <li>Assuming other constraints to the sector/industry are overcome, production in the area will increase, diversify and modernize as it becomes easier to get products to market;</li> <li>Improved access will encourage further investors in the area</li> </ul>
Local government	X		<ul style="list-style-type: none"> <li>As major stakeholder in infrastructure and service provision;</li> <li>Potential to levy higher fees/taxes with improved services;</li> <li>Can encourage additional investors to area as services expanded to cover wider area</li> </ul>
Merchants		X	<ul style="list-style-type: none"> <li>Improved access and increased traffic and passenger flow can increase volume of sales to small businesses and households</li> </ul>

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

### 3.5. Demographic Characteristics

#### 3.5.1 Population, Growth and Migration

82. Based on the 2011 Population and Housing Census (National Statistics Center), the population of Attapeu province was approximately 138,125. In 2011 the total number of households was 24,110, which gives an average household size in the three provinces in terms of gender distribution, the female population numbering 69,778 accounted for 50.5% of the total population. The total number of households in Sekong, was 17,686, with a female population of 55,652, representing 50% of the total population. Finally, Salavane having registered 63,767 households, and a female population of 196,095 accounting for 50,2% of the total population on the province.

#### 3.5.2 Poverty Incidence and Vulnerable Groups

83. The Prime Minister's Decree No.285/PM (13 October 2009) established the most current poverty lines, based on average per capita monthly income as derived from data analyzed in the Fourth Lao Expenditure and Consumption Survey (LECS-4). The poverty lines are as follows: (i) national poverty line - per capita income below 192,000 kip/month; (ii) urban poverty line - per capita income below 240,000 kip/month; and rural poverty line - per capita income below 180,000 kip/month.

84. According to Decree 192, vulnerable people are classified as marginalized and vulnerable which include the poor, those engaged in the informal sector including casual and seasonal laborers, landless farmers, small vendors and street sellers and those who have limited access to, or are unable to take advantage of, rural economic opportunities. In the provinces, there are also a number of people who make livelihoods from subsistence farming.

### 3.5.3 Economic Activities and Employment

85. Some 15% of households in the three provinces are engaged in activities in the commercial and services sector and reflects the increasing number of medium and large trading and commercial enterprises along the subject roads. Only 14,3% of households engaged in agriculture, which includes small-holder farming, rice production, livestock and poultry raising and fish farming while 2,2% are involved in daily and casual labor as presented in Table 6.

**Table 6 – Main Sector of Economic Activity**

Sector	% of HHs
Government or public service	22,13%
Private sector	4,48%
Trade, sales	7,28%
Construction	1,68%
Agriculture, Forestry	14,29%
Garment industry	0,84%
Daily, casual labour	2,24%
Other	34,17%
Total	100%

*Note: Percentages may not total 100% due to rounding*

*Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)*

86. The 20 to 60 year age group constitutes 83% of the labor force. In general it has been noted by the planning office that the labor-force has low levels of skills and education (discussed further in Section 3.8). There are inadequate funds available through the provincial government programs to support skills upgrading of human resources for work in the construction sector.

## 3.6. Services and Infrastructure

### 3.6.1 Transportation Services and Facilities

87. Attapeu Province is accessible by land, air and waterways, and accessible by passenger bus, and tour buses to Thailand, Vietnam and Cambodia. The bus terminal in the town center provides national (Vientiane, Savannakhet Pakse, Thakek as well as to the other provinces in southern Lao People's Democratic Republic) and international services for trips to other parts of Lao People's Democratic Republic and to Thailand and Viet Nam (Hue, DaNang and HoChiMin City). Attapeu does not have an airport, but one is under construction located Nongkhang, in the southern part of the capital town. The closest airport is Pakse airport in Champasack province, which operates flights to Savannakhet, Vientiane and Luang Prabang, as well as internationally to Siem Riep, Bangkok and HoChiMin City.

88. Salavane Province is accessible by land, air and waterways, and accessible by passenger bus, and tour buses to Thailand, Vietnam and Cambodia. The bus terminal in the town center provides national (Vientiane, Savannakhet Pakse, Thakek as well as to other provinces in southern Lao People's Democratic Republic) and international services for trips to other parts of Lao People's Democratic Republic and to Thailand and Viet Nam (Hue, DaNang and HoChiMin City). Salavane has no airport but the closest airport is Pakse airport in Champasack province, which operates flights to Savannakhet, Vientiane and Luang Prabang, as well as internationally to Siem Riep, Bangkok and HoChiMin City.

89. Sekong Province is accessible by land, air and waterways, and accessible by passenger bus, and tour buses to Thailand, Vietnam and Cambodia. The bus terminal in the town center provides national (Vientiane, Savannakhet Pakse, Thakek as well as to other provinces in southern Lao People's Democratic Republic) and international services for trips to other parts of Lao People's Democratic Republic and to Thailand and Viet Nam (Hue, DaNang and HoChiMin City) Sekong does not have an airport, however the closest airport is Pakse airport in Champasack province, which operates flights to Savannakhet, Vientiane and Luang Prabang, as well as internationally to Siem Riep, Bangkok and HoChiMin City.

### 3.7. Characteristics of Beneficiary Households

#### 3.7.1 Head of Household Demographic Data

90. **Age and Gender.** 26.6% of surveyed households are headed by a woman with 30,3% in Attapeu and 27,8% in Salavane, and 17,8% in Sekong.

**Table 7 – Survey Sample**

Province	No. of Villages	No. of HHs	No. of males	No. of females	Household size	Total population	Total
Attapeu	17	181	126	55	5,74	1038	181
Salavane	13	133	96	37	6,53	868	133
Sekong	7	95	78	17	5,48	520	95
Total	37	409	300	109	5.94	2428	409

*Note: Percentages may not total 100% due to rounding*

*Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)*

91. Table 8 shows that 43% of the household heads are between 46 and 60 years old, followed by those within the 31-45 age bracket accounting for 31,5%. The elderly accounted for 12,5% and only 13% are between 20 to 30 years old.

**Table 8 – Age of Head of Household**

Village	Age group in years (%)				
	20 to 30	31 to 45	46 to 60	61 to 75	> 76
Attapeu	9.9%	32.0%	45.3%	11.0%	1.7%
Salavane	9.8%	35.3%	43.6%	11.3%	
Sekong	23.2%	25.3%	37.9%	12.6%	1.1%
Average	<b>13.0%</b>	<b>31.5%</b>	<b>43.0%</b>	<b>11.5%</b>	<b>1.0%</b>

*Note: Percentages may not total 100% due to rounding*

*Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)*

92. **Marital Status.** Majority (91,2%) of household heads are married, 5,1% are widowed, 3,5% are divorced and 0,7% are not married.

**Table 9 – Marital Status of Head of Household**

	Marital Status (%)			
	Married	Widowed	Separated/ Divorced	Not Married
Attapeu	91.7%	5,5%	2,8%	0%
Salavane	88,0%	4,5%	5,3%	0,8%
Sekong	94,7%	3,2%	0%	2,1%
<b>Average</b>	<b>91.2%</b>	<b>5.1%</b>	<b>3%</b>	<b>0.7%</b>

*Note: Percentages may not total 100% due to rounding*

*Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)*

93. **Education.** Education levels in are low, with only 30% of heads of household having attained at least some secondary level education, and 6,1% gaining a tertiary level education. Some 31,1% of heads of household had completed primary education while 19,6% had some primary level education as the highest level of education. A proportion of heads of household ( 7,3%) do not have any education.

**Table 10 – Education of Head of Household**

Province	Education level (%)							
	None	Incomplete primary school	Completed primary school	Incomplete lower secondary school	Complete lower secondary school	Incomplete upper secondary school	Complete upper secondary school	Tertiary
Attapeu	4.4%	22.7%	28.7%	12.7%	17.1%	3.3%	7.2%	3.9%
Salavane	14.3%	15.8%	31.6%	9.8%	9.0%	0.8%	7.5%	11.3%
Sekong	3.2%	18.9%	34.7%	12.6%	21.1%	1.1%	5.3%	3.2%
Total	<b>7.3%</b>	<b>19.6%</b>	<b>31.1%</b>	<b>11.7%</b>	<b>15.4%</b>	<b>2.0%</b>	<b>6.8%</b>	<b>6.1%</b>

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

94. Overall 97,9% of heads of household and 91,4% of their spouses are literate (can read and write).

### 3.7.2 Composition and Size of Households

95. **Ethnicity.** There are a number of ethnic groups in the three provinces; Lao 59,9%) in the major group followed by Triang (8,8%), Harak (7,3%), Katu (6,6%), Levy (6,8%) and Shuay (2,9%). In three of the provinces, the survey respondents were all of Lao nationality while the “other” groups (including Vietnamese and Thai) revealed by the survey were accounting for 7,6% presented in table 11.

**Table 11 – Ethnicity of Beneficiary Households**

Province	Ethnicity (%)							Total
	Lao	Triang	Harak	Lavy	Shuay	Katu	Other	
Attapeu	79,7%	-	-	7,5%	2,3%	7,5%	3,0%	100,0%
Salavane	35,8%	8,4%	2,1%	17,9%	9,5%	17,9%	8,4%	100,0%
Sekong	58,0%	15,5%	15,5%	0,6%			10,5%	100,0%
Average	59,9%	8,8%	7,3%	6,8%	2,9%	6,6%	7,6%	100,0%

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

96. Lao is the main language spoken in 69,4% of households and other ethnic languages are spoken in 30,6% of households. This reveals that about 10% of non-ethnic Lao speak Lao language in their homes.

97. Most (80,9%) of the beneficiary households are one-family households, 16,4% are households made up of two families and 2,6% are households of either three or four families. Only the Lao households were comprised or more than one family.

98. **Household Size.** According to the survey data the average size of beneficiary households is six people and the largest households have 20 people while the smallest households are single-person household

99. Table 12 shows that 35% of households have either four or five people, 17,1% are six-person households and 33,5% are households made up of seven people or more. Small households i.e. three or fewer people account for 14,4% of households. 25 or 6,3% households stated they had members with a disability or long-term illness affecting one male and three females.

**Table 12 – Size of Beneficiary Households**

Province	No. of people in household (%)						
	1	2 to 3	4 to 5	6	7	8	>9
Attapeu		17.1%	38.1%	15.5%	14.4%	6.1%	8.8%
Salavane	0.8%	12.8%	36.8%	15.0%	15.0%	9.0%	10.5%
Sekong	1.1%	9.5%	26.3%	23.2%	14.7%	8.4%	16.8%
Average	<b>0.5%</b>	<b>13.9%</b>	<b>35.0%</b>	<b>17.1%</b>	<b>14.7%</b>	<b>7.6%</b>	<b>11.2%</b>

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

100. **Age and Gender Composition.** As shown in Table 13 most of the household population belongs to the 16-64 age bracket represented by 48,8% of the females and 53,1% of the males. People three age groups stand out; the 5 to 15 year age group which comprises a larger proportion of males (29%) compared with females (43,4%).

**Table 13 – Age and Gender Composition of Households**

Gender	Age Bracket (%)				
	<4	5 –15	16 – 64	65 – 75	>76
Female	11.16%	43.46%	48.81%	3.93%	0.64%
Male	13.08%	29.02%	53.13%	3.81%	0.95%

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

### 3.7.3 House Type and Assets

101. Table 14 shows that majority of households covered by the survey live in houses made of corrugated iron sheet roof (94,4%) and wood or brick walls (76,5%), and brick or concrete floors.

**Table 14 – Construction Materials of Houses**

Province	Category of house (%)				
	Simple	Wooden, rough, sawn	Wood or Brick	Brick or concrete	Corrugate iron sheet
Roof	5.6%				94.4%
Walls	2.7%	20.8%	76.5%		
Floor		20.5%	1.7%	77.8%	

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

102. Overall 98% of households own and have title to the house they live in. The house ownership documents are in the name of both head of household and spouse for 46% of households, in the name of the female in 13,7% of households and in the name of the male in 40,1% of households. Some 76% of households stated they also own agricultural land.

103. Ownership of household assets such as means of transportation, refrigerator and television and DVD player shows the ability of a household to move beyond provision of the basics. The survey data shows a high reliance on motorbikes as the main means of transport being owned by 85,3% of households, some 24% of households own a vehicle. Bicycles are used for local travel and are owned by 39,4% of households (Table 15).

**Table 15 – Household Asset Ownership**

Province	Ownership of assets (%)							
	Vehicle	Motorbike	Bicycle	VCR/ DVD player	Stereo/ CD player	Television	Refrigerator	Air conditioning
Attapeu	20.4%	88.4%	48.6%	78.5%	68.5%	84.5%	70.7%	10.5%
Salavane	31.6%	94.0%	37.6%	67.7%	61.7%	91.0%	75.2%	15.8%
Sekong	20.0%	67.4%	24.2%	63.2%	52.6%	76.8%	49.5%	5.3%
Total	24.0%	85.3%	39.4%	71.4%	62.6%	84.8%	67.2%	11.0%

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

## 3.8. Livelihoods, Income and Poverty

### 3.8.1 Livelihoods and Income Sources

104. The current livelihood systems of the beneficiary households involve (a) agriculture including i) rice and vegetable cultivation; ii) cash crop production; and, iii) livestock and poultry raising; (b) engaging in seasonal or casual livelihood activities such as daily labor to farming households during the planting or harvesting season, or street vending; (c) employment for regular wages or salary; and, (d) other cash generating activities such as market trading or operating small household business or enterprise.

105. Many households have multiple income streams. Regular or waged income is earned by 92,2% of households (ranging from 89% in Attapeu to 97% in Salavane, to 91,6% in Sekong) and 7,8% of households earn income from casual or daily labor. Sale of crops or livestock produced by the household contributes to income of 49,4% of households overall and between 29,8% of households in Attapeu and 71,6% of households in Sekong. Some 19,6% of total households derive income from sale of other goods (food, rice alcohol and handicrafts), ranging from 28,7% in Attapeu to 5,2% of households in Sekong (Table 16).

**Table 16 – Sources of Household Income**

Importance of	Income source of household (%)
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income	Government	Private sector	Trade, sales	Hospitality or tourism	Construction	Agriculture	Garment industry	Daily or casual labour
Primary	13.9%	2.9%	19.6%	0.2%	5.6%	49.4%	0.5%	7.8%
Secondary	7.1%	2.7%	17.4%	0.2%	4.2%	25.4%	1.5%	9.3%

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

106. The relative importance of income to a household can be determined from their answers to the primary or most important source of income followed by the secondary income. Employment within the agricultural sector is the most common primary source of income with 49,4% of households reporting. Trade and sales ranked second as primary income with 19,6% of households and Government service third with 13,9% of households engaged in the activity (Table 16).

107. Some households include people who migrate for labor 5,4% of households have members who migrate for work. The number of males working away from home is 7,1% and the number of females is 3,8%.

### 3.8.2 Income and Expenditure

108. Household income was obtained by collecting data about i) wages/salary earned from different sectors (public/private sector employ) and income from other labor activities; ii) sales of agricultural produce and other goods; and iii) non-wage income such as remittances, pensions, income from rent etc. The total household income was based on stated sources of income, it does not factor in any imputed values for subsistence production, and therefore represents cash income (as stated) only.

109. Of the surveyed households approximately 4.4% of all households fall under the national poverty level for rural areas, which is 180,000LAK per capita and month, presented in table 17.

**Table 17 – Road Section and Poverty Level**

Quartile/ income group	Per capita monthly income (kip)	
	Under Poverty Level	Over Poverty Level
NR 20	2.4%	97.6%
PR 6901	6.0%	94.0%
DR7615	2.4%	97.6%
NR16	6.3%	93.7%
NR 18b	3.7%	96.3%
PR9001	4.1%	95.9%
Total	4.4%	95.6%

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

110. The average monthly household income (from all sources) for the provinces is 4,524,000LAK and average per capita monthly income is 761,000LAK.

111. The total household income from all sources was divided into income groups, using the poverty line as the threshold for the 1st income group, the remaining households were divided into groups with equal numbers of AHs in each group, as shown in Table 18.

**Table 18 – Distribution of Households across Income Groups**

Quartile/ income group	Per capita monthly income (kip)		
	Minimum	Maximum	Average
Income group 1	83,000	3,000,000	1,298,000
Income group 2	333,000	8,000,000	2,361,000
Income group 3	750,000	11,200,000	3,597,000
Income group 4	1,666,000	45,375,000	8,315,000

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)



112. The 1<sup>st</sup> income group represents households falling below the poverty line (discussed in detail below) as set at 180,000 kip per person per month for rural households.<sup>5</sup> The 2<sup>nd</sup> income group, while above the poverty line, is low income and includes marginal households (including those that hover 10-15% above the poverty line) and those most vulnerable to economic shocks which could make them fall below the poverty line. The 3<sup>rd</sup> and 4<sup>th</sup> income groups are considered better off or relatively/comparatively wealthy. There is a very large range within these income groups. The distribution of households across the income groups is presented in Table 19.

**Table 19 – Distribution of Households across Income Groups**

Province	Income group (%)			
	1	2	3	4
Attapeu	24.8%	28.6%	29.3%	17.3%
Salavane	18.9%	24.2%	18.9%	37.9%
Sekong	23.8%	29.8%	24.3%	22.1%
Average	<b>23.0%</b>	<b>28.1%</b>	<b>24.7%</b>	<b>24.2%</b>

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

113. The table 19 shows that the proportion of poor ranges from 24,8% in Attapeu province to 18,9% in Salavane province. The largest proportion of households in the 2nd income group is in Sekong province (29,8%). Households in the 4<sup>th</sup> income group accounted for 24,2% of the total households representing 37,9% of households in Salavane province and 22,1% of households in Sekong province, and 17,3 in Attapeu Province.

114. Average monthly household expenditure is 1,510,000 LAK. Table 20 shows that average household incomes in the 3<sup>rd</sup> and 4<sup>th</sup> income groups are 37,1% and 54,3% times higher, respectively, than the 1<sup>st</sup> income group, and that the average monthly expenditure of households in the 4th income group is over twice that of households in the 1<sup>st</sup> income group. Households in the 1<sup>st</sup> income group, i.e. those below the poverty line, expend up to 45% of their income on food, water/electricity, school and medical expenses and family/community obligations compared with households in the 4<sup>th</sup> income quartile who spend 21% of their monthly income on such expenses.

**Table 20 – Average Monthly Household Income and Expenditure by Quartile**

Income quartile	Household incomings/outgoings (kip)		Expenditure as % of income
	Av. Income	Av. Expenditure	
Income group 1	1,298,031	995,829	76,7%
Income group 2	2,361,630	1,321,321	55,9%
Income group 3	3,597,417	1,583,574	44,0%
Income group 4	8,315,976	2,177,868	26,2%

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

### 3.8.3 Poverty and Vulnerability

115. Poverty, while country and context dependent, is considered to mean being without food or shelter, not being able to provide for family's basic needs, not having access to basic services (health and education), or being deprived of essential assets and opportunities to which every person is entitled. Aspects of poverty include lack of household food security, living conditions, and ability to build up household capital and collateral through asset ownership.

116. Households were asked if they ever lacked staple food (such as rice) and other basic but essential non-food items such as clothes, education or medical expenses. Only households below the poverty line lacked such essentials, accounting for 17% of this group for 2-3 months and staple food for up to three months.

117. Correlations between income group and house type and ownership of substantial household assets also provide insights into characteristics of poverty. As noted above, 98% of total households

<sup>5</sup> Based on data from the Fourth Lao Expenditure and Consumption Survey (LECS-4) the official poverty line was updated in 2009. The poverty line for rural households is defined as 240,000 kip per person per month and for rural households is defined as 180,000 kip per person per month.

own the dwelling they live in. For households in the 1<sup>st</sup> income group, the rate of house ownership is 92,6% which is lower than that the 97% of the households in the 4<sup>th</sup> income group.

118. Table 21 suggests that only households in the 1<sup>st</sup> income group live in houses with walls constructed from simple materials such as bamboo and thatch accounting for only 3,6%.

**Table 21 – Construction Materials of House by Income Quartile**

Income quartile	Walls (%)			Roof (%)	
	Simple	Wood	Brick/ concrete	Simple	Corrugated iron/ cement fiber
Income group 1	6.4%	22.3%	71.3%	11.7%	88.3%
Income group 2	2.6%	22.6%	74.8%	4.3%	95.7%
Income group 3	2.0%	23.8%	74.3%	5.9%	94.1%
Income group 4	-	14.1%	85.9%	-	100.0%
Average	3.67%	20.70%	76.58%	5.73%	94.53%

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

119. In terms of ownership of substantial assets such as means of transportation or a refrigerator; a smaller proportion of households in the 1<sup>st</sup> income group (17%) own a vehicle compared to 21,8% of households in the 3<sup>rd</sup> income group and 42,4% of households in the 4<sup>th</sup> income group. Motorbike ownership increases from 73,4% of households in the 1<sup>st</sup> income group to 92,9% of households in the 4<sup>th</sup> income group while refrigerators are owned by 46,8% of households in the 1<sup>st</sup> income group compared to 82,8% of households in the 4<sup>th</sup> income group. The ownership of refrigerators are closely related to access and electricity

120. A refrigerator is owned by a large proportion of households irrespective of income, however all households in the 4<sup>th</sup> income group own this appliance as indicated in table 22.

**Table 22 – Household Asset Ownership by Income Quartile**

Income quartile	Ownership of assets (%)			
	Vehicle	Motorbike	Bicycle	Refrigerator
Income group 1	17.0%	73.4%	37.2%	46.8%
Income group 2	15.7%	81.7%	36.5%	67.8%
Income group 3	21.8%	93.1%	40.6%	70.3%
Income group 4	42.4%	92.9%	43.4%	82.8%
Average	24.23%	85.28%	39.43%	66.93%

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

## Vulnerability

121. Vulnerable households include those who might suffer disproportionately from the development process through direct or indirect impacts or face the risk of being marginalized through unequal access to benefits of economic growth, and are considered to include:

- Households with persons falling under the generally accepted indicator for poverty (as discussed above);
- Divorced or widowed female headed households with dependents and low income;
- Households with disabled or invalid persons; and
- Elderly households with no means of support.

122. There are 30,5% of households falling below the poverty line of 240,000 kip per month per household member. Of the household headed by women, 21,1% are headed by single women who have dependents. A total of 19 households have members with some form of disability, two of which fall below the poverty line and are therefore already included, another three are low income households and are considered vulnerable. There are eight households headed by an elderly person, four of these fall below the poverty line and another one is low income and without support (labor or dependents) and therefore considered vulnerable.

**Table 23 – Vulnerability of Households**

Category of vulnerability	% of households
---------------------------	-----------------

Households falling below poverty line	30,5%
Low income HH headed by single female + dependants (excl. HH below poverty line)	33%
Low income households with disabled members (excl. HH below poverty line)	29,4%
Elderly with no means of support (excl. HH below poverty line)	0%

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

### 3.9. Access to Infrastructure and Services

#### 3.9.1 Coverage and Use of Infrastructure and Services

123. Electricity connection is almost universal for the households captured in the survey with 96,8% of households connected, and connection to the water supply ranges from 27,4% to 52,6% in three provinces. Table 24 shows that Attapeu province in general is the most poorly served by infrastructure and utilities with the smaller proportion of households connected or with access to the range of services covered in the survey.

**Table 24– Access and Connection to Utilities**

Province	Connections/access to services and utilities (%)							
	Electricity	Municipal water supply	Private well	Flush/pour toilet	Sanitation	Telephone	Bath or shower	Regular solid waste collection
Attapeu	95.0%	37.0%	48.1%	58.0%	35.4%	87.8%	44.8%	50.8%
Salavane	97.7%	52.6%	45.9%	56.4%	39.1%	95.5%	53.4%	62.4%
Sekong	98.9%	27.4%	44.2%	51.6%	31.6%	81.1%	38.9%	52.6%
Total	96.8%	39.9%	46.5%	56.0%	35.7%	88.8%	46.2%	55.0%

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

124. Disaggregating the data by income group it is evident that the 1<sup>st</sup> income group (30,6% to 76,6%) and 2nd income group (33,9% to 89,6%) are not as well covered by essential rural infrastructure and services as compared with the 4th income group (44,4% to 91,9%).

**Table 25 – Coverage of Services by Income Group**

Income group	Connections/access to services and utilities (%)				
	Town water supply	Private well	Sanitation	Solid waste collection	Telephone
Income group 1	30.9%	37.2%	23.4%	40.4%	76.6%
Income group 2	39.1%	45.2%	33.9%	52.2%	89.6%
Income group 3	37.6%	48.5%	40.6%	58.4%	96.0%
Income group 4	51.5%	54.5%	44.4%	68.7%	91.9%
Total	39.78%	46.35%	35.58%	54.93%	88.53%

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

#### 3.9.2 Willingness to Pay/ Contribute

125. Some 27% of households stated their willingness to pay for the maintenance of well maintained roads. This represents 19,1% of households in the 1<sup>st</sup> income group compared with only 36,4% of households in the 4<sup>th</sup> income group.

126. Majority (92,4%) of the households stated they thought it was reasonable for government to require contributions for construction and/or maintenance of infrastructure and services. All households in the 1<sup>st</sup> income group and 88,3% of households in the other income groups consider that contribution is reasonable.

127. Households were asked if they made contributions (in cash or kind such as labor or materials) to the construction and/or maintenance of infrastructure. Table 26 shows that proportionately, more households contribute to maintenance (44,8%) than construction (37,1%). In terms of contributions to construction and maintenance by type of infrastructure, the proportion of households contributing to roads (67,5% for construction and 85,1% for maintenance).

**Table 26 – Contribution to Construction & Maintenance of Infrastructure**

Infrastructure	Household contributions (%)	
	Construction	Maintenance
Roads	67.5%	85.1%
School	83.4%	87.0%
Health centre	24.9%	35.0%
Water supply	17.1%	21.8%
Sanitation	16.9%	22.2%
Market	13.0%	17.6%
Average	<b>37.13%</b>	<b>44.78%</b>

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

128. Despite relatively high indications by all households of WTP for improved infrastructure and services there is no interest in contributing more than what is currently done. In average 44,5% of households do currently do not pay or contribute anything to the roads, while 55,5% although contributing in some way would not agree to pay or contribute more than they currently do.

**Table 27 – Willingness to Pay for Improved Infrastructure and Services**

Infrastructure	WTP for improved infrastructure or services	How much household WTP in amount (%)		
		Do not pay now, not WTP	No more than currently pay	Up to 25% more
Roads	27.4%	45.5%	55.5%	0%
School	28.1%	44.7%	55.3%	0%
Health centre	14.4%	71.4%	28.6%	0%
Water supply	11.7%	74.1%	25.9%	0%
Sanitation	10.3%	76.3%	23.7%	0%
Market	9.8%	79.5%	20.5%	0%
Solid waste collection	7.1%	78.2%	21.8%	0%
Average	15.5%	67.0%	33.0%	0%

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

129. There is a marked variation in WTP for different infrastructure and services when the data is disaggregated by income group. With the exception of sanitation, a higher percentage of the 1st income group expressed their WTP for all infrastructure and services improvements compared to the other income groups.

**Table 28 – Willingness to Pay by Income Group**

Income group	WTP by household (%)						
	Roads	School	Sanitation	Solid waste	Health centre	Water supply	Market
1	19.1%	17.0%	7.4%	3.2%	9.6%	7.4%	5.3%
2	25.2%	25.2%	10.4%	6.1%	16.5%	12.2%	9.6%
3	28.7%	26.7%	9.9%	8.9%	11.9%	11.9%	8.9%
4	36.4%	43.4%	13.1%	10.1%	19.2%	15.2%	15.2%
Total	27.4%	28.1%	10.3%	7.1%	14.4%	11.7%	9.8%

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

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## 4. Gender Assessment

### 4.1. Gender Categorization

130. The Concept Paper for the project had categorized it as “Some Gender Elements” (SGE), according to ADB’s “Guidelines for Gender Mainstreaming Categories of ADB Projects” (6 July 2012) suggests that it is unlikely to directly improve women’s access to social, economic or financial resources or opportunities. This has been confirmed during the survey works and through consulting with local stakeholders. Based on the interventions set out as in the project design it is unlikely that the project will lead to deterioration in women’s access to social economic and financial resources and opportunities. Rather the opposite is expected to occur, since travel time and transportation costs are likely to decrease, and women in general involved in and are those benefitting most from trade.

131. Nevertheless, significant efforts have been made during project preparation to identify potential positive and negative impacts on women. Some gender features have been included to enhance benefits to women (for example targets for employment of women in project maintenance works, provision of equal pay for equal work, information campaigns on HIV/AIDS risk, gender training of executing/implementing agencies. The gender aspects have been tied to the indigenous people’s plan, in such way that while ethnic groups are the targeted benefactors of the community maintenance components, ethnic women will also have a quota.

132. Project interventions will result in better access to schools, markets, health facilities and job opportunities which will target women and ethnic groups, to assure that they are not falling out of the potential project benefits. To ensure that potential benefits reach these targets people the project is including a component on community-based routine maintenance targeting indigenous people and the poor, to provide rural non-farm income, and improve status of ethnic groups in the communities.

### 4.2. Gender Policy Framework

133. Lao People’s Democratic Republic is a party to several international treaties that promote gender equality, including the Convention on the Elimination of All Forms of Discrimination against Women (CEDAW) and the Convention on the Rights of the Child. Lao People’s Democratic Republic also recently became a party to the Protocol to Prevent and Punish Trafficking in Persons, Especially Women and Children and the Protocol Against the Smuggling of Migrants by Land, Sea and Air.

134. The government established a National Commission for the Advancement of Women (NCAW). This high-level body is mandated to develop and coordinate implementation of a national policy and action plan for women’s advancement. The Lao Women’s Union (LWU), one of four mass organizations authorized in the 1991 Constitution, continues to support Lao women’s development as well as political mobilization through a network that extends to the village level.

135. In 2004, the National Assembly adopted a bill to protect women’s rights and interests and to ensure equality between women and men. The law on Women’s Development and Protection defines principles, rules and measures relating to the development and protection of women so as to promote their knowledge and capabilities; to promote gender equality; to combat trafficking in persons, women and children; to combat domestic violence; to uphold women’s status in society; and to encourage women to participate in national defence and development (Article 1).

136. The Gender Resource Information and Development (GRID) Project, a LWU initiative, provides gender training, conducts gender-related research, and collects gender resources through centers in Vientiane and four other locations throughout the country. The Gender Profile prepared by GRID notes a number of factors that have been identified in the women’s FGDs and interviews undertaken for the project. These include: i) informal sector absorbs the great majority of Lao women, who tend to own small businesses mainly in retail and textiles; ii) the lack of education and limited economic opportunities and access to resources pushes women into the informal sector and small-scale enterprises; iii) women have limited mobility, and traditional customs do not allow women to work far from the village; iv) women entrepreneurs face difficulties dealing with cumbersome registration procedures, in part due to their low level of education and limited time; and

v) more women than men work in the formal sector, although women tend to be found in low-skilled jobs, rarely in management positions.<sup>6</sup>

137. ADB's country gender strategy for Lao People's Democratic Republic is built on Goal 3 of the MDGs. Under this framework, ADB will promote: i) equal capabilities in women and men and girls and boys; ii) equal access to resources and opportunities; and, iii) equality in decision making and rights. This gender strategy framework is consistent not only with the MDGs but also with the guarantees of equal treatment in the Lao Constitution and laws and with the gender strategies included in both the NGPES and the NRDS. It can also be linked to ADB's three core operational areas of inclusive social development, pro-poor and sustainable economic growth, and good governance.<sup>7</sup>

### 4.3. Characteristics of Households Headed by Women in Project Area

138. As noted in Section 3.8.1, 26,6% of households in the survey are headed by women with Attapeu province having the largest proportion of households headed by women (30,4%) and Sekong province with the smallest proportion (17,9%).

**Table 29 – Age by Gender of Household Head**

Gender of household head	Age group in years (%)				
	20 to 30	31 to 45	46 to 60	61 to 75	> 76
Female	17.4%	35.8%	37.6%	9.2%	
Male	11.3%	30.0%	45.0%	12.3%	1.3%
Average	<b>13.0%</b>	<b>31.5%</b>	<b>43.0%</b>	<b>11.5%</b>	<b>1.0%</b>

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

139. Table 30 shows the significant difference in the proportion of single women who head households compared with single men. While 96,3% of male household heads are married only 77,1% of female heads of household are. Of the single female household heads, which accounts for a combined 22,9% of all female headed households, 15,6% are widowed, 1,8% are separated and 4,6% are divorced.

**Table 30 – Marital Status by Gender of Household Head**

Gender of household head	Marital Status (%)				
	Not Married	Married	Separated	Divorced	Widowed
Female	0.9%	77.1%	1.8%	4.6%	15.6%
Male	0.7%	96.3%	0.7%	1.0%	1.3%
Average	<b>0.7%</b>	<b>91.2%</b>	<b>1.0%</b>	<b>2.0%</b>	<b>5.1%</b>

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

140. Overall households headed by women are smaller than male headed households as 22% of the households that are headed by women consists of one or two people (and there are only women in single person households accounting for 1,8%). While there is a smaller percentage of female headed households with nine or more members (6,4% compared with 13%), households of four to five people are headed by men in 31,7% of households and by women in 44% of households as indicated in table 31.

**Table 31 – Gender of Household Head and Household Size**

Gender of household head	Household by number of members (%)						
	1	2 to 3	4 to 5	6	7	8	9+
Female	1.8%	20.2%	44.0%	10.1%	11.9%	5.5%	6.4%
Male	-	11.7%	31.7%	19.7%	15.7%	8.3%	13.0%

<sup>6</sup> GRID & World Bank; Lao Gender Profile, Vientiane, Lao People's Democratic Republic (November 2005)

<sup>7</sup> ADB; Lao Country Gender Assessment: Gender, Poverty and the MDGs, Manila, Philippines (2004)

Average	0.5%	13.9%	35.0%	17.1%	14.7%	7.6%	11.2%
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Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

141. Table 32 shows that overall female adults are less educated than male adults. While 11,1% of household heads and 18,3% of their spouses overall do not have a formal education, 18,8% of females compared with 10,65% of males are without an education. Comparable proportions of females and males (13,3% and 11,2% respectively) have an incomplete primary education as the highest level attained, but a larger proportion of females (27,5%) than males (32%) have completed primary school as the highest level of education. There are larger proportions of female with either some secondary education (2,8% compared with 1%) or a complete secondary education (14,2% compared with 11,2%) or a tertiary level education (5,5% compared with 4,5%).

**Table 32 – Level of Education by Gender of Household Head**

Gender of HH head and spouse	Education level (%)							
	None	Incomplete primary school	Completed primary school	Incomplete lower secondary school	Complete lower secondary school	Incomplete upper secondary school	Complete upper secondary school	Tertiary
Female head	19.3%	19.3%	22.0%	11.9%	14.7%	2.8%	4.6%	5.5%
Female spouse	18.3%	13.8%	33.0%	14.7%	13.8%		0.9%	5.5%
Average	<b>18.8%</b>	<b>16.5%</b>	<b>27.5%</b>	<b>13.3%</b>	<b>14.2%</b>	<b>2.8%</b>	<b>2.7%</b>	<b>5.5%</b>
Male head	3.0%	19.7%	34.3%	11.7%	15.7%	1.7%	7.7%	6.3%
Male spouse	18.3%	32.0%	29.7%	7.7%	6.7%	0.3%	2.7%	2.7%
Average	<b>10.6%</b>	<b>25.8%</b>	<b>32.0%</b>	<b>9.7%</b>	<b>11.2%</b>	<b>1.0%</b>	<b>5.2%</b>	<b>4.5%</b>

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

142. The provinces have a high literacy rate; 97,8% of heads of household and 91,4% of their spouses are claiming to be literate. However, there are clear gender disparities in literacy with 98,7% of male compared with 95,4% of female heads of household and 91,4% of male spouses compared with 91,7% of female spouses being literate.

143. All of the households headed by women stated they own the house their household lives in compared to only 26,2% of households headed by men. It was noted in Section 3.8.3 that for the larger proportion of households, the title of land is registered in the name of a male (14,6%) rather than in the name of only the female as the head of the household registered in both the female head and a male (59,2%).

144. Households headed by women live in a houses of a generally higher standards, with walls constructed from more solid materials such as concrete and brick, with more proper roofing material, and with better flooring, Table 33 shows that overall households headed by men tend to live in less substantial houses as shown by 76,7% compared with 80,7% of female headed households living in a house with wooden walls, 93,3% compared with 97,2% of female headed households living in a house with corrugated iron, or cement fibre roofing. The differences are not major, however it argues against the common belief that female headed households are generally living in poorer conditions.

**Table 33 – Main Construction Materials of Houses**

Gender of household head	Floor			Walls				Roof	
	Wooden, rough, sawn	Wood or brick	Brick or concrete	Simple	Wooden, rough, sawn	Wood + brick	Concrete	Simple	Corrugated iron/ cement fibre
Female	18.3%	0.9%	80.7%	0.9%	20.2%	78.9%		2.8%	97.2%
Male	21.3%	2.0%	76.7%	3.3%	21.0%	75.7%		6.7%	93.3%
Total	20.5%	1.7%	77.8%	2.7%	20.8%	76.5%		5.6%	94.4%

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

#### 4.4. Women's Livelihood Activities, Income and Poverty

145. Livelihood activities include any activities that support a household and comprise paid and unpaid work. LECS-4 provides data on use of time for household members 10 years and older, with

the average person spending 5.8 hours per day on livelihood and/or economic activities. The table below summarizes the findings of the LECS-4 dis-aggregated by male and female. Males spend an average of 4.6 hours per day (compared with 3.9 hours for females) on livelihood and subsistence activities, including 3.0 hours (compared with 2.2 hours per female) taken up for agriculture, fishing or hunting. In any day females spend more time collecting water and firewood, making handicrafts and working in the household or other small business. Females carry out most of the work in household (2.4 hours per day compared with 0.5 hours by males), and females spend 6.3 hours, compared with 5.1 hours spent by men, on livelihood/subsistence and household activities. The table also shows that females spend less time on school and on sleeping/leisure time than men.

**Table 34 – Use of Time by Gender**

Activity	Hours per day		
	Female	Male	Total
Livelihood & subsistence activities:	3.9	4.6	4.2
Employed work	0.3	0.9	0.6
Household or other business	0.7	0.4	0.5
Agriculture/fishing/hunting	2.2	3.0	2.6
Collecting firewood/water	0.4	0.2	0.3
Handicraft	0.3	0.1	0.2
Household work	2.4	0.5	1.5
School	0.9	1.2	1.0
Sleeping, eating, leisure	15.2	15.9	15.5
Travel + other	1.6	1.8	1.8
Total livelihood + household activities	6.3	5.1	5.7

Source: National Statistics Committee. Lao People's Democratic Republic. 2009. Fourth Lao Expenditure and Consumption Survey

146. Table 35 shows that unpaid and household work is undertaken mostly by males (1,42 hours per day compared with 1,05 hours by males). In terms of performing unpaid chores and domestic duties, the participation rates for males and females are roughly the same at 57,5% and 42,5% respectively.

147. More males than females aged 16 years and older undertake paid work, representing 50,4% of all males and 49,6% of all females. However, the average number of hours of paid work per day is similar for men and women with 8,19 hours for men and 8,07 hours for women.

**Table 35 – Unpaid and Paid Workers by Gender**

Type of work	Gender	Participation in work (16 years +)	
		Total Average	Female headed
Unpaid	Male	1.42	0.9
	Female	1.05	0.84
Paid	Male	8.19	8.26
	Female	8.07	8.21

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

148. As noted in Chapter 3, the main source of income for beneficiary households is wages from trade (small shop/ business) (39%) and from the agriculture (24,3%) followed by government work (13,5%) and daily or casual labor (7,8%). Income from trade (small shop/ business) is more important to female headed households 46% than for male headed households (36,9%).

**Table 36 – Household income by Source and Gender**

	Government or public service	Private sector	Trade (incl. small shop/ business)	Hospitality/ tourism (hotel, bar, restaurant)	Construction	Agriculture/ forestry (incl. NTFPs)	Garment industry	Transport	Daily labor/ wages
Male	379 883	161 833	1 069 666	25 000	212 000	769 833	8 000	28 500	243 000



headed	13,1%	5,6%	36,9%	0,9%	7,3%	26,6%	0,3%	1,0%	8,4%
Female	337 155	153 211	1 059 633	27 522	153 211	377 981	32 110	28 440	133 944
headed	14,6%	6,7%	46,0%	1,2%	6,7%	16,4%	1,4%	1,2%	5,8%
	368 496	159 535	1 066 992	25 672	196 332	665 403	14 425	28 484	213 936
Total	13,5%	5,8%	39,0%	0,9%	7,2%	24,3%	0,5%	1,0%	7,8%

149. Table 36 suggests that while employment in the government accounts for considerable proportions of both male and female workers, there are larger proportions of males engaged in this sector. A significantly larger proportion of female headed households are however engaged in trade (small shop/ business) (22%) compared with 11,7% for male headed households and in agriculture. In terms of income, households headed by male are comparatively better off than those headed by female as a larger proportion of female headed households (33%) compared with male headed households (19,3%) fall within the 1<sup>st</sup> income quartile which includes those most vulnerable to economic shocks. However, there is also a larger proportion of male headed households in the 4<sup>th</sup> income group (28%) compared with 13,8% of households headed by women as indicated in table 37.

**Table 37 – Distribution across Income Groups by Gender of Household Head**

Gender of HH head	Income group (%)			
	1	2	3	4
Female	33.0%	26.6%	26.6%	13.8%
Male	19.3%	28.7%	24.0%	28.0%
Total	23.0%	28.1%	24.7%	24.2%

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

150. In terms of ownership of other assets as an indicator of poverty, Table 38 shows a larger proportion of female-headed households than male headed households owning significant assets such as means of transport or household appliances. Of the households headed by females, 26,6% compared with 23% own a vehicle and 75,2% compared with 64,3% owns a refrigerator.

**Table 38 – Household Asset Ownership**

Gender of head of household	Ownership of assets (%)							
	Vehicle	Motorbike	Bicycle	VCR/DVD player	Television	Refrigerator	Stereo/CD player	Air conditioning
Female	26.6%	79.8%	40.4%	65.1%	84.4%	75.2%	56.9%	16.5%
Male	23.0%	87.3%	39.0%	73.7%	85.0%	64.3%	64.7%	9.0%
Total	24.0%	85.3%	39.4%	71.4%	84.8%	67.2%	62.6%	11.0%

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

#### 4.5. Participation in Household and Community Decision Making

151. With respect to women's involvement and participation in the planning and maintenance/ implementation of community infrastructure, the largest proportion of respondents stated they were unsure or did not know whether women had been involved or not. Respondents were, however, consistent in their negative and positive responses, indicating low levels of women's involvement in either the planning or maintenance of infrastructure, stating that women had participated in various aspects of community development.

**Table 39 – Women's Participation in Community Infrastructure Planning & Implementation**

Aspect of community development involvement	Don't know	No	Yes
Facilities planning (e.g., location of services/facilities)	38.1%	31.8%	30.1%
Helping establish needs for services/facilities	39.4%	30.1%	30.6%
Helping establish women's needs for services/facilities	39.4%	31.8%	28.9%
Providing inputs to meetings where decisions were made	36.7%	28.4%	35.0%
Collecting and managing inputs from the community	38.4%	29.6%	32.0%

Collecting and managing contributions/user fees prior to construction	38.6%	32.0%	29.3%
As part of the management committee or group	38.4%	29.8%	31.8%

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

152. While a larger proportion of households headed by men (68,6%) than by women (31,4%) stated they attend community and local authority meetings, more females than either males, or both males and females together, attend those meetings as representatives of households.

**Table 40 - Participation in Local Meetings**

Meeting	Who attends from household (%)		
	Both	Female	Male
Community meetings	0%	31.4%	68.6%
Local authority meetings	3.4%	44.3%	52.3%

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

153. Survey respondents suggested that women are not well represented in village level development committees; with only 3,7% and 3% of respondents confirming that households are represented are on these bodies. The participation in local authority meetings are however more represented, common, with 46,8% of female headed households, and 42% of male headed households, as outlined in table 41.

**Table 41 – Female participation in Local Meetings**

Meeting	Who attends from household (%)	
	Community meetings	Local authority meetings
Female headed	3,7%	46,8%
Male headed	3%	42%

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

154. The FGDs indicate that women's participation in decision-making and local development and planning could be improved. The view of LWU is generally that it should be a standing member of development committees, and needs to be better funded to organize workshops and training courses in local decision making.

155. In terms of training, information and workshops being provided to villages, the households participating in the survey reported that there had not been any training or awareness raising sessions on any topics, but that they expressed the need to receive training on maintenance work. This means there is a lot of scope for provision of training and awareness raising under the project for women.

#### 4.6. Access to Infrastructure and Services and Willingness to Pay (WTP)

156. With the exception of access to a private well, in terms of connections to water supply (including hot water systems) and sanitation, female households are not as well covered as male headed households, as indicated in table 42.

**Table 42 – Access and Connection to Utilities by Gender of Household Head**

Village	Connections/access to services and utilities (%)							
	Electricity	Hot water supply	Private well	Flush/pour toilet	Sanitation	Telephone	Bath or shower	Regular solid waste collection
Female	94.5%	44.0%	44.0%	67.9%	26.6%	87.2%	48.6%	56.0%
Male	97.7%	38.3%	47.3%	51.7%	39.0%	89.3%	45.3%	54.7%
Average	<b>96.8%</b>	<b>39.9%</b>	<b>46.5%</b>	<b>56.0%</b>	<b>35.7%</b>	<b>88.8%</b>	<b>46.2%</b>	<b>55.0%</b>

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

157. A large proportion of households considered that it is reasonable for the government to request contributions (either in cash or in-kind) in order to provide community infrastructure and services, i.e., 92% of households headed by women and 98% of households headed by men.

158. The WTP varies depending on the service/ utility and there is a higher WTP for improvements to roads and schools than for other services (including water supply, sanitation and markets). As shown in table 43 overall expression of WTP is generally higher in households headed by women (73,8%) compared with households headed by men (64,5%). Moreover, since none of the surveyed households indicated that they would be willing to contribute more than they were currently doing, the conclusion is also that male headed households are also to a greater extent than female headed households less interested in contributing more.

**Table 43 – Willingness to Pay for Improved Services by Gender of Household Head**

Infrastructure/ service	Gender of head of household	Willingness to pay (%)	
		Not WTP	No more than currently pay
Roads	Female	51.4%	48.6%
	Male	42.0%	58.0%
School	Female	53.2%	46.8%
	Male	41.7%	58.3%
Health center	Female	78.0%	22.0%
	Male	69.0%	31.0%
Piped water supply	Female	81.7%	18.3%
	Male	71.3%	28.7%
Sanitation	Female	84.4%	15.6%
	Male	73.3%	26.7%
Market	Female	88.1%	11.9%
	Male	76.3%	23.7%
Solid waste collection	Female	79.8%	20.2%
	Male	77.7%	22.3%

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

## 4.7. Gender Impacts

159. Improving and expanding coverage of infrastructure and services will provide a range of benefits. The conclusions of the assessments and consultations are that while there will be benefits at both village and household level, women will gain more benefit than men in a range of ways and also that some of the negative impacts could disproportionately affect women and therefore these are to be addressed through measures included in gender mainstreaming.

### 4.7.1 Road Improvements

160. The road improvement will also benefit women at an individual and household level. As noted above trading and improved agriculture is one of women's primary sources of incomes, improving roads will improve access and mobility and generally make women's travel more convenient and comfortable.

**Table 44 - Stakeholder Feedback - Gender**

Key issue	Interest of the Project
Community Relations	<ul style="list-style-type: none"> <li>Throughout the responses from FGD responses, suggest that villages have good relations with each other.</li> <li>If there are issues they are solved at local level, and the village head will deal with these.</li> <li>There are no differences between female and male FGD responses on this issue.</li> </ul>
Road Use	<ul style="list-style-type: none"> <li>Male generally express they use the roads for trade and business, while women to a greater extent point out social aspects, such as visiting friends and relatives, sending children to school and access to clinics.</li> </ul>

	<ul style="list-style-type: none"> <li>The use of the road is however considered equal for women and men, in that there are no differences in that all can use the services.</li> </ul>
Opportunities	<ul style="list-style-type: none"> <li>Generally the expectations on the road improvements are positive.</li> <li>Improvement will bring additional opportunities to the area</li> <li>Views are generally positive towards what opportunities improved roads may bring, especially related to the prospect of being employed by contractors.</li> <li>Several are pointing out the need for equal pay (female, male/ ethnic) for the same kind of work</li> <li>There are no differences between female and male FGD responses on this issue.</li> </ul>
Transport	<ul style="list-style-type: none"> <li>Complaints focus on the availability of transport services, especially for longer distance travel.</li> <li>Public transport been to improve both in timing and in comfort, is however said to serve both female, male and ethnic peoples equally.</li> <li>Poor people may have lesser opportunities to use the transport services.</li> <li>There are no differences between female and male FGD responses on this issue.</li> </ul>
Selling and markets along the roads	<ul style="list-style-type: none"> <li>It will help business if there is more transport, and that the transport is faster.</li> <li>An improved road means that traders will come to buy produce, and it is no longer necessary to transport produce to the market.</li> <li>There are no differences between female and male FGD responses on this issue.</li> </ul>
Participation	<ul style="list-style-type: none"> <li>Most express the willingness and need to participate in the repair and maintenance of the roads.</li> <li>The majority however express that working on the roads for maintaining it requires a reasonable compensation</li> </ul>

#### 4.7.2 Gender Risks

161. It should be noted that while the subject roads themselves are relatively small-scale and will involve small labor-force for limited periods of time and the impacts usually associated with large construction workforces being resident (in often remote areas) for long periods will not occur. In the larger workforce for the subject roads, a major share of the workers will come from the local areas, meaning the risk of spread of communicable diseases including HIV and Sexually transmitted infections (STIs) associated with the individual subject roads is low. In the context of the project overall - in terms of corridor development and improving connectivity and mobility across country and city borders - there is a risk of both spread of communicable diseases and potential for human trafficking, due to increased mobility. The economically vulnerable are most at risk from social exploitation (trafficking) and health vulnerabilities (spread of HIV and STIs).

162. There is a well-established connection between infrastructure, mobility and spread of HIV and trafficking. Women and girls have specific health needs and men and women may also have different vulnerability to infectious diseases depending on levels of exposure and access to health care and information (prevention and treatment etc).

163. Three main outputs would be considered to balance this; (i) enhanced regional communicable disease control systems; (ii) improved communicable disease control along borders and economic corridors (working with Provincial Committee for Control of AIDS (PCCA) and Provincial Department of Health (PDH) as well as at district levels); and (iii) integrated project management. The Project will benefit off the broader initiatives and measures already being implemented elsewhere in Lao PDR (ADB 11 and ADB 12), such as use of already developed material, approaches and models for training and awareness raising to provide targeted awareness and prevention for the communities in the immediate subject road areas and the maintenance workforces.

#### 4.8. Gender Approach

##### 4.8.1 Rationale of Gender Inclusion

164. The main issues raised by women household survey and FGDs include; (i) inadequate infrastructure and services which hampers both trading opportunities and ability to improve wellbeing of the household; (ii) low awareness about important issues such public and environmental health; (iii) lack of access to key decision-making channels in respect of identifying infrastructure needs and

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planning; (iv) unemployment and lack of training; and (v) specific issues for women from poor households including lack of skills and inability to provide for basic needs on a regular basis.

165. To address these concerns and issues, the gender strategy for the project would include:

- Institutional strengthening for implementing structures of the project, resettlement committees, village development committees etc. and to increase the participation of women in the planning, design and implementation of rural infrastructure and ensure that provision of services are responsive to women's needs by increasing awareness of gender issues, to improve MPWT project staff in respect of gender issues and rural development (e.g. targets for training, insertion of gender awareness training for all staff) and to integrate gender targets and Gender-disaggregated monitoring and evaluation tools in the project;
- Empowerment of women in rural village development through gender awareness raising programs and provision of vocational training programs (including basic skills such as literacy and numeracy as required), financial management, aimed at improving women's skills and marketability in the rural job market, understanding how to access existing micro-credit funds and facilities, and providing access to short-term employment;
- Increasing the participation by, and awareness of, women in communicable disease and trafficking control and prevention in subject road areas; and
- Ensuring that Information, Education and Communication (IEC) programs implemented under the project properly target women and girls.

#### **4.9. Inclusion of Gender Related Aspects in the Project Design**

166. The purpose of gender inclusion approach is to ensure that women will benefit in a number of direct and indirect ways from the proposed road improvements, ensure there are suitable avenues available for their participation, and to propose measures to maximize their participation, in local-level decision-making, increasing awareness about a range of issues as raised by women during FGDs and to put in place measures to mitigate negative impacts and reduce risks associated with the subject roads and the Project's overall aim (such as the risk of both spread of communicable diseases and potential for human trafficking).

167. Another purpose of the gender inclusion is also to contribute to the social, economic and political empowerment for women through participation in gender awareness raising (EA/IA level and village level). This is a longer-term objective aimed at improved understanding of gender issues in rural infrastructure provision, increasing participation of women in rural village development.

168. The responses from women in terms of the types of measures that could be implemented through measures included in the project to address the issues that most concern them and support their development included training and increased awareness on issues such as trafficking and road safety, and increasing participation in village development and decision-making. Responses to these needs make up the core of the gender mainstreaming.

169. Awareness raising which can be undertaken through campaigns or programs covering issues such as sanitation, health and hygiene, road safety linked with the subject roads, and HIV, STIs, and trafficking awareness and prevention campaigns. Another key area of the gender mainstreaming is providing avenues for increasing participation of women in rural development (capacity building of female staff in EAs and IA, and awareness raising for all staff of importance of gender issues in rural development) and increasing representation of women in village level committees and decision-making at local level.

170. A theme of the gender mainstreaming is to encourage, and provide support for, involvement of LWU members who have extensive knowledge of issues that confront women and can contribute to issues and policies during preparation of socio-economic development plans and become partners in aspects of implementation of gender mainstreaming. The LWU will continue to be involved in project development and implementation to facilitate ongoing consultations, assist with implementation of the gender mainstreaming, and to provide information to poor households headed by women on how to best avail of the measures and assistance available.

171. Also included are road safety campaigns, covered under Working Paper 7, which will be aimed at school children and communities within the vicinity of the rural roads in the three provinces.

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172. Under the gender mainstreaming approach, priority selection of female headed households and poor women and men for participation in training and awareness opportunities will be given.

#### **4.9.1 Institutional Strengthening for Gender and Development**

173. Institutional strengthening for Gender and Development includes provision of awareness and training for EA and IA (Road Sector Governance and Maintenance Project under MPWT and DPWT) staff in gender and development issues, training and capacity building for the EA and IA in terms of gender mainstreaming and sensitization to gender issues, preparation of a gender strategy for each IA as part of overall development plan/strategy in the rural infrastructure sector, and support for implementation of gender inclusion approach. The main activities of this component include:

- Understanding of MPWT's approved Gender Strategy into sectoral planning, activities and annual works plan and project preparation and providing the context for inclusion of gender issues and needs in rural development;
- Promotion of increased Gender and Development (GAD) awareness, through training workshops and seminars, and staff guidelines to support the above, and the project's policy on Gender and Development; and
- Provision of assistance in the areas of policy support, capacity building, GAD awareness, and formulation and implementation of policies and programs directed at improving the status of women within the sector as well as the management and activities of Road Maintenance Project under MPWT and DPWT.

#### **4.9.2 Communicable Disease and Trafficking Awareness**

174. Potential effects on maintenance workers and communities will be mitigated through implementation of an awareness and prevention campaign, as well as an item to be included in the loan covenant (specific assurance) which requires the implementation of the STIs, HIV and AIDS and trafficking prevention and awareness campaigns for maintenance workers and communities, through a civil contract cause with the contractors

175. A review of impacts associated with improvements along the subject roads and measures implemented to mitigate them noted several points: (i) programs should have a time-frame that extends at least two years beyond maintenance in order to mitigate intervention related impacts and impacts that arise post-intervention by providing access to information to "new comers" into the project area i.e. the people drawn to the area to seek benefits from the improvements; (ii) also related to post-intervention is a the high likelihood that commercial sex networks that have established in response to a maintenance workforce will not disappear but will integrate with other avenues for sex work such as hotels and bars; and (iii) knowledge about HIV and its prevention alone is insufficient, meaning casual and formal sex-workers need to be supported to practice safe sexual behaviour (such as consistent condom use) by village and traditional leaders and bar/hotel owners.<sup>8</sup>

176. All activities will be carried out by a Consultant/ NGO etc. with a track record and experience in the sector, which will be engaged to prepare and support implementation of the program with partners in the Provincial Committee for Control of AIDS and HIV (PCCA) and PDH. Trained district health workers will help to spread the information to village level through workshops on HIV, AIDS and STD prevention, reproductive health, and trafficking.

177. Through these sessions, participants will be encouraged to raise ideas, and identify solutions to village health problems. Drawings, posters, leaflets and videos will be used during the sessions. The Consultant/ NGO will be required to discuss the approaches to be adopted with Ministry of Health (MOH), Center for HIV and AIDS and STI (CHAS) and the PDH to afford compatibility and linkages, and avoid duplication with other recently implemented programs.<sup>9</sup>

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<sup>8</sup> ADB d; Build it and They Will Come: Lessons from the Northern Economic Corridor Mitigating HIV and Other Diseases, Manila, Philippines (2009)

<sup>9</sup> A number of NGOs have been implementing HIV, AIDS and STIs and trafficking awareness and prevention programs;

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178. Village awareness and prevention and promotion of behaviour change – based on an outreach model and the materials and methods developed by existing HIV and AIDS awareness and prevention programs an Consultant/ NGO will be engaged to work with the PCCA and PDH and undertake a series of Knowledge Attitudes, Perceptions and Behaviour (KAPB) surveys of village and at risk groups within the project area to define the needs in terms of awareness and prevention messaging and targeting the core audiences, and develop and implement a village awareness and prevention campaign.

179. HIV and AIDS in the workplace training – a series of workshops and seminars will be provided for contractors and their maintenance work force, these can be facilitated by an approved service provider using well developed materials for this purpose (UNAIDS or ILO or similar) and will include; basic information on HIV and AIDS – history, terminology, statistical data (regional and national), legal background (law etc); paths of transmission, high risk groups (how and why); prevention measures; HIV in the workplace; stigma and discrimination issues; In addition to the training the costs of this component of the program include STIs testing for the maintenance workforce twice per year.

180. Information will be disseminated through posters, pamphlets, focus groups, and events with the assistance of two peer educators selected per village by; i) selecting and recruiting two peer educators (at least one of whom will be female) from each village who will be the interface between village health, District Committee for Control of AIDS (DCCAs) and Consultant/ NGO for program delivery, they will receive training-of-trainers (ToT) skills through workshops; ii) sensitization sessions and materials for secondary schools in the project impact area; and iii) delivery of awareness and prevention messaging and training in selected –at-risk” villages. An estimated budget for HIV/Aids Awareness campaigns is included in Annex 7.

181. Linking with the work of Ministry of Labor and Social Welfare and the LWU the project’s program will provide awareness about human trafficking (especially dealing with migrant issues) through working with relevant government agencies, local institutes, and NGOs. Workshops will be organized for relevant participants to discuss activities to combat HIV and AIDS and human trafficking, and establish a coordination network on human trafficking prevention.

### **4.9.3 Road Safety Campaign**

182. A remaining negative social impact that requires mitigation and can be incorporated is the risk for increased accidents as a result of improved road conditions. Especially in the female FGDs the issues of road safety and risk for increased accidents after the roads have been improved was raised. In some of the men’s FGDs the poor driving of truck and bus drivers was noted, i.e. there is a need for stronger enforcement of traffic regulations by the police. Each of the participating provinces proposed the road maintenance project to conducting road safety campaigns targeting the villages –at risk” in the project area.

183. This component will be implemented by the MPWT/ DPWT staff and Consultants working along-side the police. The component will aim to increase awareness about the risks for traffic accidents by targeting school children and bus and truck drivers. Workshops and training sessions will be held in the provinces and awareness raising will be undertaken in secondary schools.

## **4.10. Institutional Arrangements**

184. The EA and IA will establish a RSGMP office under DoR and DPWT respectively to assist with the implementation, coordination and management of the subject roads. The RSGMP will include a gender/social specialist who will assist the RSGMP in implementing the gender related aspects of the project. The consultant engaged under the project will include a national safeguards (gender) specialist.

185. The RSGMP with assistance from a safeguards (gender) specialist will be responsible for implementing the related project activities. As part of the project’s institutional strengthening and capacity building component, training in gender awareness for RSGMP will be from MPWT’s LWU Unit, the Consultant’s safeguards (gender) specialists and partners such as NGOs and local levels of LWU.

186. The safeguards (gender) specialists will support the RSGMP in coordinating and managing the delivery of the overall program including coordinating the activities of consultant/ NGOs recruited to deliver specific components for the inclusion of ethnic groups and women.

187. The safeguards (gender) specialists, if required can provide support to RSGMP to select and recruit suitable agencies and experts to prepare and deliver the training and information for the Gender related aspects (including the adaptation of existing training materials as required). The following points are noted:

- The Consultant/ NGO/ Civil Society Organisation (CSO) will prepare a proposal describing their relevant experience, detailing how they intend to implement the programme (with an implementation schedule), and budget in response to the Terms of Reference (ToR) for those services;
- In respect of implementation, the Consultant/ NGO/ CSO with proven experience in awareness raising and IEC, training-of-trainers, workshop organization and delivery, and village participation will be required. The Consultant/ NGO/ Civil Society Organisation (CSO) will have, and provide evidence of, a track record in providing similar services.

188. Internal monitoring will be undertaken by the IA and Consultant's Safeguards (Gender) specialists every quarter and findings consolidated in project's quarterly progress reports. The monitoring indicators are set out outlined in Table 44.

**Table 44 – Monitoring Indicators**

Issue/Impact/Benefit	Indicator	Measurement Means <sup>10</sup>
Employment during maintenance phase	<ul style="list-style-type: none"> <li>• Contribution to poverty reduction in Project area;</li> <li>• Levels of compliance with Labor Laws;</li> <li>• Legal wages paid to workers;</li> <li>• No use of trafficked or child labor;</li> <li>• Under Community Based Maintenance contracts women, poor and vulnerable groups would participate as local labor</li> <li>• No differential wages paid between men and women for work of equal value;</li> <li>• A specific clause placed in bidding documents that compliance will be strictly monitored</li> </ul>	<ul style="list-style-type: none"> <li>• Numbers of Lao viz-a-viz foreign workers engaged</li> <li>• No. of vulnerable, poor and women employed</li> <li>• Maintenance contract wage bills</li> <li>• Project reports esp. to identify if targets are being met</li> <li>• Independent monitoring reports</li> </ul>
Public participation, consultation & awareness	<ul style="list-style-type: none"> <li>• No. of vulnerable or otherwise marginalized groups and women participating in meetings and project activities during project implementation</li> <li>• Public awareness programs to the communities living in project area</li> <li>• Public information dissemination, consultation and communication procedures conform to the process established in the CPP</li> <li>• The disclosure of the updated and detailed plans, appropriateness of the disclosure methods</li> <li>• Effectiveness of the grievance mechanism, types of grievances, if and how resolved, and satisfaction of people with the process.</li> </ul>	<ul style="list-style-type: none"> <li>• No. of consultations undertaken at different project phases as noted in Project reports</li> <li>• Availability of information (leaflets, posters etc)</li> <li>• Independent monitoring report</li> </ul>
Cases of STIs and HIV/AIDS	<ul style="list-style-type: none"> <li>• Implementation of awareness and prevention program</li> <li>• No. of people reached by program (by Gender and economic group)</li> <li>• Support to existing programs and initiatives</li> <li>• Numbers and rates of cases of STIs and HIV</li> <li>• Improvements in data collection and monitoring</li> <li>• Improvements in access to materials and information</li> </ul>	<ul style="list-style-type: none"> <li>• Statistics from PCCA, municipal health authority and PDH;</li> <li>• Baseline and survey data</li> </ul>

<sup>10</sup> All baseline and follow-up data for monitoring to be disaggregated by sex, ethnicity and income group (at least poor and non-poor).



<p>Gender issues; Increased role of women in income generating activities and inclusion of women on local decision making bodies</p>	<ul style="list-style-type: none"> <li>• Institutional and staffing mechanisms;</li> <li>• Collection and dis-aggregation of gender sensitive data;</li> <li>• Women's representation and participation in the detailed planning and implementation process;</li> <li>• Increased employment and hours in productive activities;</li> <li>• Gender inclusiveness (access by both men and women to all programs and measures under the Project) rather than segregating health awareness for women and technical training for men for e.g., although the programs themselves might implemented be in gender separated groups;</li> <li>• Whether compensation has been delivered to both husband and wife, together;</li> <li>• No. of measures or activities to address gender issues incorporated into Project planning process</li> <li>• No. of women reached viz-a-viz anticipated number</li> <li>• No. of women on community maintenance groups</li> <li>• No. of LWU members engaged in project implementation</li> </ul>	<ul style="list-style-type: none"> <li>• Baseline and survey data</li> <li>• Consultations</li> <li>• Delivery of programs and participants (disaggregated)</li> <li>• Health and education statistics</li> <li>• Project reports esp. to identify if targets are being met</li> <li>• Independent monitoring reports</li> <li>• Monitoring of Gender components</li> </ul>
<p>Vulnerable beneficiaries; exclusion of poor and marginalized groups</p>	<ul style="list-style-type: none"> <li>• Poor and marginalized households affected by project (compared with proportion of poor)</li> <li>• Assessment of the adequacy of the measures taken to address concerns;</li> <li>• Effectiveness of communication methods used; and</li> <li>• Assessment of the appropriateness and effectiveness of various entitlements, programs and activities and methods of delivery for various vulnerable households and groups, and the need for adjustment or additional measures</li> </ul>	<ul style="list-style-type: none"> <li>• Baseline and survey data</li> <li>• Consultations</li> <li>• Progress reports</li> <li>• Independent monitoring reports</li> </ul>
<p>Transparency</p>	<ul style="list-style-type: none"> <li>• How information is distributed and to whom, in order to make sure that beneficiaries have the proper information and access to knowledge</li> <li>• Functioning of EA and IA and how information is properly recorded and made available</li> </ul>	<ul style="list-style-type: none"> <li>• Consultations (FGDs and KIIs);</li> <li>• Stakeholders participating in planning;</li> <li>• Progress reports;</li> <li>• Analysis of monitoring reports</li> </ul>

## 5. Poverty and Social Analysis

### 5.1. Contribution to Poverty Reduction

189. The total population along the six project subject roads has been estimated to 100,000. The list of all villages with print outs of the road sections with the 2km buffer zones for reference is included in Annex 6a and Annex 6b. The buffer zones along the project roads are including villages within a 4 km corridor (2 km on each side) along the road. Although 100,000 is equivalent to approximately 25% of the total population in the three provinces, it should be pointed out that the buffer zones include the relatively densely populated urban/semi-urban areas in Saravane (NR 20), and Attapeu (NR18b) provincial centres, since the roads are starting there. Development and poverty reduction is therefore difficult to derive in these cases specifically from the improved maintenance.

190. Moreover, as noted above, the share of poor persons (income under poverty level for rural persons) along the project subject roads is only 4.4%. The poverty line for rural poverty is 180,000

Kip per person and day which is considered as low. This should nevertheless provide justification to include poverty reduction strategies under the project.

**Table 45 – Population along Subject Roads**

Province	Road number	Total km	Villages	Households	Population	Schools	Clinics
Attapeu	18B	111,9	25	3 346	18,324	38	49
	9001	76,0	14	1 481	8,075	28	28
Salavane	20	56,0	84	8 147	49,378	176	164
	6901	23,5	11	848	4,779	25	22
Sekong	16	54,0	20	2 593	16,343	29	37
	7615	23,2	6	487	3,436	10	11
		<i>345</i>	<i>160</i>	<i>16 902</i>	<i>100,335</i>	<i>306</i>	<i>311</i>

191. Reduction of poverty is closely related to economic growth, and the project would indirectly support efforts to reduce poverty through activities and initiatives that will:

- Reduce poverty, support development of rural areas, increase earnings of low-income groups, and provide employment;
- Strengthen economic cooperation and facilitate trade, investment, and development; and
- Lower transport costs and make the movement of goods and passengers more efficient.

192. Impacts both positive and negative are limited since this is a maintenance project for the existing road network, in areas, which are not densely populated. The rural poor is a relatively homogenous group, independent on ethnic group belonging. Since only the maintenance of the selected roads in the three provinces will have limited direct impact on the population along these roads, the project needs a development strategy to include pro-poor policies. Project interventions will nevertheless result in better access to schools, markets, health facilities and job opportunities for indigenous peoples. To ensure that benefits reach ethnic groups the project is including a component on community-based routine maintenance targeting indigenous people and the poor, to provide rural non-farm income, and improve status of ethnic groups in the communities.

193. It is however clear from the household survey and the focus group discussions along the project roads that people from ethnic groups have somewhat lower income and living standards. To even out this unbalance the measures proposed to focus the participation in the maintenance work on ethnic groups has been prepared.

194. The action plan identifies interventions including; i) community based maintenance into the infrastructure improvement project in the three project provinces; ii) strengthening local capabilities to manage infrastructure maintenance planning and decision making; iii) improving awareness, and community mobilization to address road safety; iv) improving the management of HIV resources and programs; and, v) targeting HIV preventions associated with the implementation of infrastructure projects.

195. The project can contribute to ongoing efforts to further reduce poverty. Through both infrastructure investment (improving access to key economic and social services and facilities and improving living conditions and health) and its economic investments, which focus on private sector led development and improvements to the business environment. Support for development of commercial activities through micro-enterprises and SMEs and PPP will sustain efforts to develop competitive and commercialized activities in the three provinces.

## **5.2. Job Creation and Wage Generation**

196. There will be short-term job creation as a result of the project, and while this does not address longer-term job security it will provide immediate incomes to households who are in need. The measures incorporated in the project are designed to address issues raised in consultations regarding lack of skills and the poorly skilled who dominate the under employed.

197. The targeted inclusion of locally available labor is in line with GoL employment and labor market policies. Since the direct impact from the project interventions in terms of income generation at the local level will be limited, it is a sensible approach to include local labor in the ICB/NCB

contracts. The approach would also limit the risk of HIV/Aids/STI and trafficking since labor to a lesser extent is coming from outside the project area.

198. Community Based Maintenance sub-contracts enforced under ICB/NCB are also introduced in the project as a means to provide direct benefits to the people living along the project roads. The Community Based Maintenance approach has been commonly used for road maintenance in Lao PDR. The Village Maintenance Committee approach is widely promulgated throughout the PWT line organization, where provincial department and district offices have been trained on the management and administration of VMCs.

199. During the PPTA process consultation has been carried out with the DoR, DPWTs in the three provinces, other relevant stakeholders at province level, as well as villagers living along the project roads. Meetings have been held with the Deputy Director of DoR, who has supported the inclusion of Community Based Maintenance under the project, e.g. at the start up meeting with the PPTA team on the 30 May 2014 he strongly stressed on the need for Community involvement in the maintenance works. Moreover, during the ADB review, and related field visits in November 2014 the issue of Community Based Maintenance was discussed with the DPWT Directors in Saravane and Attapeu, and with the Deputy Director in Sekong, who all confirmed that the VMC approach has been promulgated throughout their provinces, however stopped due to the lack of funding, but supported the idea should financing be provided. Further, during field visit by the social safeguard team 12-15 January 2015 to the three provinces, meetings were held with DPWT staff including DPWT Director in Sekong and Deputy Directors in Saravane and Attapeu, with the purpose of discussing Community Based Maintenance. All confirmed that the VMC concept was used in their provinces, and concurred to the concept presented to be part of the project. The KfW supported RIP project is also including the community based maintenance concept in their project, similarly has many other projects done in Laos.

### 5.2.1 Local Labor in Maintenance ICB / NCB Contracts

200. The maintenance phase of the project will represent opportunities for income generation through i) employment (wages); and ii) provision of tools and other items to the workers.

201. The maintenance phase of the project has the potential to have a major impact on incomes and the households of poor and low income/marginal households immediately within the subject road areas, especially if the requirements of the Lao Labor Law are complied with.

202. In Article 25, the Lao Labor Law (2006 which revised Decree No. 64, 21/3/2005) states that while a project developer has the right to accept the employees it requires, the developer "...shall give priority to Lao citizens, especially persons who are targets under poverty alleviation programs." In cases where it absolutely necessary, foreign employees may be engaged by the developer, but they must be a select group and be approved by the labor administration agency. In any case in respect of engaging foreigners, the Labor Law specifies that for physical work (unskilled labor) it is not permitted to accept more than 10% of the number of total employees, while for skilled work it is not permitted to accept more than 20% of the number of total employees.

203. Therefore to comply with the Labor Law 90% of unskilled labor and 80% of skilled labor should be provided by Lao nationals. To realize the maximum benefits of job creation during the maintenance phase it will be important that the Labor Law is complied with. From this, a proportion of jobs can be set aside for women and people from poor households. Based on the household survey, it is assessed that approximately 3% of the workforce would be available for community based maintenance works, and based on estimation on labor statistics; the assumption is that 85% of these would be un-skilled.

**Table 46 – Base Assumptions about Maintenance Workforce under “Regular Contracts”**

Subject Roads	Total Population	Potential No. of available workers (3% of Total Pop)	% un-skilled	Potential No. of available unskilled workers	Month of Implementation	Type of Contract
Attapeu	54 157	1 625	85%	1 381	36	NCB
Salavane	19 779	593	85%	504	36	NCB
Sekong	26 399	792	85%	673	36	NCB
Total	100 335	3 010	85%	2 559	36	NCB

Note: Percentages may not total 100% due to rounding. Type of Contract is for the main Contractor managing the Community Based Maintenance groups

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

204. According to the Labor Law, the project should give priority to Lao nationals. Different employment arrangements can be negotiated during the procurement process, and depending on the needs, the size of foreign workforce will be decided. By adopting the Lao Labor Law and 90% of unskilled workforce being Lao, the benefits for Laos during the maintenance phase will be secured. The workers directly employed by the main contractor will be drawn from the province where the road is located for the maintenance work on the National roads, and not necessarily from the people living along the roads. However for the community maintenance it should be a condition that maintenance workers are living along the subject roads.

205. As the type of contract is going to be International / National Competitive Bidding (ICB / NCB) it is also assumed that a camp or similar will be established for the workers that are foreign or sourced from outside of the of the local areas.

206. Table 47 shows that when the Labor Law is adopted and Lao national occupy 90% of the un-skilled labor under project contract, there is the potential for a total employment of up to 2592 person-month work over the maintenance phase. With Lao people filling only two-thirds of unskilled labor, total employment decreases from 110 to 60 jobs and from 2592 to 1440 person-months if only half of the unskilled workforce is Lao national.

**Table 47 – Job Creation Potential of Subject Road Interventions**

Employment scenario	Attapeu		Salavane		Sekong		Total	
	No. of Full-time opportunities	No. of person months	No. of Full-time opportunities	No. of person months	No. of Full-time opportunities	No. of person months	No. of Full-time opportunities	No. of person months
Estimated total number of employment opportunities	35		30		30		95	
100%	35	1260	30	1080	30	1080	95	3420
75%	26	945	23	810	23	810	71	2565
50%	18	630	15	540	15	540	48	1710

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

207. Based on data gathered during consultations, the minimum wage for unskilled laborers in is 50,000LAK/ day, however following the Lao Labor Law, minimum wage is approximately \$225/month, which is forming the base for these calculations. Using the monthly rate, the above workforce participation scenarios convert into total wages earned by local un-skilled labor suggests a direct wage generation of 769,500USD over the three year maintenance intervention period, as shown in Table 48.

**Table 48 – Direct Wage Generation Potential of Maintenance Work**

Employment scenario	Total wages (\$)			
	Attapeu	Salavane	Sekong	Total
100%	283 500	243 000	243 000	769 500
75%	212 625	182 250	182 250	577 125
50%	141 750	121 500	121 500	384 750

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

208. Assuming that the unskilled workers employed under the maintenance contracts are from the lower income groups, the potential impact would be noticeable. The project can support poverty reduction efforts if a target for provision of labor by the poor is set for the project. Assuming setting aside of 65% of the un-skilled Lao workforce for the ethnic groups, where the incidence of poverty is higher than among non-ethnic groups, using the workforce scenarios above the total employment for ethnic groups will range from 60 to 40 people providing between 1080-1260 person-months work in each of the three provinces.

209. This will provide the rural poor with earning potential in the order of US\$8,100 per household over the project over the three-year intervention period. This has the potential to make a substantial

contribution to local poverty reduction, assuming that the maintenance work is not replacing other income generating activities at household level, but rather that it adds to the overall income.

210. An additional benefit of maintenance employment is the training that comes with it. Each worker will be able to seek other maintenance work, based on the experience and skills acquired on the project. This is another reason that these benefits should be retained in the province (if not in the immediate project area), rather than an influx of foreign workers who will not leave any built capacity behind after project completion.

211. In addition to the direct unskilled maintenance jobs, a substantial number of unskilled jobs will be created by the industries that supply the maintenance and building materials for the works. Quantities of sand, rock, brick, gravel, ballast, cement and specialized plants will be required for the maintenance works, which will be incremental for companies that are currently operating in the three provinces and neighbour provinces as well as other parts of the country, providing a large number of unskilled jobs that are required to produce these construction materials.

212. There will also be the spin-off to the local economy from the presence of the workers in the area. Provision of food and other necessities to the maintenance work crews is another job-creating benefit in the project area. Maintenance works benefits include both income generated during maintenance and assets that remain after the maintenance work is completed. The provincial and district governments can authorize female-headed and poor households to organize food services to the maintenance work camps. This ensures that a measure of this impact will be both pro-women and pro-poor. The local LWU can help to organize local women to carry out this function. In addition, the demand creates an opportunity for the LWU which has become increasingly involved in assisting women in starting small businesses through advising and small loan funds to capture both job and business opportunities for women.

213. It is difficult to quantify the amount spent by workers that will spin-off to the local economy, as skilled workers may have a larger proportion of their wages that are expendable (due to higher wages) than others, while some workers may actually spend very little in the project area. A conservative estimate can be derived by using the wages potentially earned by Lao workers only.

214. Using the consumption data available from LECS-4 in terms of monthly expenditure on food, clothing and footwear, and alcohol and tobacco, over the maintenance period Lao workers<sup>11</sup> could potentially generate in the order of \$66,485 under the 90% workforce scenario and \$36,936 under the 50% workforce scenario, spent on food and drinks, entertainment and other expenses in local and small businesses operating locally as indicated in table 63.

**Table 49 - Potential Spin-off to Local Economy**

% of wages expended	Total Lao wages spent under different workforce scenarios (\$)		
	100%	75%	50%
Wages spent on food (6.6%) <sup>12</sup>	50 787	38 090	25 394
Wages spent on clothing & footwear (2.4%)	18 468	13 851	9 234
Wages spent on alcohol & tobacco (2.5%)	19 238	14 428	9 619
Wages spent on entertainment (3.7%)	28 472	21 354	14 236
Total wages spent in project area	116 964	87 723	58 482

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

215. As the above estimates show, the project's direct and indirect unskilled jobs will provide poor households with the means to reduce poverty, even if only as a short-term measure the employment can provide a building block in terms of i) worker expertise; ii) opportunity to accumulate some

<sup>11</sup> The potential economic spin-off from foreign workers is not included in this analysis because experience on a number of other construction projects involving, for example Chinese contractors, indicates that they import a very large proportion of food (including rice), clothing, alcohol and cigarettes.

<sup>12</sup> The proportion of monthly expenditure on food, as identified in LECS-4, is 26.4%, as it is likely that some meals will be provided by the project developer with the camps, and those people who live in a reasonable proximity to the camps will go home for meals, a quarter of this figure has been used in the above calculation.

capital or repay debt; and, iii) ability to save earnings to utilize for investments in activities and/or inputs that could yield increased incomes from their existing livelihoods.

## 5.2.2 Community Based Maintenance

216. Roads deteriorate over time, mainly through the forces of water and traffic. Of these two, water is by far the most important, especially for unpaved roads. Water will cause damage through erosion, where the flow of water removes material, resulting in rills in the road surface, cuts in the road shoulder, and gullies in the drainage system, as well as undermining the road structures. However, stagnant water can also cause damage by penetrating the road surface, road base, and slopes, resulting in potholes and muddy areas, slumping and landslides, or collapse of the road. Traffic also causes road deterioration through material loss and road deformation as a result of the forces of the tires, resulting in ruts, potholes, and corrugations. These two main causes of road deterioration aggravate each other, as a road weakened by water is more susceptible to damage by vehicles, and a road surface deformed by vehicles can prevent water from leaving the road, leading to increased erosion and weakening of the road.

217. To counter the deterioration process, road maintenance is carried out, through either corrective maintenance, which aims to repair the damage that has occurred, or pre-emptive, which aims to halt the deterioration process before more serious damage is done. Through corrective maintenance repairs are made to the road surface and shoulder, the drainage system, and the road structures, generally bringing back the road to a good condition. An improved road condition results in shorter travel times and lower costs, and a decrease in speed of deterioration as the deterioration process starts from scratch. The more deteriorated the road is, the more intensive and thus costly the required repairs will be.

218. Preventive maintenance is generally carried out continuously throughout the year. This will ensure effective and timely response to maintenance needs and avoid (further) road damage and is generally referred to as routine maintenance. A significant part of preventive maintenance consists of cleaning and clearing of the road elements to ensure these work properly, especially the drainage system, to avoid damage by water. Through preventive maintenance, the deterioration process is slowed down considerably.

219. Such minor repairs not only aim to bring the road back to a better condition, but will specifically try to avoid more serious damages by ensuring that the different road elements work properly, resulting in reduced overall maintenance costs and better average road condition.

220. Examples of minor repairs include patching of potholes and filling of ruts and rills to ensure that water can easily flow off the road, repairs to the drainage system so the water can be guided safely away from the road, and fixing of road structures so these do not collapse. Where possible and required, such repairs are combined with additional basic protection measures to prevent the damage from recurring, specifically where damage is caused by water. By doing so, the road is brought back to a better condition and the deterioration process is further slowed down. The table below outlines the types of works suitable for Community Maintenance:

**Table 50 – Community Based Maintenance Tasks**

<b>Example Community Maintenance Performance Indicators</b>	
<b>Road surface</b>	For paved surfaces there are no loose stones, and newly formed holes are filled with new or recovered stones.
<b>Road shoulder</b>	There are no depressions or cuts larger than 30 cm in diameter, the road shoulder is not more than 3 cm below the road surface (stone-paved roads) and there are no banks on the road shoulder.
<b>Side drains</b>	Less than one-quarter of the cross section at any point in the side drain is blocked, the side drain is at least 20 cm below the road surface, water can flow freely through the side drain, and there is no scouring of the side drain.
<b>Culverts</b>	Less than one-quarter of the culvert height at any point in the culvert is blocked, the inlet and outlet are clear, water can flow freely through the culvert, and there is no erosion at the inlet or outlet.
<b>Bridges</b>	Less than one-tenth of the cross section of the bridge is blocked, the areas 5 meters on either side of the bridge are clear of obstructions, water can flow freely under the bridge, and there is no erosion of the bridge structure.
<b>Vegetation</b>	Vegetation within 1 m of the road is less than 30 cm high (except trees), vegetation protruding over the road is at least 2.50 m above the road surface, and the flow of water

	away from the road is not restricted. Vegetation on slopes is not removed, only cut short.
<b>Landslides</b>	There are no small landslides (less than 3 cubic meters) or other obstacles on the road surface, road shoulder, or side drains. In the case of large landslides (more than 3 cubic meters), these have been reported to the communications bureau. Vehicles are able to pass and water does not flow over the road surface.
<b>Retaining walls</b>	There are no loose stones in the retaining walls, and weep holes are clear.

221. Under the project an approximate total length of national and local roads will be kept under a maintenance regime using the community based maintenance. For these roads, equipment supported corrective maintenance will be carried out by ICB / NCB contracts, while basic pre-emptive maintenance would be carried out by community maintenance groups as sub-contracts. The length in each community maintenance contract will be decided based on the availability of willing people along the roads.

222. The approach will build on the Village Maintenance Committee through the Community Road Model (CRM) concept developed under the Lao Swedish Road Sector Project 1997-2010. The Department of Roads of the MPWT has promulgated the approach in all districts of Lao PDR. Although the approach was introduced, lately it has not functioned well due to lacking resources, funding mechanism and available capacity at PWT central and local level.

223. Since road sections have already been selected for the project the participatory screening and prioritization aspects of the CRM will not be required. Moreover the CRM was built on the condition of community in-kind contribution. Following reviews of the approach, one of the conclusions for its poor performance was the lack of funding, hence for the proposed approach under the Road Maintenance Project, would be to introduce payments following a performance based system.

### ***Village Maintenance Groups***

224. Based on findings from the FGDs, the community members along the subject roads already carry out some routine maintenance activities; however, this is currently done on a voluntary basis, which has a number of drawbacks. Much of the feedback relates to the lack of proper training and basic equipment/ hand tools.

225. Earlier attempts to use the VMC approach was based, voluntary contributions, which resulted in that the supply of labor follows availability rather than by the need. As a result, much of the maintenance work was not carried out when it is required, but when there were people available to carry out the tasks. The most important time for maintenance activities are prior to the rainy season, and during the rainy season, which is also the period when most villagers are involved in farming activities. Road maintenance is generally carried out only once or twice a year - and for the rest of the year, little or no attention is being given, while the deterioration process runs unchallenged.

226. A second drawback was that the maintenance work tended to result in the poor/ethnic and the women carrying out the maintenance activities on a voluntary basis. Motivation was therefore limited and their aim was mainly to bring the road back to a passable condition or to provide the minimum contribution required. A voluntary approach is therefore not ideal for a project intending to support the inclusion and promote income generation of women and ethnic groups.

227. The third drawback is the fact that the persons providing the voluntary labor contributions generally lack the required skills and tools, resulting in a lower quality of the maintenance work. Although the costs of such a voluntary system are very low, the benefits in terms of improved road conditions are also very limited.

228. It is therefore suggested to formalize the implementation of routine road maintenance through contracted and paid maintenance workers through formed community groups or "contracting societies" for a more timely response to maintenance needs. The VMC approach, which has been accepted by the Lao Government/MPWT, includes the provision of formalization. These workers would then also receive basic training and tools to ensure the quality of their work, and are selected from interested candidates according to selection criteria to ensure fairness. Apart from ensuring better maintenance, this approach also leads to income and employment generation, which

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contributes to poverty alleviation and general development of the rural areas, with the maintenance workers easily spending 70% of their incomes locally, creating indirect employment opportunities.

### **Group Size and Selection of Village Maintenance Group Members**

229. The size of the VMC would depend on the length of the road to be maintained and the number of workdays required per kilometer per year. Most international experiences vary from approximately 50 workdays/km/year to 130 workdays/km/year. This variation depends mainly on the maintenance activities included under the responsibility of the maintenance workers and the characteristics of the road. Unpaved roads, roads in steep terrain, roads with high traffic levels, and roads in areas with high vegetation growth require a higher level of inputs than paved roads, roads in flat terrain, roads with low traffic levels, and roads in areas with low vegetation growth.

230. Based on an average, and the local conditions on the subject roads, calculations are based on 100 workdays/km/year, which for the project would suggest approximately 1150 person month per year, or 3420 person month over the three year project period. With the minimum wage at US\$225 per month the total would reach approximately US\$770,000 over the project period infused into the local economy.

231. Once the required number of maintenance workers has been determined - based on the road length to be maintained for each road section - these workers are to be selected from interested candidates. Although the target would be un-skilled workers, the selection criteria would generally include technical requirements (those with the most experience and best skills), as well as social objectives (to provide income and employment to certain underprivileged groups). Under the proposed project, following the findings from the social and poverty assessment described above, the focus should be placed on the members from ethnic groups, with poverty and gender as the secondary criteria. The criteria could be as listed below.

- Interest—Candidates must be actively interested in joining.
- Gender—Candidates must be female.
- Age—Candidates must be between 18 and 55 years old.
- Residence—Candidates must live near the road.
- Ethnic Group—Candidates from ethnic minority groups are given preference and at least 40% of selected candidates should be from ethnic minority groups.
- Poverty—Candidates from poor households (under the poverty line) are given preference and at least 50% of selected candidates should be from poor households.
- Leadership skills—Candidates with leadership experience are given preference.
- Other skills—Candidates with basic reading, writing, and math skills are given preference.

232. Information on the employment opportunities should be disseminated as widely as possible before VMC workers are selected. Mass media forms, such as radio or television, or simple methods such as flyers and posters can be used, while local leaders and organizations need to be informed. What is important is that efforts are made to inform the vulnerable groups - especially women, the poor, and ethnic minority groups - who generally have less access to common means of communication and information. By ensuring that they are also informed, their chances of being able to participate in the process and obtaining employment are increased significantly.

233. The VMC positions should include information on the activities to be carried out, the working hours, the remuneration levels, and means of payment. It is important to consider the reality of the target groups, indicating clearly that target groups are also requested to apply, and that the required experience and skills are within range of most persons. Also, the working hours or days can influence the participation of certain groups. For instance, women are generally unable to participate in full-time employment due to numerous responsibilities in caring for the household, the young family members, the livestock, and the agricultural land. For certain groups (ethnic and Lao), some may prefer not to work on certain days. By clearly indicating that part-time or flexible working hours and working days are allowed, this can significantly increase the participation.

234. Once the VMCs are formed, the next step is to register the group so it can enter into a contract with the DPWT. After registration, the next step is to open a bank account to receive the payments for the maintenance work. Given the informal nature of the group, a bank account in the



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name of the group is generally not possible; hence, the account should be opened in the name of individuals. Where possible, the account should be opened in the name of both the group leader and treasurer.

## **Training**

235. Before the VMC starts work, they need to undergo basic training, by the contractor under the supervision of the project. This training focus both on the (i) technical aspects on how to properly implement the maintenance activities, and (ii) the managerial aspects on how to manage the VMC and the work itself. The initial training needs to be followed up by a regular on-the-job training to further improve the workers' skills.

236. The technical training consists of a theoretical part and a practical part. The theoretical part explains the causes of road deterioration and the need for road maintenance, while introducing the different maintenance activities and explaining the role they play in slowing down or even halting the different types of deterioration. A better understanding of the deterioration process and the purpose of the road maintenance activities will enable the maintenance group members to better respond to the different needs in a timely manner. This theoretical training is done in a classroom context, using a PowerPoint presentation showing pictures of the different road elements, the types of deterioration, and the different maintenance activities. A theoretical training takes half a day and aims to promote a discussion between the VMC members by asking questions regarding deterioration and maintenance based on the pictures being shown.

237. The objective of the practical training is to enable the VMC members to practice implementing the different maintenance activities. This is done along the road, preferably the road assigned to the maintenance group. It is recommended that trainers should identify suitable sites along the road beforehand, where the different maintenance activities can be practiced, preferably with visible deterioration that needs to be repaired. For the different activities, it is important to have sufficient tools so all group members can have hands-on practice without waiting too long (it is, however, not necessary to have a full complement of tools). For each activity, the different tasks involved must be explained, and the proper use of the tools and safety equipment is demonstrated.

238. Although the initial training provided at the beginning of the contract will provide the maintenance group with the basic skills required to undertake the maintenance activities and to manage the work and the VMC, an on-the-job training is highly recommended to provide continuous improvement in their skills and to correct beginners' errors. This can be done during the monthly visits when the work-plan is prepared and the inspection is carried out, although initially it would be beneficial to arrange for more frequent visits.

## **Contracting**

239. The application of the system of community based maintenance normally involves a large number of small contracts, but that number is already much reduced by the practice of having contracts cover VMCs instead of individual length workers. The number can be further reduced by packaging shorter sections. However, there are still many small contracts to administer and manage, which would require considerable resources both within the D/OPWT, and on the consultant team if the contracts are input-based.

240. A solution is to include off-road maintenance in the ICB / NCB contract and include conditions to sub-contract VMCs, and apply a performance based approach, where payments are based on the performance of the VMC (i.e., the quality of its output) rather than on the length of time the workers spent on the job (the input). This means that only results count, making the inspection process considerably easier. The planning and budgeting process is also made easier because the budget is based on the planned output, rather than on input, which may vary from initial estimations.

241. Regular payment also facilitates the process, especially if the payments are in fixed amounts that only vary when deductions are made. The use of a performance-based system can thus greatly simplify the communications between the main contractor, and the client for the supervision of the maintenance works. Other benefits of monthly payments are that it provides income security to the VMC members.

242. Performance-based contracting is also a rational approach for road maintenance, where the objective is to keep the road in good condition. Since workers are paid for producing a desired

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outcome, i.e., a good road, it therefore makes sense to have the payment depend on the outcome rather than on the required input. This system has been seen to result in more efficient and effective work by those responsible for doing the maintenance - be they maintenance groups or larger contractors - because they can plan their activities more efficiently. Maintenance workers will tend to focus on cheaper preventive measures and avoid more costly corrective repairs, thus maximizing profits while producing better road conditions. This is especially the case when the planning of maintenance activities is the responsibility of a group of workers, and when the only criterion for payments and deductions is the condition of the road elements.

243.

### **5.3. Risk of Spread of Communicable Diseases**

244. In the three provinces and in the subject projects the unskilled workers are expected to constitute 85% of the total work-force and could be sourced from the pool of un-employed people in the local areas. The estimated maintenance period is between 36 months for each subject road.

245. The risk of spread of STIs and HIV associated with the project is a factor of three things; i) the existing prevalence and transmission rates; ii) the knowledge of the community about pathways of transmission and methods of prevention; and, iii) the aspects of the project that could exacerbate the existing situation (i.e. presence of a maintenance workforce mainly comprised of outsiders or foreigners in an where people have low existing knowledge and awareness of the risk or ways to prevent its transmission).

246. The risks are associated with the specific subject roads, which encourages improved accessibility and mobility between border areas are inevitably triggers for commercial activities that cater to a highly mobile population such as truck drivers, etc and include maintenance workers (people from outside the local areas), traders, people from households who travel for marketing or selling, seasonal migrants moving between Thailand, Cambodia and Viet Nam, and commercial sex worker (CSWs). There are no data available on the number of CSWs operating in the local areas, but CSWs are associated with casinos and larger hotels.

247. The vulnerability of migrant workers is compounded by their mobility and their social separation from the local community, which in turn prevents them from accessing social and health care services. For example, migrant laborers often do not want to use, or are not permitted to use health clinics due to registration formalities, local medical systems, and thus STIs and possibly HIV amongst migrant workers remains unchecked. The risk of HIV and AIDS infection is therefore increased.

### **5.4. Risk of Human Trafficking**

248. Approximately one-third of global trafficking in women and children occurs in or from GMS. A significant proportion of this trafficking affects the GMS countries of Thailand, Cambodia, Viet Nam, Myanmar and Lao People's Democratic Republic.

249. The Lao People's Democratic Republic is predominantly a source country for trafficking to Thailand but it also acts as a transit point for trafficking from the People's Republic of China and Viet Nam to Thailand and onwards. There are also reports of trafficking to the People's Republic of China for forced marriage, sexual exploitation, and labor.<sup>13</sup>

250. The Ministry of Labor and Social Welfare undertook a qualitative research project, with support from UNICEF, in order to better understand the underlying causes of child trafficking, to identify those most at risk and to uncover the dynamics of the trafficking process. The analysis was based primarily on the recorded experiences of 253 trafficked victims and their families, and was the first national survey of its kind in Lao People's Democratic Republic.<sup>14</sup> From the findings of the study it is possible to build a profile of those most at risk of trafficking and target interventions accordingly. The overwhelming majority of trafficking victims surveyed (60%) are girls aged between

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<sup>13</sup> ADB (e); *Combating Trafficking of Women and Children in South Asia (Appendix 3)*, Manila, Philippines (2003)

<sup>14</sup> UNICEF/Ministry of Labor & Social Welfare; *Broken Promises, Shattered Dreams: A Profile of Child Trafficking in Lao People's Democratic Republic*, Vientiane (2006)

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12-18 years of age and most victims (35%) end up in forced prostitution. Other forms of employment were domestic labor (32%), factory work (17%), and fishing boats (4%). Those that worked in agricultural labor tended not to be trafficked and exploited whilst those working in domestic household situations experienced some of the most extreme cases of abuse and mistreatment.<sup>15</sup>

251. A disproportionate number of the trafficking victims are from ethnic groups other than Lao sub-group (i.e. other seven groups in the Lao-Tai language family). In order of frequency after Lao-Tai groups (62%), the Mon-Khmer show up most in trafficking reports. The provinces most affected by cross-border trafficking, in addition to Phongsali, are Luang Prabang, Luang Namtha, Oudomxay (for trafficking to the People's Republic of China), and Vientiane, Xayaboury, Khammuane, Pakse (for trafficking to Thailand). Research in the northern economic corridor found that traffickers were often members of extended families, as well as local communities, with well-organized links on both sides of the border.<sup>16</sup>

252. The US State Department has developed a three tier rating system to show the ranking of countries in terms of compliance with a set of minimum standards for combating human trafficking.<sup>17</sup> Countries that participate must have credible reporting, in the vicinity of one hundred victims, that the country is either a country of origin, transit, or destination for human trafficking.<sup>18</sup>

253. Laos improved its ranking from Tier 3 (indicating that it was not making any significant efforts to comply) in 2006 to Tier 2 in 2007. A Tier 2 ranking means that while the government does not fully comply with the minimum standards, it is making an effort to bring itself into compliance.

254. The Combating Trafficking of Women and Children in South Asia is a guide for integrating trafficking concerns into large projects which pose a risk, or increase the vulnerability of women and children to being trafficked. The guide notes, among a number of things, that three aspects of social and gender assessment require addressing the trafficking issue: i) identification of measures to adapt project design to improve the status of women and girls and, in so doing, build their resistance to the risk of being trafficked; ii) considerations that may need to be built into projects to ensure that vulnerable groups can be protected from factors that cause and sustain their poverty – and their risks to being trafficked; and, iii) identification of the ways to assess whether project impacts will increase vulnerability to being trafficked and identifying opportunities to prevent or minimize the risks.

255. This can create impacts on the communities through increased demand for service/sex workers (see also discussion on risk of spread of HIV, AIDS and STIs), increased demands on existing health services, disintegration of social networks, disruptions and involuntary relocation for some community members, all of which can contribute to, or increase vulnerability to being trafficked. The FGDs and household survey results show that there are people who migrate to Thailand and Malaysia for work, both legally and illegally who are vulnerable. Therefore, it has to be concluded that there are people in the local areas who are at risk from the possibility of being trafficked, as well as opportunities such as increased access, and large scale population movements associated with maintenance, that could be taken by traffickers to exploit the vulnerable.

256. It must also be stated, that during the maintenance period there will be opportunities to target those most vulnerable to trafficking with paid and regulated employment for up to two years. A preferential employment policy, targeting the poor, women, people from households affected by land acquisition will enhance the anti-trafficking elements to be incorporated into the project

## **5.5. Mitigation Measures**

257. Mitigating the risk of spread of STIs and HIV during the maintenance phase of the project will include implementation of a small and targeted STIs and HIV awareness and prevention program (through implementation of gender mainstreaming) for the beneficiary communities and

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<sup>15</sup> UNICEF/Ministry of Labor & Social Welfare; *ibid*

<sup>16</sup> ADB (d); *op cit*

<sup>17</sup> *The minimum standards include prohibition of trafficking, punishment for those who commit trafficking consistent with the gravity of the act, efforts to eliminate trafficking, monitoring of immigration and measures to protect those persons who have become victims of trafficking.*

<sup>18</sup> U.S. State Dept; *Trafficking in Persons Report (2008)*

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maintenance workforce. The project's awareness and prevention measures should link in with existing initiatives wherever possible. Additional measures would cover:

- Inclusion of standard FIDIC HIV and STI prevention clauses in the contract documents;
- IEC materials obtained from PCCA and adapted for the target audience, if no suitable materials exist, the NGO engaged to provide the training will produce suitable materials;
- Provision in maintenance contracts requiring the maintenance contractor to ensure the maintenance workforce attend STI and HIV and AIDS prevention workshops provided through an approved service provider. The workshops will be delivered to the workforce prior to commencement of works, the workshops will be run two times per year to ensure that new recruits have the benefit of the training;
- Provision of condoms at the maintenance work camps;
- The Contractor providing adequate health care facilities including an HIV, AIDS, and STIs education post and first aid facilities within each maintenance work camp; and
- Village-based community awareness raising about transmission of STIs and HIV, reproductive health, safe sex, and anti-trafficking. The program will be implemented in the subject road villages in each province. The community based program will be based on training-of-trainers (TOT) provided by a suitable NGO or PCCA to the village health volunteers or facilitators who will then pass on the information through workshops undertaken in small groups in the villages.

258. The impacts that can be implemented to reduce the vulnerability of women (and children) to trafficking include:

- Ensuring no trafficked labor is engaged as part of the maintenance workforce or any ancillary employment (guards, cooks, cleaners etc);
- Ensuring legal wages are paid to maintenance and ancillary workers in line with Lao Labor Law and minimum wages set in accordance with the province;
- Implementation of a preferential hiring policy by the developer that gives priority to the vulnerable, project-affected households, and local labor within the local areas and wider catchment;
- Conduct village education campaigns in collaboration with the Department of Labor and Social Affairs and NGOs working in the sector which include a trafficking awareness and prevention workshops for communities (aimed at women and children);
- The members of the maintenance workforce who do not live locally will be required to reside at the camp which should be located away from existing villages and at sufficient distance to discourage interaction with local people;
- The incorporation of awareness messages into the project components already addressing community impact issues, and codes of conduct for maintenance workers that raise concerns about service/ sex workers and child prostitution can also be a means to address some trafficking issues; and
- Awareness messages for service/sex workers and maintenance workers can be combined with anti-trafficking and safe migration messages (as migrant workers are a high-risk group for HIV and STIs).



## Annex 1a – Household Survey Form – English

### Household Socio-economic Survey Form

Name of  
Surveyor: \_\_\_\_\_

Date: \_\_\_\_\_ / \_\_\_\_\_ / \_\_\_\_\_

Time  
start: \_\_\_\_\_

Time  
finish: \_\_\_\_\_

### 0 - Location Data

**Confidentiality:** The information obtained from this survey will be used for the stated purpose of preparing the social and poverty assessment for the Asian Development Bank funded Road Maintenance Project, aimed at *maintaining national and provincial roads* and related services and management in the three project province Salavane, Sekong and Attapeu. The information obtained from the survey will not be used in any way that will disclose the identity of any individual. The information will be published to represent the population in the project area.

0.  
1 Country: Lao PDR District: \_\_\_\_\_

0.  
3 Town: \_\_\_\_\_

0.  
4 Village \_\_\_\_\_

**Note:** The HOUSEHOLD HEAD should ideally participate in the survey and be the RESPONDENT to the questions below. If the RESPONDENT is NOT the household head, it should be the SPOUSE of the household head. For any questions to which there is no response put [99], for questions that are not relevant put [66]. There should be an entry in each blank cell.

### 1 - Data on Head of Household

1,  
1 Is the RESPONDENT the HOUSEHOLD HEAD? (Y = Yes, N = No)

1,  
2 What is the gender of the household head? (M = male, F = female)

1,  
3 What is the marital status of the household head?  
[0] Not married; [1] Married; [2] separated; [3] Divorced; [4] Widowed

1,  
4 What is the age of the household head?

1.  
5 What national group does the household head belong to?   
[1] Lao; [2] Phouthai; [3] Katang; [4] Makong; [5] Tri; [6] Other ethnic group, specify below  
Specify local name \_\_\_\_\_

1. What is the main language spoken by the

6 household head?

[1] Lao; [2] Phouthai; [3] Katang; [4] Makong; [5] Tri; [6] Other language, specify below  
Specify: \_\_\_\_\_

1. If the answer to 1.6 is other than [1], how fluent is the household head in Lao?

[1] Fluent; [2] Average; [3] Barely intelligible; [4] Not intelligible

1. Does the household head or spouse of the household head earn income from any of the following activities? Y=Yes; N=No

		A. Household Head	B. Spouse
1.8.1	Government or public service	A.1.8.1 <input type="text"/>	B.1.8.1 <input type="text"/>
1.8.2	Private sector employment	A.1.8.2 <input type="text"/>	B.1.8.2 <input type="text"/>
1.8.3	Trade (incl. small shop/business)	A.1.8.3 <input type="text"/>	B.1.8.3 <input type="text"/>
1.8.4	Hospitality/ tourism (hotel, bar, restaurant)	A.1.8.4 <input type="text"/>	B.1.8.4 <input type="text"/>
1.8.5	Construction	A.1.8.5 <input type="text"/>	B.1.8.5 <input type="text"/>
1.8.6	Agriculture/forestry (incl. NTFPs)	A.1.8.6 <input type="text"/>	B.1.8.6 <input type="text"/>
1.8.7	Garment industry	A.1.8.7 <input type="text"/>	B.1.8.7 <input type="text"/>
1.8.8	Transport	A.1.8.8 <input type="text"/>	B.1.8.8 <input type="text"/>

1. If answered yes to 1.8.1, what sector does the household head and/or spouse of the household work in?

[1] Government or public service; [2] Private sector; [3] Trade, sales (incl. small household shop) or small business; [4] Hospitality/tourism (hotel, bar restaurant); [5] Construction; [6] Agriculture/Forestry; [7] Garment industry; [8] Transport; [9] Daily/casual labour; [10] Other

1.9.1 Household head

1.9.2 Spouse of household head

1. What is the level of education of the household head and spouse of the household head?

[0] None; [1] Incomplete primary school; [2] Completed primary school; [3] Incomplete lower secondary school; [4] Complete lower secondary school; [5] Incomplete upper secondary school; [6] Complete upper secondary school; [7] Tertiary (including university, vocational, business or teachers training college)

1.10.1 Household head

1.10.2 Spouse of household head

1. Is the household head and spouse of the household head literate in Lao (i.e. can they read and write)? (1=Yes, 2=No; 3=No Answer)

1.11.1 Household head

1.11.2 Spouse of household head

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## 2 - General Household Data

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**Note:** "Household" means people living in a dwelling who usually prepare and/or eat their meals together.

2. Including any members currently living away from home for up to 6 months a year, how many people are in your household?

0

2.0.1 Number of Males

2.0.2 Number of Females


2. How many household members migrate for seasonal work or employment?

1

2.1.1 Number of Males

2.1.2 Number of Females


2. How many household members are in the following age groups?

2

		No. of males		No. of females
2.2.1	< 4 years old	M.2.2.1		F.2.2.1
2.2.2	5 - 15 years old	M.2.2.2		F.2.2.2
2.2.3	16 - 64 years old	M.2.2.3		F.2.2.3
2.2.4	65 - 75 years old	M.2.2.4		F.2.2.4
2.2.5	> 76 years	M.2.2.5		F.2.2.5

2. How many household members aged 16 yrs or older are literate in Lao (i.e. can read and write)?

3

Answer both

2.3.1 No. of males 16 years and older

2.3.2 No. of females 16 years and older


2. How many people in your household earn any income from the following activities (by male and female)?

4

		No. of males		No. of females
2.4.1	Regular wages/salary	M.2.4.1		F.2.4.1
2.4.2	Casual/daily labour	M.2.4.2		F.2.4.2
2.4.3	Street vending/selling	M.2.4.3		F.2.4.3
2.4.4	Market trading	M.2.4.4		F.2.4.4
2.4.5	Waste picking/sorting	M.2.4.5		F.2.4.5

2. On average how many hours per day do people (by age group) from your household engage in non-paid work or chores?

5

		Males - hrs/day		Females - hrs/day
2.5.1	5 - 15 years old	M.2.5.1		F.2.5.1
2.5.2	16 - 64 years old	M.2.5.2		F.2.5.2
2.5.3	> 65 years old	M.2.5.3		F.2.5.3

2. How many people work for wages or salary in the following sectors (by male and female)?

6

		No. of males		No. of females
Government or public service	M.2.6.1		F.2.6.1	
Private sector employment	M.2.6.2		F.2.6.2	
Trade (incl. small shop/business)	M.2.6.3		F.2.6.3	
Hospitality/tourism (hotel, bar, restaurant)	M.2.6.4		F.2.6.4	
Construction	M.2.6.5		F.2.6.5	
Agriculture/forestry (incl. NTFPs)	M.2.6.6		F.2.6.6	
Garment industry	M.2.6.7		F.2.6.7	
Transport	M.2.6.8		F.2.6.8	



Other, specify \_\_\_\_\_ M.2.6.9  F.2.6.9

2. How many families live in/make up your household?

2. Does your household own the house/dwelling unit it lives in? (1=Yes, 2=No; 3=No Answer)

2. If answer to 2.8 is yes, whose name is ownership in? (1=Yes, 2=No; 3=No Answer)

2. If answer to 2.8 is no, does your household

[1] Rent from a friend or relative; [2] Rent from another private person or company; [3] Rent from government (including official quarters); [4] Rent-free i.e. get use of house for free from friends or relatives or other; [5] Live in a house provided by employer; [6] Other

2. What is the main type of construction of the housing unit?

[1] Simple (i.e. bamboo, palm, clay/earth); [2] Wooden - rough-sawn; [3] Wooden - solid/milled timber; [4] Wood/brick; [5] Brick/concrete; [6] Corrugated iron sheet; [7] Other

2.11.1	Floor	<input type="text"/>
2.11.2	Walls	<input type="text"/>
2.11.3	Roof	<input type="text"/>

2. Does your housing unit have any of the following services or facilities? (1=Yes, 2=No; 3=No Answer)

2.12.1	National grid electricity	<input type="text"/>
2.12.2	Hot water supply	<input type="text"/>
2.12.3	Private well	<input type="text"/>
2.12.4	Flush/pour toilet	<input type="text"/>
2.12.5	Sanitation (sewerage system)	<input type="text"/>
2.12.6	Telephone	<input type="text"/>
2.12.7	Bath or shower	<input type="text"/>
2.12.8	Solid waste collection	<input type="text"/>

2. Are there members of the household who are disabled, invalids or have a long-term illness, if so how many?

2.13.1	Males	<input type="text"/>
2.13.2	Females	<input type="text"/>

2. Does your household keep/raise any of the following animals, if yes, how many do you keep in the yard/garden of your house?

		A. Raised by household (Y or N)	B. No. kept in yard/garden
2.14.1	Horses	A.2.14.1 <input type="text"/>	B.2.14.1 <input type="text"/>
2.14.2	Buffalo/cattle	A.2.14.2 <input type="text"/>	B.2.14.2 <input type="text"/>
2.14.3	Goats	A.2.14.3 <input type="text"/>	B.2.14.3 <input type="text"/>
2.14.4	Pigs	A.2.14.4 <input type="text"/>	B.2.14.4 <input type="text"/>
2.14.5	Dogs/cats	A.2.14.5 <input type="text"/>	B.2.14.5 <input type="text"/>
2.14.6	Other	A.2.14.6 <input type="text"/>	B.2.14.6 <input type="text"/>

**2.15** Does your household raise any of the following poultry, if yes, how many do you keep in the yard/garden of your house?

		A. Raised by household (Y or N)	B.2.15.	B. No. kept in yard/garden
2.15.1	Chickens	A.2.15.1	1	
2.15.2	Ducks/geese	A.2.15.2	2	
2.15.3	Other	A.2.15.3	3	

**2.16** What is the tenure of your residential/homestead land?

[1] Have title or ownership documents; [2] Lease or rent; [3] Have an agreement with the owner or local authority to use it; [4] Don't own it, don't have an agreement with owner, don't lease it but use it (squat/non-titled); [5] Other

**2.17** Who's name is the ownership document or lease agreement under? (1=Male; 2=Female, 3=Neither; 4=Both; 5=No answer)

**2.18** Does your household own or use agricultural land (incl. land at another place)? Y=Yes;N=No

**2.19** What is the tenure of agricultural land your household uses?   
 [1] Have title or ownership documents; [2] Lease or rent; [3] Have an agreement with the owner or local authority to use it; [4] Don't own it, don't have an agreement with owner, don't lease it but use it (squat/non-titled); [5] Other

**2.20** Who's name is the ownership document or lease agreement under? (1=Male; 2=Female, 3=Neither; 4=Both; 5=No answer)

**2.21** Who in your family teaches the children about the following? (1=Male, 2=Female, 3=Neither 4=Both, 5=No answer)

2.21.1	Washing hands after going to the toilet	
2.21.2	Washing hands before eating	
2.21.3	To boil or treat water before drinking	
2.21.4	How to prepare and cook food	
2.21.5	Reproductive health, family planning, contraception/birth control to girls	
2.21.6	Reproductive health, family planning, contraception/birth control to boys	
2.21.7	Personal health and hygiene to girls	
2.21.8	Personal health and hygiene to boys	

**2.22** Does your household own any of the following assets? (1=Yes; 2=No; 3=No answer)

2.22.1	Vehicle; car or pick-up or truck	
2.22.2	Motorbike	

2.22.3	Bicycle	
2.22.4	VCR/DVD player	
2.22.5	Stereo/CD player	
2.22.6	Television	
2.22.7	Refrigerator	
2.22.8	Air conditioning	

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### 3 - Income and Expenditure

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3. What sources of income does your household have (answer all that are relevant).

1 (1=Yes; 2=No; 3=No answer)

3.1.1	Regular wages/salary	
3.1.2	Casual/daily labour	
3.1.3	Non-wage income (i.e. remittances, pension, rent etc)	
3.1.4	Seasonal earnings (sale of crops or livestock)	
3.1.5	Sale of other goods produced by the household	

3. What is the main source of income and second most important source of income for your household?

2

[1] Government or public service; [2] Private sector; [3] Trade, sales (incl. small household shop) or small business; [4] Hospitality/tourism (hotel, bar restaurant); [5] Construction; [6] Agriculture/Forestry; [7] Garment industry; [8] Transport; [9] Daily/casual labour; [10] Street vending; [11] Market trading; [12] Remittances; [13] Other

3.2.1	Main (most important) source of income	
3.2.2	Second most important source of income	

3. What is the TOTAL **non-earned** (non-wage/labor) income per month of your household?

3

kip/month

3.3.1	Government pension	
3.3.2	Government assistance or welfare	
3.3.3	Remittance from relatives or friends	
3.3.4	Rental income	
3.3.5	Other, specify _____	

3. What is the TOTAL household income from **wages per month** from the following sectors?

4

kip/month

3.4.1	Government or public service	
3.4.2	Private sector employment	
3.4.3	Trade (incl. small shop/business)	
3.4.4	Hospitality/tourism (hotel, bar, restaurant)	
3.4.5	Construction	
3.4.6	Agriculture/forestry (incl. NTFPs)	
3.4.7	Garment industry	
3.4.8	Transport	
3.4.9	Daily labor/wages	
3.4.10	Other, specify _____	

3. Please provide an estimate of last year's income from the following sources

5

		kip
3.5.1	Sale of crops, vegetables or fruit	
3.5.2	Sale of livestock or poultry	
3.5.3	Sale of handicrafts	
3.5.4	Sale of home made alcohol (incl. wine or beer)	
3.5.5	Sale of other products made by the household, specify below	
	Specify: _____	

3. In the past 12 months has your household not been able to provide itself with essential non-food items (such as clothes, education or medical expenses etc)? (1=Yes, 2=No, 3=No answer)

6

3. If answer to 3.6 is yes, how many months was your household unable to provide essential non-food items?

7

3. In the past 12 months has your household lacked staple food such as rice? (1=Yes, 2=No, 3=No answer)

8

3. If answer to 3.8 is yes, how many months times did your household lack staple food?

9

3. What is the average monthly expenditure of your household on the following items?

10

		kip/month
3.10.1	Food	
3.10.2	School and medical expenses	
3.10.3	Water and electricity	
3.10.4	Fuel (if household owns or uses a vehicle)	
3.10.5	Taxi/bus fares	
3.10.6	Alcohol and cigarettes	
3.10.7	Family obligations	

3. On average how many hours per day do people (by age group) from your household engage in PAID work?

11

		Males - hrs/day	Females - hrs/day
3.11.1	5 - 15 years old	M.3.11.1	F.3.11.1
3.11.2	16 - 64 years old	M.3.11.2	F.3.11.2
3.11.3	> 65 years old	M.3.11.3	F.3.11.3

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#### 4 - Community Infrastructure & Services

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4. A. Are any of the following facilities available in your village? Y=Yes, N=No; B. Are any of the facilities separated for use by male and female or are they unisex (i.e. used by both male and female)?

1

S=Separated for use by Male and Female; U=Unisex (used by both)

A. Facility	B. Separate of

- 4.1.1 Public toilet
- 4.1.2 Public well or hand pump
- 4.1.3 Public tap
- 4.1.4 Health centre
- 4.1.5 School
- 4.1.6 Market

available	unisex

4. From your house, what is the distance (in km) to the **closest** of the following facilities?

km

- 4.2.1 Public toilet
- 4.2.2 Public well or hand pump
- 4.2.3 Public tap
- 4.2.4 Health centre
- 4.2.5 School
- 4.2.6 Market


4. Does your household pay contributions, in either cash or kind (labour or materials), for the **CONSTRUCTION** of any of the following? (1=Yes, 2=No, 3=No answer)

- 4.3.1 Roads
- 4.3.2 School
- 4.3.3 Health center
- 4.3.4 Piped water supply (Nam Papa)
- 4.3.5 Sanitation
- 4.3.6 Market


4. Does your household pay contribution, in either cash or kind (labour or materials), for the **MAINTENANCE** of any of the following? (1=Yes, 2=No, 3=No answer)

- 4.4.1 Roads
- 4.4.2 School
- 4.4.3 Health center
- 4.4.4 Piped water supply (Nam Papa)
- 4.4.5 Sanitation
- 4.4.6 Market


4. Do you think it is reasonable for the government to require contributions for construction and/or maintenance of urban infrastructure and services? (1=Yes, 2=No, 3=No answer)

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4. Would your household be willing to pay/contribute more if the following facilities were **IMPROVED**? (1=Yes, 2=No, 3=No answer)

- 4.6.1 Roads
- 4.6.2 School
- 4.6.3 Health center
- 4.6.4 Piped water supply (Nam Papa)
- 4.6.5 Sanitation
- 4.6.6 Market
- 4.6.7 Solid waste collection


4. Up to how much more than you pay/contribute now would your household be willing to pay for **IMPROVED** services?

[0] We do not currently pay/contribute anything and are not prepared to pay/contribute; [1] No more than we currently pay/contribute; [2] Up to 25% more; [3] Up to 50% more; [4] Between 50% and 75% more

4.7.1	Roads	
4.7.2	School	
4.7.3	Health center	
4.7.4	Piped water supply (Nam Papa)	
4.7.5	Sanitation	
4.7.6	Market	
4.7.7	Solid waste collection	

**4, 8** Does, or has, your ward/village receive(d) any support (information, training, workshops etc) on the following? (1=Yes, 2=No, 3=No answer)

4.8.1	Micro-credit and savings	
4.8.2	General health & nutrition	
4.8.3	Water supply and sanitation	
4.8.4	Family planning & reproductive health (incl. HIV/STIs awareness)	
4.8.5	Planning and design of community infrastructure	
4.8.6	Construction of community infrastructure	
4.8.7	Maintenance of community infrastructure	
4.8.8	Hygiene, public health and environmental awareness	
4.8.9	Employment/work skills or training	

**4. 9** If answer to any of the above is yes, who attended the training programs? 1=Male; 2=Female; 3=Both

4.9.1	Micro-credit and savings	
4.9.2	General health & nutrition	
4.9.3	Water supply and sanitation	
4.9.4	Family planning & reproductive health (incl. HIV/STIs awareness)	
4.9.5	Planning and design of community infrastructure	
4.9.6	Construction of community infrastructure	
4.9.7	Maintenance of community infrastructure	
4.9.8	Hygiene, public health and environmental awareness	
4.9.9	Employment/work skills or training	

**4. 10** What activities were women actually involved in during planning and or design of community urban infrastructure and/or services? (1=Yes; 2=No; 3=Don't know, 4=No answer)

4.10.1	Facilities planning (e.g., location of services/facilities)	
4.10.2	Helping establish community needs for services/facilities	
4.10.3	Helping establish women's needs for services/facilities	
4.10.4	Providing inputs to meetings where decisions were made	
4.10.5	Collecting and managing inputs from the	

	community	
4.10.6	Collecting and managing contributions/user fees prior to construction	
4.10.7	As part of the management committee or group	
4.10.8	Other, specify below	
	Specify:	

**4.11** What activities were women actually involved in during construction, operation or management of community urban infrastructure and/or services? (1=Yes; 2=No; 3=Don't know, 4=No answer)

4.11.1	Construction (as laborers)	
4.11.2	Providing food for construction workers	
4.11.3	Collecting/managing community contributions during construction	
4.11.4	Collecting and managing user fees	
4.11.5	Undertaking maintenance works	
4.11.6	Operation and maintenance management (organising people)	
4.11.7	As part of the management committee or group	
4.11.8	Other, specify below	
	Specify:	

**4.12** Are women members of the local council/authority or village development committee? (1=Yes; 2=No, 3=No answer)

4.12.1	Local council/authority	
4.12.2	Village development committee	

**4.13** If answer to 4.12 is yes, on what basis are they members?  
[1] There is a mandatory requirement or quota; [2] They are elected; [3] Other, specify below; [4] Not sure

	Specify:	
4.13.1	Local council/authority	
4.13.2	Village development committee	

**4.14** Do people from you household attend community or local authority/council meetings? (1=Yes; 2=No, 3=No answer)

4.14.1	Community meetings	
4.14.2	Local council/authority meetings	

**4.15** If answer to 4.14 is yes, who attends? 1=Male; 2=Female; 3=Both

4.15.1	Community meetings	
4.15.2	Local council/authority meetings	

***This is the end of the survey, thank you very much for your time and cooperation.***

## Key Components and Deliverables

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Key deliverables of the consultancy include:

### **I. Collection quantitative and qualitative data**

Collection of household data (approximately a total of 400 households in approximately 37 villages) in Salavan, Attapeu and Sekong. Data collection will include a (one) quantitative household questionnaire, and Focus Group Discussions in selected villages. The Stakeholder will define the sampling framework, and the selection of sites for the FGDs. The data collection methodology should consider the time burden of collection.

*Note: that the contractor will be provided with a questionnaire for the collection. While this survey may be adjusted, as per the suggestion of the contractor and agreement of the stakeholders, it will not need to be developed as a part of this assignment.*

### **II. Trained team of enumerators to collect baseline data in five targeted areas: Salavan, Sekong and Attapeu<sup>1</sup>**

The contractor will be responsible for proposing the size, composition and number of enumerators for data collection based on the timeframe specified below. The enumeration team will include at least one Supervisor (Team Leader). The enumerators will work in pairs for quantitative data collection, and for the FGD, one will work as facilitator and the other as note taker. In addition one member of the PPTA team will accompany the contractor. The daily costs for the participation of this team member will be covered directly from the PPTA budget, but the contractor will be responsible for the transportation.

*Note: All necessary equipment and tools for the collection of data will be the responsibility of the contractor. For the purpose of the financial proposal, please assume that all transportation and logistics costs are to be the responsibility of the contractor.*

### **Database with baseline all qualitative and quantitative data collected.**

The contractor should use tablets for the data collection, and propose which software to use. The data will be stored and delivered in a cleaned database will be turned over to the PPTA team at the conclusion of the contract. Data will be uploaded on a daily basis (when internet connection is possible) for virtual supervision of the stakeholder.

*Note 1: Field notes from the FGDs should be summarized and translated into English language, and uploaded using Dropbox on a daily basis.*

*Note 2: Use of own or rented tablets??*

### **Approach and Code of Conduct:**

Human-rights based and participatory approach should be employed throughout all components of the assignment, and a code of conduct will be prepared by the contractor and approved by the stakeholder prior to the commencement of the assignment

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<sup>1</sup> Exact locations in these counties will be finalized before the signature of the contract. For the purpose of budgeting, the contractor can estimate costs for collection of data around the district of the capital of each respective province. Once locations are finalized, cost adjustments based on location will be mutually agreed upon.



## Specific Tasks and Timeline

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Based on the information provided above, the contractor is expected to carry out the project phases as outlined below:

**Preparation and Planning Phase:** In this phase the contractor will prepare a detailed work plan for the data collection (including quantitative survey and focus groups, etc.), based on the sampling frame prepared by the stakeholder. The project stakeholder will review the plan prior to commencement.

The contractor will train, including field testing the enumerator team on the tools, their utilization and the ethics of data collection.

Estimated timeline for the completion of this phase is of **one week**.

**Data Collection Phase:** During this phase the contractor will deploy and supervise the enumerator teams to the project provinces for the collection of all necessary baseline data.

Estimated timeline for the completion of this phase is of **two weeks**.

The **expected start date of the contract** will be in Early September 2014.

## Qualifications of the successful contractor

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1. Team leader is expected to have a Masters Degree in relevant field of study (economics, statistics, demography, etc.)
2. Team leader should have at least 5 years experience managing data collection surveys, with proven experience in collecting quantitative and qualitative data at the community level.
3. All members of the enumerator team should have a basic command of English, and should have completed at least 3 assignments of similar scope and size.

## SOCIAL ASSESSMENT / BASELINE ACTIVITY – LAO ROAD MAINTENANCE PROJECT, ADB

### Overview

The methodology and tools provided below are to be used by four local researchers, two male and two female, who have experience conducting face-to-face interviews and focus group discussions. The research entails conducting KIIs and FGDs using prepared questionnaires that allow for conversation among participants, along with detailed notetaking, but also require on-the-spot coding of answers for each question such that they are effectively „close-ended“ for ease in analysis. Research will be conducted in purposefully selected communities, with a mix of randomly and purposefully selected individuals.

This toolkit utilizes a relatively objective methodology to ensure quick and consistent analysis, appropriate for a baseline activity, but also allowing for additional qualitative analysis as per the capacity of the person(s) writing the reports. Questions can be close-ended in the sense that the group/individual must agree upon the „most correct“ specific answer type provided by the researcher. Each of these answer types has been linked to key indicators that were validated to accurately measure the relative level of social impact that could occur upon road rehabilitation. A qualitative database has also been prepared which contains a) built-in analysis tools in order to summarize the coding from each of the groups and communities by question / theme and also b) built in filter / sorting functions to enable quick comparisons between transcripts / detailed answers to questions between groups and communities by question / theme.

### Sampling

In total for each road segment (for which there are 6, across 3 provinces), 2 communities shall be visited. In each community, 2 FGDs will be conducted, taking one half-day. The six communities will be purposefully selected to ensure a broad spectrum of the types of communities that would be affected by the repair of such a long stretch of road (geographically, ethnically, etc). Specific roads will be selected at the field level based on convenience / availability of people in the communities upon arrival, but at a minimum the following criteria must be met:

- The communities are also part of the quantitative survey
- One community near the end of the road segment: urban and accessible
- One community in between each end of the road segment: rural and accessible

**Only if** the teams have additional time, then it will be ideal to visit at least one more community far off the repaired road, in order to understand the extent to which these communities may / may not be affected by rehabilitation, even if this is not part of the quantitative survey:

- One community 10-15 km off the main road, along a tertiary road, rural and inaccessible

It is expected that one half day will be sufficient time to complete all social assessment activities in each community (1.5 hours per FGD; 20 minutes per KII). As such, each road segment should take only one field days to complete. All three segments will take 3 full field days to complete. Including travel, the entire piece of work that will cover 6 communities along both of the road segments will take 3-4 full field days to complete, depending on the timing of the quantitative. If more time is allowed for qualitative, then it would of course be ideal to visit all 6 road segments, which of course double the amount of time for qualitative data collection to 6-8 days total.

Other criteria that should be noticed by the research team, for which they should target additional interviews, will be cases in which there are communities that are ethnically different from the majority along the road; within communities that are close to / actively involved with companies or large-scale development initiatives/projects; within communities that are engaged in extensive trade on a frequent basis. These demographic features are significant in that the use of the road and the economic/social changes that could occur upon its repair will be different affected as a result of these significant features. The relative impacts depend on certain demographic features, as was validated in pilot testing of these tools in previous research, where there were significant differences between communities that were likely linked to these demographic features. Thus it is important to represent these communities as well as those that are isolated and non-isolated, when possible, and is up to the discretion of the field researcher(s).

### Tools

The main tool to use for qualitative research is Tool A, for which each question / discussion point appears on a single piece of paper with two sides (see image below for an example of what one question for one group will look like on the front side of the form; the back side is a box with more space for notes); also you can

refer to your data collection tools themselves to get a good look. In addition to the **main question (in bold)**, sometimes there are *instructions for the facilitator/notetaker [in italics and brackets]*, and also additional follow-up questions in plain text, which should be asked whenever the discussion has not already covered these points. The facilitator / notetaker are coming to a consensus / coding based only on the **questions in bold**. The follow up questions are for detailed notes only.

Tool A is designed for use with small groups (6-8 persons) of men or women (separately) or individuals (1 at a time) who are considered to be key informants of the community, i.e. leaders, women's heads, and other relevant stakeholders. Researchers should enter the community and first meet with the community leader or if he/she is not present, the deputy leader. Introductions should be made and then a request to conduct key informant interviews with one or two leaders who are present at the time, and then also to conduct small focus group discussions with the „normal citizens“, separated into male and female groups of varying ages above 18. Thus, in each community, there should be a minimum of 4 interviews conducted (2 FGDs and two key informants) such that 4 separate forms are filled out for each. If there is an opportunity for a KII or FGD with a group that the researcher considers particularly important given relative variation from other groups interviewed (i.e. is potentially more marginalized than the others, or potentially more prone to marginalizing others), then additional form As should be completed.

When taking notes, for each response, the notetaker must circle the majority response type for FGDs (or the only response type provided by the KII) according to the categories provided on each sheet, and then also take detailed notes on the groups' or individuals' explanations with direct quotations. It is important that the questions are asked to the individual/group verbatim (in appropriate dialect) and further explanation given as needed. It is also important that facilitators do not provide the „coding“ answer choices in order to lead respondents, but rather listen to the answers that are given and circle the answer choice that most appropriately corresponds with the given answer. In group discussions, it is important that the group comes to an agreement about an answer choice (or at least a majority agreement) such that the answer choice circled can be considered to well represent the opinion / reality of the community. The note taker will circle these responses while taking notes, but also ensure that the facilitator is in agreement with the coding. In some cases, more than one answer choice is allowed; this is clearly indicated within the question. Otherwise, it should be assumed that only one answer can be circled. If there is clear and vibrant disagreement on a certain question, then this should be indicated in notes that are taken, but still the majority response must be recorded in the coding. Also note that for the communities that are not along the main road itself (if there is time to visit them), there is an additional set of questions (see the end of the toolkit) that relate specifically to them, and should be asked in addition in these communities.

#### **'Tips' for facilitators and notetakers in the field**

Below are points that each facilitator/notetaker should understand about his/her work, in order to ensure the work is done efficiently and leads to the collection of rich and detailed data. We depend on the field team leader to understand the below points fully, and effectively convey each of them to the entire field team:

- The most important thing for the facilitator and notetaker to **really understand what we are trying to learn** from each question. Detailed information on what we want from each question is provided during training and in training materials. If the facilitator understands what we are trying to learn, then he/she will be better able to frame the line of questioning to the participants so that the rich discussion begins.
- The facilitator and notetaker must **be very familiar with all the questions being asked**, because in some cases, topics may be fully covered even without asking questions about them specifically. For example, if the conversation has naturally veered into discussions on regional instability, and you know that questions about regional instability come up later, then the notetaker should turn to that page in the guide and begin taking notes there.
- If information comes up that is not part of the interview guide, but is very relevant to what we want to know, then the facilitator and notetaker should **feel free to continue probing into that unscripted topic**. This is part of why FGDs are so useful – we can learn about things we may not ever expect to hear. It is up to the facilitator and notetaker to determine whether the topic is relevant to the subject matter and what we want to learn from this study. If it is not, then the conversation should be gently shifted toward the issues we want to know about.
- A good technique to get through FGDs quickly is to point out early on that we are interested in hearing everyone's opinion, but that **we would like to hear as much variety as possible**. So, before beginning, tell the group "If someone has said something that you agree with and you would say the same thing, then go ahead and raise your hand to say simply, „I agree with this“. If you have some other opinion or a different reason for what you think, then please do give us this new information". While we want to allow everyone time to speak, by allowing them to raise their hand to say, „I agree“, can greatly speed up conversations while encouraging various responses.

- The in-country team needs to realize that certain issues that come up may be something that „everybody knows about“; it is important to realize that this may not be the case for those who will read the research and reports, so it is important to **note-take and talk about issues that may seem very obvious to you**. What you find normal may be very unique in another context! The main point is: encourage conversation and write down everything!
- And for notetakers: **write everything in the first person**, but don't worry too much about writing in complete sentences or even perfect spelling, if this slows you down so much that you can't write down everything that was said. Just get the key information and you can edit your notes later, with the help of the recording that you have. In some cases you may use shorthand if it is easier for you and the lead researcher / team leader will understand what you've written (i.e. w/o for „without“, bc for „because, etc). When we think about analysis, remember this: ***if you don't write down what has been said, then it might as well have never been said***. Whoever sits down to do the analysis needs a record of what was discussed, and you are the one in charge of keeping that record. If at any time during the discussion you need more time to record notes, you must let the facilitator know.
- **Keep the group/person engaged, and happy to be participating**. At the beginning of the interview, and also mid-way through if the group is getting bored or restless, do an „icebreaker“ exercise and give them an honest estimate of how much time remains. Also, remind them that what they are doing is greatly assisting future planning for their country; that they are „representatives“ for their people, and that their role here is very important: „If you don't tell us what its like in your community, then we will go back and know very little. You are really helping us do our work and for that you are most appreciated“

## TOOL A – COVER PAGE

FGD / KI INTERVIEW GUIDES. ASK EACH QUESTION TO INDIVIDUAL/GROUP VERBATIM; EXPLAIN AS NEEDED. TRY NOT TO PROVIDE ANSWER CHOICES GIVEN BUT RATHER, LET RESPONENTS ANSWER FIRST. WAIT UNTIL GROUP COMES TO A CONSENSUS ON THE ANSWER THE QUESTION AND/OR NOTE WHICH ANSWER(S) ARE IN THE MAJORITY, AND RECORD THE BEST-MATCHED ANSWER ACCORDING TO OPTIONS PROVIDED IN COLUMB D. SOME QUESTIONS ALLOW MORE THAN ONE RESPONSE; THIS IS CLEARLY INDICATED. OTHERWISE, ONLY ONE ANSWER CHOICE IS ALLOWED. RECORD ANSWERS AS THE CONVERSATION IS OCCURRING AND ENTER ADDITIONAL NOTES.

PROVINCE: \_\_\_\_\_

DISTRICT: \_\_\_\_\_

ROAD SEGMENT: \_\_\_\_\_ ALONG MAIN ROAD? (Y/N) \_\_\_\_\_

VILLAGE NAME: \_\_\_\_\_

KEY DEMOGRAPHIC FEATURES OF VILLAGE (CIRCLE AS RELEVANT):

- ISOLATED / NOT ISOLATED

- ETHNICALLY MARGINALIZED

- CLOSE PROXIMITY TO / INVOLVED WITH CORPORATION OR LARGE SCALE DEVELOPMENT PROJECT

- CLOSE TO A COUNTRY BORDER

- OTHER SIGNIFICANT FEATURE \_\_\_\_\_

TYPE OF INTERVIEW (FGD, KI): \_\_\_\_\_

[IF KI] ROLE OF INTERVIEWEE; MALE OR FEMALE \_\_\_\_\_

[FGD] MALE OR FEMALE \_\_\_\_\_

VILLAGE NAME \_\_\_\_\_

TOOL A

MALE FEMALE FGD KII

**How are relations between you and surrounding villages?**

x

a) How often do you interact with each other?

a) Very good

b) Good

c) Not good

d) Bad

e) Very bad

NOTES:

QUESTION 1

TOOL A FIELD FORMS – To be completed when translations are in; will appear as the example above. For snapshot of questions and answer types that will be presented in each group, see TOOL A Summary Below. **These what need to be translated in full prior to creation of field forms:**

Q	QUESTION TEXT	Answer choices (do not read out answer choices but choose the most applicable response based on their answers)
1	<b>How are relations between you and surrounding villages?</b> How often do you interact with each other? If there are ever problems, how are they mediated? What would help mediate them better?	a) Very good; b) good; c) not good not bad; d) bad; e) very bad
1b	<i>[if not already mentioned]</i> <b>Are there any issues between ethnic groups here?</b> How serious? How frequently? What happens?	a) Very often; b) Sometimes; c) Rarely; d) Never
1c	<b>Are there every land / property disputes in the area?</b> How long have these disputes been going on?	a) Very often; b) Sometimes; c) Rarely; d) Never
2	<b>If a company comes to the area, maybe a big agriculture company or road building company, and they hire local people, how is it decided who gets the job?</b>	a) formal application process; b) selected by company; c) chief decides; d) other
3	<b>Do people in your community have equal opportunities to get these jobs?</b> <i>[Focus on male vs. female potential employment, or ethnic differences in type of employment]</i>	a) It is very equal and fair; b) Some people are not given fair opportunities <i>[record who]</i> ; c) It is not fair at all <i>[record why]</i>
4	<b>If somebody needs to get to certain places that are far away now (clinic, market, etc), is it easy to afford to get there? Is it different for men and women?</b> Is it different for men versus women in getting to certain places? Think about how men travel versus how women travel, and where they need to go.	a) Yes, everyone can afford to get there; b) Yes, most can afford; c) No, only a few can afford; d) Almost nobody can afford
5	<b>If there were people that came to you right here on the road to buy goods (you didn't need to travel anywhere), which of these activities would help you to make the most?</b>	a) hunting; b) fishing; c) gathering plants; d) gathering wood (for fuel); e) pit sawing (for boards); f) mining; e) growing cash crops; f) garden; g) none
6	The money earned from selling goods / other livelihood strategies that you may do independently, <b>do the men and women share the money, or does each keep his/her own money?</b>	a) each keeps their own; b) men give money to women; c) women give money to men; d) share it all
7	Think about the state of the road now – you can see it needs some repairs. <b>Would you people be willing to help repair the road here?</b>	a) Yes, but we need good payment; b) Yes, but we need some form of payment; c) Yes, we volunteer to do it free; d) We don't want repairs
7b	We know you have other things that you do every day, <b>so would you have the time to help fix the roads?</b> How much time? Does it depend on the amount you are paid?	a) I will help full-time, prioritize over current job; b) I will help full time but only if it pays better; c) I can help some times, but cannot leave my current job too often; d) I can help very occasionally, and cannot leave current job ever; e) I have no time
7c	How do you experience that the road is affecting your health? Do you suffer from the dust coming from the road? Do you suffer from the noise coming from the road	a) Yes, suffering from the dust, b) Yes, suffering from the noise, c) Yes, suffering from both, d) Not suffering at all
8	If you people were willing to help with the road repair and maintenance, whether paid or not, <b>would you require training in anything?</b>	a) Yes, I know nothing about road repair; b) Yes, in certain things I need training but I know the basics; c) No, I've done nothing like this before
9	Think about the opportunities you have living on this good road – imagine things were improved like transportation cheaper, faster, more people passing by. <b>Would you be able to take advantage of the opportunities of a big road,</b> or do you need additional assistance?	a) No additional help needed, the only thing holding me back is the poor quality of the road; b) Yes, need business skills / trade training; c) Yes, need agriculture / farming education d) Yes, need literacy/numeracy training; d) Need materials for farming – machines, seeds, fertilizer; e) Need cash transfer; f) Other

10	<b>What are some of the public services that you have to pay for here? Would you be willing to pay more if they were improved? Why / Why not?</b>	a) yes, definitely; b) yes but only a little; c) probably not; d) definitely not
11	<b>Have you had any training, workshops or other support from NGO / government within the last few years? What was it about? What did you think of it?</b>	a) Yes frequently; b) Yes sometimes; c) Yes rarely; d) no, never
12	<b>Thinking about community involvement, where normal people join together to help fix things or build things in the community. Does that happen often here? Why / why not?</b>	a) Yes frequently; b) Yes sometimes; c) Yes rarely; d) no, never
13	<b>Thinking about the above question more, is there a difference between what men do and what women do? Why are there differences? Are these good differences?</b>	a) Yes very different roles; b) Some differences, c) all the same
14	<b>What are the reasons you need to go to that road?</b>	a) To the market; b) children's school; c) health care; d) to visit friends and family; e) For a job; f) other; g) never go
15	<b>If the main road were improved, and nothing else changed in your community or around it except the main road, would it affect your business, either farming, or working or whatever you do for your livelihoods?</b>	a) Yes, it would be improved; b) it would be the same; c) it would be worse





#	Question
1	<b>How are relations between you and surrounding villages?</b> How often do you interact with each other? If there are ever problems, how are they mediated? What would help mediate them better?
1b	<i>[if not already mentioned]</i> <b>Are there any issues between ethnic groups here?</b> How serious? How frequently? What happens?
1c	<b>Are there every land / property disputes in the area?</b> How long have these disputes been going on?
2	<b>If a company comes to the area, maybe a big agriculture company or road building company, and they hire local people, how is it decided who gets the job?</b>
3	<b>Do people in your community have equal opportunities to get these jobs?</b> <i>[Focus on male vs. female potential employment, or ethnic differences in type of employment]</i>
4	<b>If somebody needs to get to certain places that are far away now (clinic, market, etc), is it easy to afford to get there? Is it different for men and women?</b> Is it different for men versus women in getting to certain places? Think about how men travel versus how women travel, and where they need to go.
5	<b>If there were people that came to you right here on the road to buy goods (you didn't need to travel anywhere), which of these activities would help you to make the most?</b>
6	The money earned from selling goods / other livelihood strategies that you may do independently, <b>do the men and women share the money, or does each keep his/her own money?</b>
7	Think about the state of the road now – you can see it needs some repairs. <b>Would you people be willing to help repair the road here?</b>
7b	We know you have other things that you do every day, <b>so would you have the time to help fix the roads?</b> How much time? Does it depend on the amount you are paid?
7c	How do you experience that the road is affecting your health? Do you suffer from the dust coming from the road? Do you suffer from the noise coming from the road?
8	If you people were willing to help with the road repair and maintenance, whether paid or not, <b>would you require training in anything?</b>
9	Think about the opportunities you have living on this big road – imagine things were improved like transportation cheaper, faster, more people passing by. <b>Would you be able to take advantage of the opportunities of a big road, or do you need additional assistance?</b>
10	<b>What are some of the public services that you have to pay for here? Would you be willing to pay more if they were improved? Why / Why not?</b>
11	<b>Have you had any training, workshops or other support from NGO / government within the last few years?</b> What was it about? What did you think of it?
12	<b>Thinking about community involvement, where normal people join together to help fix things or build things in the community. Does that happen often here? Why / why not?</b>
13	<b>Thinking about the above question more, is there a difference between what men do and what women do?</b> Why are there differences? Are these good differences?
14	<b>What are the reasons you need to go to that road?</b>
15	<b>If the main road were improved, and nothing else changed in your community or around it except the main road, would it affect your business, either farming, or working or whatever you do for your livelihoods?</b>

Question 1: How are relations between you and surrounding villages? How often do you interact with each other? If there are ever problems, how are they mediated? What would help mediate them better?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
1	Salavane	NR20	B. Nakhoysao	a. we never have any disagreement good friendship; b. if we have some mistake or some disagreement we will give villager to improve our problem to find the better way	Female	Lao
2	Salavane	NR20	B. Nakhoysao	a. never have any problem, people in village are good friendship function the rules of villager official, if have any problem we will give villager official to improve our problem to find the better way	Male	Lao
3	Salavane	NR20	B. Naxai-Noy	a. we are good friendship with another village near here; b. we can improve a to problem on time because it's easy to do	Male	Lao
4	Salavane	NR20	B. Naxai-Noy	a. good friendship with around the village; b. never have any violence; c. usually communication	Female	Lao
5	Salavane	NR20	B. Lak 2	a. we are loving and looking after each other well; b. good relationship in village	Male	Ethnic
6	Salavane	NR20	B. Lak 2	a. take care each other and help each other; b. recently never have any problem	Female	Ethnic
7	Salavane	NR20	B. Senvang	a. no problem with ethnic	Female	Lao
8	Salavane	NR20	B. Senvang	a. don't have any problem, good friendship, communication each other like cousin	Male	Lao
9	Salavane	PR 6901	B. Paktaphan	a. Good friendship with near village and never have problem; b. take care each other; c. if we can share and help each other	Male	Lao
10	Salavane	PR 6901	B. Paktaphan	a. live together are good relationship; b. usually communicate each other; c. consult each other; d. never have any problem	Female	Lao
11	Salavane	PR 6901	B. Nanongyao	a. no problem because have one ethnic in village; b. never had conflict; c. neighbor are well loving and cared	Male	Ethnic
12	Salavane	PR 6901	B. Nanongyao	a. no problem; b. no conflicts	Female	Ethnic
13	Salavane	PR 6901	B. Nongxano	a. we are all live, loving and caring each other well; b. no conflict	Female	Lao
14	Salavane	PR 6901	B. Nongxano	a. no problem; b. no conflicts, c. no problem with ethnic	Male	Lao
15	Salavane	PR 6901	B. Leungnoktha	a. no problem; b. ethnic is unity never conflict	Male	Ethnic
16	Salavane	PR 6901	B. Leungnoktha	a. Never have any problem; b. everybody are good friendship	Female	Ethnic

Question 1: How are relations between you and surrounding villages? How often do you interact with each other? If there are ever problems, how are they mediated? What would help mediate them better?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
17	Salavane	PR 6901	B. Phouangsavar	a. don't have any problem; b. good friendship special ethnic of minority; c. don't have any violence	Male	Lao
18	Salavane	PR 6901	B. Phouangsavar	a. never have any problem ; b. everybody live together and good friendship	Female	Lao
19	Sekong	PR7615	B. Houayhoun	a. no problem; b. good friendship.	Male	Lao
20	Sekong	PR7615	B. Houayhoun	a. no problem; b. good friendship; c. don't have any violence for ethnic of minority	Female	Lao
21	Sekong	PR7615	B. Vangpuay	a. never have any problem for ethnic; b. near the village are good friendship	Male	Ethnic
22	Sekong	PR7615	B. Vangpuay	a. no problem; b. village near the area are good friendship; c. if have problem should be consult by peace	Female	Ethnic
23	Sekong	PR7615	B. Temesangtho	a. no problem, good friendship; b. never have any disagree	Male	Lao
24	Sekong	PR7615	B. Temesangtho	a. we never have any problem; b. we live together in peace	Female	Lao
25	Sekong	PR7615	B. Hokong	a. good relationship between another nearly village and ethnic; b. never conflict	Male	Ethnic
26	Sekong	PR7615	B. Hokong	a. in our village never have any problem every village is unity and all way help each other	Female	Ethnic
27	Sekong	NR16	B. Kamkok	a. have a good relationship with next to village; b. help each other	Male	Ethnic
28	Sekong	NR16	B. Kamkok	a. good relationship with neighbor b. help and care each other	Female	Ethnic
29	Sekong	NR16	B. Chounla	a. they are good relationship b. never disagree between with ethnic	Female	Ethnic
30	Sekong	NR16	B. Chounla	a. a good relationship; b. unity between ethnic	Male	Ethnic
31	Sekong	NR16	B. Donxa	a. Good brotherhood; b. good connection ; c. no confliction ; d. good solidarity, helping each other	Male	Ethnic
32	Sekong	NR16	B. Donxa	Good community connection, Good unity, generous and helping each other, Good friendship	Female	Ethnic
33	Sekong	NR16	B. Kongthayun	a. unity is a principle; b. no violence happening	Female	Ethnic
34	Sekong	NR16	B. Kongthayun	a. There are a lot of ethnic in village ; b. everybody have a good relation to each other	Male	Ethnic
35	Sekong	NR16	B. Lakkhao	a. no problems ; b. good relationships	Male	Ethnic
36	Sekong	NR16	B. Lakkhao	a. they are good relationship; b. they are loving each other	Female	Ethnic
37	Sekong	NR16	B. Nongkan	a. good amity; b. living together without problems	Female	Lao

Question 1: How are relations between you and surrounding villages? How often do you interact with each other? If there are ever problems, how are they mediated? What would help mediate them better?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
38	Sekong	NR16	B. Nongkan	a. well loved and care many community activities; b. never had problems	Male	Lao
39	Sekong	NR16	B. Kapu	a. travel, trading and study; b. good relationship	Male	Ethnic
40	Sekong	NR16	B. Kapu	a. everybody live together and never problem; b. good friendship share idea in live together	Female	Ethnic
41	Attapeu	NR 18b	B. Xaisi	a. communication, trade-sell and another thing; b. good friendship	Male	Lao
42	Attapeu	NR 18b	B. Xaisi	a. is a village that has many people living together but have no any argument; b. friendly with the near by village	Female	Lao
43	Attapeu	NR 18b	B. Vat-Nua	a. no problem; b. High relationship; c. there's no argument between races	Female	Lao
44	Attapeu	NR 18b	B. Vat-Nua	a. we got a good relationship will the nearby village; b. with the tribe we also got a good relationship	Male	Lao
45	Attapeu	NR 18b	B. Vatthat	a. every family lives together in peace; b. we never have any conflict or big issue between races	Female	Ethnic
46	Attapeu	NR 18b	B. Vatthat	a. everyone is will loving; b. no problems; c. live together	Male	Ethnic
47	Attapeu	NR 18b	B. Vatlouang	a. quite amity; b. each ethnic are well harmonize	Male	Ethnic
48	Attapeu	NR 18b	B. Vatlouang	a. good relationship; b. many ethnic of minority; c. good friendship in ethnic of minority and family	Female	Ethnic
49	Attapeu	NR 18b	B. Phok	a. good relationship; b. never had any issues	Male	Ethnic
50	Attapeu	NR 18b	B. Phok	a. good relationship; b. no issues; c. each family are well	Female	Ethnic
51	Attapeu	NR 18b	B. Khanmakong	a. Unity; b. help each other	Male	Lao
52	Attapeu	NR 18b	B. Khanmakong	a. have some relationship each other, help each other; b. no problem either, unity living	Female	Lao
53	Attapeu	NR 18b	B. Fangdeng	a. a good relationship ; b. help each other ; c. never have but great unity	Male	Ethnic
54	Attapeu	NR 18b	B. Fangdeng	a. never have any problem; b. every family are good friendship; c. take care and help each other	Female	Ethnic
55	Attapeu	NR 18b	B. Xay	a. never have any problem; b. every family take care and help each other; c. communication everyday	Male	Lao
56	Attapeu	NR 18b	B. Xay	Good relationship, Loving and being good participation, Helping each other between one village and another, Good connection be twecn each village	Female	Lao

Question 1: How are relations between you and surrounding villages? How often do you interact with each other? If there are ever problems, how are they mediated? What would help mediate them better?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
57	Attapeu	NR 18b	B. Phoxai	a. living well to each other, good solidarity; b. always visiting each other; c. no confliction	Male	Lao
58	Attapeu	NR 18b	B. Phoxai	a. good relative; b. help each other; c. away help each other	Female	Lao
59	Attapeu	NR 18b	B. Touay	a. good relative; b. no argument; c. loving each other	Male	Lao
60	Attapeu	NR 18b	B. Touay	a. love each other; b. no violent ; c. help each other	Female	Lao
61	Attapeu	PR 9001	B. Mixai	a. good, never have any problem; b. often get in torch; c. help and love each other	Female	Ethnic
62	Attapeu	PR 9001	B. Mixai	a. have good relationship; b. love each other and live in harmony; c. live together without conflict; d. respect and help each other	Male	Ethnic
63	Attapeu	PR 9001	B. Vangxai	a. love each other, unity between home and home; b. never have argument to other home; c. have friendship; d. help each other;	Male	Lao
64	Attapeu	PR 9001	B. Vangxai	a. live likes the brother - sister; b. they communicate each other so other; c. unity any them	Female	Lao
65	Attapeu	PR 9001	B. Dakkiat	a. no problem; b. no conflicts, c. no problem with ethnic	Male	Lao
66	Attapeu	PR 9001	B. Dakkiat	Loving well, No confliction, helping each other	Female	Lao
67	Attapeu	PR 9001	B. Somboun	no conviction , Good communication, love each other ,Good friendship , giving hand to each others.	Female	Lao
68	Attapeu	PR 9001	B. Somboun	a. solidity, helping each other ; b. good friendship ; c. good brother hood	Male	Lao
69	Attapeu	PR 9001	B. Tatkoum	a. very good sodality; b. No confliction; c. All villages always help each others.	Male	Lao
70	Attapeu	PR 9001	B. Tatkoum	a. having good relationship; b. Making good teamwork; c. proud of if and helping each other; d. Never debate for anything	Female	Lao
71	Attapeu	PR 9001	B. Phiakeo	a. no problems ; b. good relationships	Male	Lao
72	Attapeu	PR 9001	B. Phiakeo	a. good participation, never get into any arguments ; b. having good teamwork	Female	Lao
73	Attapeu	PR 9001	B. Pouxai	a. no problem occurring in the village, help each other; b. very good friendship and solidarity	Male	Lao
74	Attapeu	PR 9001	B. Pouxai	a. no confliction of villages ; b. no agreement with neighbor village ; c. very good solidarity	Female	Lao

Question 1b: [if not already mentioned] Are there any issues between ethnic groups here? How serious? How frequently? What happens?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
1	Salavane	NR20	B. Nakhoysao	a. we don't have any problem between ethnic of minority; b. we are unity because people in the village	Female	Lao
2	Salavane	NR20	B. Nakhoysao	a. never have any problem in another ethnic of minority, every ethnic of minority are friendship and dependence each other	Male	Lao
3	Salavane	NR20	B. Naxai-Noy	a. the problem from ethnic of minority is never have we are stay together by peace and freedom	Male	Lao
4	Salavane	NR20	B. Naxai-Noy	a. never have any problem between ethnic of minority; b. another ethnic of minority which live in this area are live together, all of them are equate	Female	Lao
5	Salavane	NR20	B. Lak 2	a. lots of ethnic minority live together must understand each other like cousin; b. if have some problem just go to village official to solve	Male	Ethnic
6	Salavane	NR20	B. Lak 2	a. another ethnic of minority live together and good friendship, not divide ethnic and minority; b. maybe have some problem but least that have the trouble between ethnic; c. if there are trouble we will give village official to clean the trouble	Female	Ethnic
7	Salavane	NR20	B. Senvang	a. we are friendship and live together	Female	Lao
8	Salavane	NR20	B. Senvang	a. never have any problem because in the village are Lao and a little ethnic of minority but we live together, everybody are equate	Male	Lao
9	Salavane	PR 6901	B. Paktaphan	a. never have violence; b. everybody in family not divide ethnic	Male	Lao
10	Salavane	PR 6901	B. Paktaphan	a. never have problem with ethnic of minority; b. everybody live together peacefully	Female	Lao
11	Salavane	PR 6901	B. Nanongyao	a. no violence before; b. everyone is well looked after	Male	Ethnic
12	Salavane	PR 6901	B. Nanongyao	a. one ethnics and no issues; b. no violence	Female	Ethnic
13	Salavane	PR 6901	B. Nongxano	a. just one ethnics; b. well united	Female	Lao
14	Salavane	PR 6901	B. Nongxano	a. we are friendship and live together	Male	Lao
15	Salavane	PR 6901	B. Leungnoktha	a. no problem; b. everybody are unity; c. great relationship	Male	Ethnic
16	Salavane	PR 6901	B. Leungnoktha	a. never have any problem (one ethnic of minority); b. never have any violence	Female	Ethnic
17	Salavane	PR 6901	B. Phouangsavar	a. don't have any problem; b. between ethnic of minority get together; c. live together by peace	Male	Lao
18	Salavane	PR 6901	B. Phouangsavar	a. Don't have problem; b. help each other ; c. between ethnic are good friendship	Female	Lao
19	Sekong	PR7615	B. Houayhoun	a. no problem; b. never have any violence; c. everybody 're good friendship	Male	Lao

Question 1b: [if not already mentioned] Are there any issues between ethnic groups here? How serious? How frequently? What happens?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
20	Sekong	PR7615	B. Houayhoun	a. don't have any problem; b. never use violence; c. everybody help each other; d. join together	Female	Lao
21	Sekong	PR7615	B. Vangpuay	a. never have violence between ethnic; never have disagree	Male	Ethnic
22	Sekong	PR7615	B. Vangpuay	a. never have problem in ethnic; b. everybody, family are together and help each other	Female	Ethnic
23	Sekong	PR7615	B. Temesangtho	a. don't have any problem; b. between ethnic of minority get together	Male	Lao
24	Sekong	PR7615	B. Temesangtho	a. we never have the violent between two or many clans; b. we are support share and love to live together; c. we have a unity	Female	Lao
25	Sekong	PR7615	B. Hokong	a. population in this village never follow the rule in local; b. communication between village official with population not around	Male	Ethnic
26	Sekong	PR7615	B. Hokong	a. never have violence; b. every ethnic is loving each other; c. every ethnic is equal	Female	Ethnic
27	Sekong	NR16	B. Kamkok	a. never have any problem with other ethnic and they are unity each other; b. equality	Male	Ethnic
28	Sekong	NR16	B. Kamkok	a. never have any problem with ethnic in this area b. every ethnic live together and never have any disagree c. everyone are equal	Female	Ethnic
29	Sekong	NR16	B. Chounla	a. never have violence between ethnic b. ethnic are good relationship c. don't separate between ethnic	Female	Ethnic
30	Sekong	NR16	B. Chounla	a. no violence ; b. no causes between ethnic, every got unity	Male	Ethnic
31	Sekong	NR16	B. Donxa	a. never have any confliction ; b. every group is good loving each other, no exploiting respect to the culture and tradiand of each other	Male	Ethnic
32	Sekong	NR16	B. Donxa	Never have confliction, Each group stay in peace	Female	Ethnic
33	Sekong	NR16	B. Kongthayun	a. no violence; b. people in the community is helping each other	Female	Ethnic
34	Sekong	NR16	B. Kongthayun	a. Major issues never happened ; b. everyone is helping each other	Male	Ethnic
35	Sekong	NR16	B. Lakkhao	a. no problems; b. no violence	Male	Ethnic
36	Sekong	NR16	B. Lakkhao	a. never have any violence; b. never have any problem	Female	Ethnic
37	Sekong	NR16	B. Nongkan	a. no violence occurred; b. all united	Female	Lao
38	Sekong	NR16	B. Nongkan	a. differences ethnics respect each other and follow other culture & traditions	Male	Lao
39	Sekong	NR16	B. Kapu	a. differences ethnics tire together well and respect each other; b. never use violence	Male	Ethnic
40	Sekong	NR16	B. Kapu	a. never have any violent between ethnic; b. everybody help each	Female	Ethnic
41	Attapeu	NR 18b	B. Xaisi	a. another ethnic live together normally because respect each other; b. everybody be together	Male	Lao



Question 1b: [if not already mentioned] Are there any issues between ethnic groups here? How serious? How frequently? What happens?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
42	Attapeu	NR 18b	B. Xaisi	a. we've never have a problems with a tribes; b. we've never fight	Female	Lao
43	Attapeu	NR 18b	B. Vat-Nua	a. everybody respect each other; b. it's going to have a peaceful relationship between many races	Female	Lao
44	Attapeu	NR 18b	B. Vat-Nua	a. we never have an argument case that is not that big with the tribe; b. everybody is kind full to each other and helping each other	Male	Lao
45	Attapeu	NR 18b	B. Vatthat	a. we never have big issue; b. help each other and have unity	Female	Ethnic
46	Attapeu	NR 18b	B. Vatthat	a. no problems; b. no violence	Male	Ethnic
47	Attapeu	NR 18b	B. Vatlouang	a. no violence issues; b. live together with love and peace	Male	Ethnic
48	Attapeu	NR 18b	B. Vatlouang	a. never have any violence in this area; b. everybody live together in peace	Female	Ethnic
49	Attapeu	NR 18b	B. Phok	a. good relationship; b. everyone is well loving each other	Male	Ethnic
50	Attapeu	NR 18b	B. Phok	a. no problem occur; b. never been any issue occurred before	Female	Ethnic
51	Attapeu	NR 18b	B. Khanmakong	(A) no problem in order between race;(B) Every race is equality and live in peace	Male	Lao
52	Attapeu	NR 18b	B. Khanmakong	a. very little to conflict each other between ethnic, if have but not violence because living of peace and they are honor each other	Female	Lao
53	Attapeu	NR 18b	B. Fangdeng	a. Very little to have any problem there have a long time ago about argument but can be solve by no violence	Male	Ethnic
54	Attapeu	NR 18b	B. Fangdeng	a. never have any problem ; b. another ethnic live together in peace; c. equate the same between ethnic	Female	Ethnic
55	Attapeu	NR 18b	B. Xay	a. every ethnic live together and peace; b. don't have any take advantage between ethnic; c. Excellency each other; d. help each other; e. equate between ethnic	Male	Lao
56	Attapeu	NR 18b	B. Xay	Never have problem between ethnic in village, Ethnic have only Laotian that why doesn't have any problem	Female	Lao
57	Attapeu	NR 18b	B. Phoxai	a. no confliction among ethnic group; b. equal right, always helping each other	Male	Lao
58	Attapeu	NR 18b	B. Phoxai	a. there is not happen in community; b,. Love each and respect; c. equality	Female	Lao
59	Attapeu	NR 18b	B. Touay	a. every races are equal, no body take advantage of other even small or large group of races they both have the save right based or each nation's poem	Male	Lao
60	Attapeu	NR 18b	B. Touay	a. no any problem; b. no argument with each other; c. live with equally treated; d. intre grity to each other	Female	Lao
61	Attapeu	PR 9001	B. Mixai	a. there is no conflict between different ethnic in this area; b. every ethnic love one other; c. dependence each other	Female	Ethnic

Question 1b: [if not already mentioned] Are there any issues between ethnic groups here? How serious? How frequently? What happens?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
62	Attapeu	PR 9001	B. Mixai	a. each race lives by their own, live without disturbing or interfering another; b. have equality between every races; c. have the same right	Male	Ethnic
63	Attapeu	PR 9001	B. Vangxai	a. no argument; b. each group have peace in living; c. no taking advantage of each other; d. fairness; e. love each other	Male	Lao
64	Attapeu	PR 9001	B. Vangxai	a. living equally ; b. no taking advantage of each other; c. good friendship d. help each other	Female	Lao
65	Attapeu	PR 9001	B. Dakkiat	a. we are friendship and live together	Male	Lao
66	Attapeu	PR 9001	B. Dakkiat	Good Sodality, honor each other, Respect each other	Female	Lao
67	Attapeu	PR 9001	B. Somboun	(A). No any argument and confliction; (B). All ethnic groups are staying together	Female	Lao
68	Attapeu	PR 9001	B. Somboun	a. all ethnic group stay in peace ; b. no advantage taken ; c. all equally	Male	Lao
69	Attapeu	PR 9001	B. Tatkoum	(A) never have any argument among ethnic group because the are the same group;(B) Every group stay in ,unity, no advan taves in peac ,unity,noadvantage takry,no classifician	Male	Lao
70	Attapeu	PR 9001	B. Tatkoum	(A) Each ethnic group live with fair ;(B) Respecting each other	Female	Lao
71	Attapeu	PR 9001	B. Phiakeo	a. having good team work b. good connection and loving each other c. helping each other d. never get into a fight	Male	Lao
72	Attapeu	PR 9001	B. Phiakeo	a. staying together as visual, giving respect to each other; b. respect and giving honor to the other	Female	Lao
73	Attapeu	PR 9001	B. Pouxai	a. interdependent with each other B. brotherhood of living c. respect to traditional and culture of each other	Male	Lao
74	Attapeu	PR 9001	B. Pouxai	a .no confliction; b. no advantage taking ; c. people are respective	Female	Lao

Question 1C: Are there every land / property disputes in the area? How long have these disputes been going on?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
1	Salavane	NR20	B. Nakhoysao	a. we never have any problem because villager official will be administered; b.	Female	Lao
2	Salavane	NR20	B. Nakhoysao	a. Function the rules of district-village everything and never violate each other; b. everybody can use the earth and resources that been possession byself	Male	Lao
3	Salavane	NR20	B. Naxai-Noy	A .if we have problem the village official help us to improve, but now a day doesn't have	Male	Lao
4	Salavane	NR20	B. Naxai-Noy	a. ever have sometime about sharing the earth but we can find the better way in village official and nowadays we don't have any problem	Female	Lao
5	Salavane	NR20	B. Lak 2	a. Doesn't have any problem with landing or fighting for resources; b. because there is a legal deed therefore other can't fravd	Male	Ethnic
6	Salavane	NR20	B. Lak 2	a. people don't understand about possess the earth solve level village; b. have problem sometime but can clear in the village	Female	Ethnic
7	Salavane	NR20	B. Senvang	a. the problem of earth between the village and company the company violate the earth of village and it can't be solve; b. it has been for two month; c. continue to solve	Female	Lao
8	Salavane	NR20	B. Senvang	a. sometime in for many year ago, village official solves the problem but nowadays don't have any problem because the licence is expire	Male	Lao
9	Salavane	PR 6901	B. Paktaphan	a. cause people can't understand the law of earth and how to solve it; b. maybe is keep the tax of the earth with some family	Male	Lao
10	Salavane	PR 6901	B. Paktaphan	a. because improve new soil; b. there are some disagree; c. find they better way by villager official	Female	Lao
11	Salavane	PR 6901	B. Nanongyao	a. no violence; b. no family has this issues	Male	Ethnic
12	Salavane	PR 6901	B. Nanongyao	a. no big problem, there are regulations about	Female	Ethnic
13	Salavane	PR 6901	B. Nongxano	a. there is some but can be solve within the community; b. just small issue, can be fix	Female	Lao
14	Salavane	PR 6901	B. Nongxano	a. we never have any problem because villager official will be administered; b. there are rules for respective	Male	Lao
15	Salavane	PR 6901	B. Leungnoktha	a. incident occur before; b. solve in the village office; c. never get conflict	Male	Ethnic
16	Salavane	PR 6901	B. Leungnoktha	a. sometime but it can clear villager official; b. it has been for a long time	Female	Ethnic
17	Salavane	PR 6901	B. Phouangsavar	a. sometime have some violence about the earth; b. solve the problem in villager official	Male	Lao
18	Salavane	PR 6901	B. Phouangsavar	a. Sometime disagree about earth, save in village official; b. if has been for a long time	Female	Lao

Question 1C: Are there every land / property disputes in the area? How long have these disputes been going on?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
19	Sekong	PR7615	B. Houayhoun	a. ever have about the land but it has been for a long time; b. solve in village	Male	Lao
20	Sekong	PR7615	B. Houayhoun	a. maybe have the case about share the earth; b. those case can solves and clear in the village	Female	Lao
21	Sekong	PR7615	B. Vangpuay	a. never have any case of earth	Male	Ethnic
22	Sekong	PR7615	B. Vangpuay	a. never have problem with the earth; b. never have the case and etc	Female	Ethnic
23	Sekong	PR7615	B. Temesangtho	a. ever have company transgress boundary village; b. continue to solve in village	Male	Lao
24	Sekong	PR7615	B. Temesangtho	a. we have some problem, such as borderland and we can clear in our village.	Female	Lao
25	Sekong	PR7615	B. Hokong	a. no problem; b. every people understand to use the land	Male	Ethnic
26	Sekong	PR7615	B. Hokong	a. there is not problem in border; b. every village not disturb other border	Female	Ethnic
27	Sekong	NR16	B. Kamkok	a. in the past few year they are argument about landing but they are be solve it; b. right now doesn't have any problem with landing	Male	Ethnic
28	Sekong	NR16	B. Kamkok	a. it happened for a long time and solve in village official b. nowadays there is no problem	Female	Ethnic
29	Sekong	NR16	B. Chounla	a. sometime argument about landing b. but can be solve by village official	Female	Ethnic
30	Sekong	NR16	B. Chounla	a. sometime have argument; b. not understanding clearly; c. can be solve in our village	Male	Ethnic
31	Sekong	NR16	B. Donxa	a. May year ago it used to have a confliction and the issue was solved by village ; b. today there is no any confliction, because everyone has land use certification	Male	Ethnic
32	Sekong	NR16	B. Donxa	Difficult to have argument, Everybody has land are certification, Area is calmly divided	Female	Ethnic
33	Sekong	NR16	B. Kongthayun	a. land issue is not usually to happen; b. people acknowledged the use of land and possessory right	Female	Ethnic
34	Sekong	NR16	B. Kongthayun	a. no arguments issues happened ; b. no violence happened	Male	Ethnic
35	Sekong	NR16	B. Lakkhao	a. never have this problems ; b. everyone understands the way of using land owner ; c. sometime there are conflicts but can be resolves	Male	Ethnic
36	Sekong	NR16	B. Lakkhao	a. doesn't have any argument about landing; b. our own right to hold the land	Female	Ethnic
37	Sekong	NR16	B. Nongkan	a. there conflict but not a big deal; b. can be solve in local councils	Female	Lao
38	Sekong	NR16	B. Nongkan	a. the to the excess used not sensible of resources have to explain to local councils	Male	Lao

Question 1C: Are there every land / property disputes in the area? How long have these disputes been going on?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
39	Sekong	NR16	B. Kapu	a. no knowledge of the used of land and position; b. resolve problem local level	Male	Ethnic
40	Sekong	NR16	B. Kapu	a. never have disagree; b. there is village official	Female	Ethnic
41	Attapeu	NR 18b	B. Xaisi	a. don't know about using the earth and owner by solves the problem in the level of village; b. maybe some situation and has been along time	Male	Lao
42	Attapeu	NR 18b	B. Xaisi	a. never have an argument about the land; b. if it have it can be fixed easily in the village	Female	Lao
43	Attapeu	NR 18b	B. Vat-Nua	a. sometime but it can clear villager official	Female	Lao
44	Attapeu	NR 18b	B. Vat-Nua	a. we never argue about land or properties; b. everybody get their own license	Male	Lao
45	Attapeu	NR 18b	B. Vatthat	a, no problem related to land; b. resources are belong to everybody in the village and equally shared among people	Female	Ethnic
46	Attapeu	NR 18b	B. Vatthat	a. no problems about lands	Male	Ethnic
47	Attapeu	NR 18b	B. Vatlouang	a. the reason is because we do not understand about deeds; b. there were a small issue not a big deal. It was solve within the local council	Male	Ethnic
48	Attapeu	NR 18b	B. Vatlouang	a. never have any dispute; b. the earth there are possession by themselves	Female	Ethnic
49	Attapeu	NR 18b	B. Phok	a. never had any cases/problem about lands; b. never seen it happened before	Male	Ethnic
50	Attapeu	NR 18b	B. Phok	a. it have been a long time ago, now there is nothing because it is prepared for	Female	Ethnic
51	Attapeu	NR 18b	B. Khanmakong	(A) never fight of border because have the knight use in law;(B) No problem in resolves issue because is clear\ly	Male	Lao
52	Attapeu	NR 18b	B. Khanmakong	a. never issue each other because divide the border with equality and fairness	Female	Lao
53	Attapeu	NR 18b	B. Fangdeng	a. have some complication about landing but long time ago; b. the way of solving is will solve with local; c. in present doesn't have any problem	Male	Ethnic
54	Attapeu	NR 18b	B. Fangdeng	a. we can say never have this problem; b. it has been for along time but it's not disagree can solve if by self	Female	Ethnic
55	Attapeu	NR 18b	B. Xay	a. don't have disagree about the earth; b. sometime have disagree about border to use resources, least; b. it has been for 10 years ago about using resources, nowday there are share it already.	Male	Lao
56	Attapeu	NR 18b	B. Xay	Never argument about landing, Doesn't have any problem with resources	Female	Lao
57	Attapeu	NR 18b	B. Phoxai	a. sometimes, used to have the problem, it was solved by village	Male	Lao
58	Attapeu	NR 18b	B. Phoxai	a. have the right to use and less problem	Female	Lao

Question 1C: Are there every land / property disputes in the area? How long have these disputes been going on?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
59	Attapeu	NR 18b	B. Touay	a. the argument about land and resource is rarely happen; b. individual has their own boundary of use; c. have thoroughly separated	Male	Lao
60	Attapeu	NR 18b	B. Touay	a. there is a problem of using the land in previous year but the problem have been solve by the local council	Female	Lao
61	Attapeu	PR 9001	B. Mixai	a. never argued and don't have any problem before; b. everybody use their own assets; c. nobody offensive over other's area	Female	Ethnic
62	Attapeu	PR 9001	B. Mixai	a. no argument; b. solution of argument made by official office; c. there is same problems in the previous year, but we can solve it	Male	Ethnic
63	Attapeu	PR 9001	B. Vangxai	a. land usage will be divided between each house/family based on the power contributed; b. this issue is barely happened however when it happens it is only a small problem	Male	Lao
64	Attapeu	PR 9001	B. Vangxai	a .no argument about this problem; n. used local area	Female	Lao
65	Attapeu	PR 9001	B. Dakkiat	a. we never have any problem because villager official will be administered; b. there are rules for respective	Male	Lao
66	Attapeu	PR 9001	B. Dakkiat	May years ago, there was Land dispute happing, the issue was negotiated by chief of village	Female	Lao
67	Attapeu	PR 9001	B. Somboun	(A). Never have land disputing; (B) good land area management	Female	Lao
68	Attapeu	PR 9001	B. Somboun	a. never happened ; b. if the issue occurs it should be judged by village's rules	Male	Lao
69	Attapeu	PR 9001	B. Tatkoum	(A) No land disputation; (B) Everyone have own are; (C)never have this issue	Male	Lao
70	Attapeu	PR 9001	B. Tatkoum	sometime have problem, if it happens we will solves in villages	Female	Lao
71	Attapeu	PR 9001	B. Phiakeo	a. giving respect to each other b. each ethnic groups have equality c. each ethnic groups love and get a long together pretty well	Male	Lao
72	Attapeu	PR 9001	B. Phiakeo	a. never get disturbed by land discussion; b. using natural environment is also involved in the same distribution	Female	Lao
73	Attapeu	PR 9001	B. Pouxai	a. issue is never is never occur in this village b. every have land use certification c. very few to have this issue, I happened, the village will be a key of problem solve	Male	Lao
74	Attapeu	PR 9001	B. Pouxai	a. Sometime land dispute was happened ; b. the issue is solved on the village level	Female	Lao

Question 2: If a company comes to the area, maybe a big agriculture company or road building company, and they hire local people, how is it decided who gets the job?

No	Province	Road	Village Name	Notes:	Male/ Female	Ethnic
1	Salavane	NR20	B. Nakhoysao	a. The company decide to choice the employee by themselves and villager official; b. men and women are comparable	Female	Lao
2	Salavane	NR20	B. Nakhoysao	a. The company decide to choice the employee by themselves and villager official, equate between ethnic of minority such as men or women, children, old people... they are equate	Male	Lao
3	Salavane	NR20	B. Naxai-Noy	a. the company decide to choice the employee ; b. the salary for women and	Male	Lao
4	Salavane	NR20	B. Naxai-Noy	a. the company decide to choice employee by themselves and there are protect by village official	Female	Lao
5	Salavane	NR20	B. Lak 2	a. Population they satisfy of salary in them company; b. the company they choose people to do work and the salary is whole people are the same, but most people are unemployed	Male	Ethnic
6	Salavane	NR20	B. Lak 2	a. if we safety about their payment that company given, we will be there if the payment aren't fair we won't do it; b. the company decide to choose the employee in area	Female	Ethnic
7	Salavane	NR20	B. Senvang	a. the company decide to choice the employee and village official; b. the salary for women and men the same	Female	Lao
8	Salavane	NR20	B. Senvang	a. the company decide by themselves (payment); b. equate, fairly all of people	Male	Lao
9	Salavane	PR 6901	B. Paktaphan	a. there are company construction-repair almost will employ the labor daily; b. payment by labor, active but almost are 50,000kip/person/day	Male	Lao
10	Salavane	PR 6901	B. Paktaphan	a. company decide to choice the employees by themselves; b. choose the employees who are active.	Female	Lao
11	Salavane	PR 6901	B. Nanongyao	a. firm seek invest only get youth within the village; b. will take only those who are willing to work	Male	Ethnic
12	Salavane	PR 6901	B. Nanongyao	a. both men and women work with same payment; b. daily wages	Female	Ethnic
13	Salavane	PR 6901	B. Nongxano	a. hireling firms do not just hire males but females too	Female	Lao
14	Salavane	PR 6901	B. Nongxano	a. the company decide to choice the employee and village official; b. the salary for women and men the same	Male	Lao
15	Salavane	PR 6901	B. Leungnoktha	a. (wage) the company they set a wage by them self; b. the company find teen that unemployment in village	Male	Ethnic
16	Salavane	PR 6901	B. Leungnoktha	a. the company decide to payment of employees by themselves; b. the company choose every employees by themseles	Female	Ethnic

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No	Province	Road	Village Name	Notes:	Male/ Female	Ethnic
17	Salavane	PR 6901	B. Phouangsavar	a. the company decide to payment of employees by themselves; b. the company choose every employees by themselves; c. the employees get their payment per day.	Male	Lao
18	Salavane	PR 6901	B. Phouangsavar	a. company decide to choose by self (payment); b. company find labor in village	Female	Lao
19	Sekong	PR7615	B. Houayhoun	a. company decide to choose by self (payment); b. payment per day	Male	Lao
20	Sekong	PR7615	B. Houayhoun	a. company decide to choose by themselves; b. for employee and payment	Female	Lao
21	Sekong	PR7615	B. Vangpuay	a. almost company come to invest are the company decide to choose employee by themselves; b. recently payment to employee per day	Male	Ethnic
22	Sekong	PR7615	B. Vangpuay	A .in the area don't have a lot of labor; b. company would like to payment to employ per day	Female	Ethnic
23	Sekong	PR7615	B. Temesangtho	a. company decide to choose labor by self; b. payment per day; c. almost the company get priority of work	Male	Lao
24	Sekong	PR7615	B. Temesangtho	a. the companies are select employees by themselves; b. they are employ the employees in this village and pay day by day; c. the companies are receive the preference more then employees	Female	Lao
25	Sekong	PR7615	B. Hokong	a. consider the work first in that company is will hard or not; b. whatever you choose of group work	Male	Ethnic
26	Sekong	PR7615	B. Hokong	a. the company who come to investment the will choose the worker by them self	Female	Ethnic
27	Sekong	NR16	B. Kamkok	a. the company set a labour and they will choose labour by themselves; b. the wages are equality	Male	Ethnic
28	Sekong	NR16	B. Kamkok	a. firms will choose b. sometimes, daily wage, monthly wage c. the wage are fair, no one receive more or less	Female	Ethnic
29	Sekong	NR16	B. Chounla	labor wage are the company will limit wage by communication with village official for labor and make it easier	Female	Ethnic
30	Sekong	NR16	B. Chounla	a. the company is hired by themselves; b. will communication with official village for labor; c. the company will should hire by themselves	Male	Ethnic
31	Sekong	NR16	B. Donxa	a. Decision made by company ; b. having equal right people are protected by village	Male	Ethnic
32	Sekong	NR16	B. Donxa	Company has the policy of job recruitment, Every has a chance to be hired	Female	Ethnic
33	Sekong	NR16	B. Kongthayun	a. the company decide to choose employee by self; b. hiring workers in daily basis	Female	Ethnic
34	Sekong	NR16	B. Kongthayun	a. the company is choosing labors by themselves ; b. in order to run the duty smoothly specials communicators any needed	Male	Ethnic



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No	Province	Road	Village Name	Notes:	Male/ Female	Ethnic
35	Sekong	NR16	B. Lakkhao	A .firms decide by themselves (wages) ; b. firms will consult local councils to find local labor	Male	Ethnic
36	Sekong	NR16	B. Lakkhao	a. the company choose people and set a wage; b. the company give wages day by day	Female	Ethnic
37	Sekong	NR16	B. Nongkan	a. hired company and their own jobs for locals; b. possibility daily hired around 50,000kip/day	Female	Lao
38	Sekong	NR16	B. Nongkan	a. high pay, good and fast work if not, then no movement; b. voluntary work/labor	Male	Lao
39	Sekong	NR16	B. Kapu	a. we will look if we can do the job and what are receive from the company is it a lot or little; b. depends on the volntary	Male	Ethnic
40	Sekong	NR16	B. Kapu	a. company give opportunity for labor get employ; b. company decide to choose labor by themselves	Female	Ethnic
41	Attapeu	NR 18b	B. Xaisi	a. we will look the we can do this work or not, the useful from the company good or bad; b. for payment and employee the company decide by themselves	Male	Lao
42	Attapeu	NR 18b	B. Xaisi	a. most of the time the company will choose their own decision; b. but their might disgust with the head of village for the labour in the village	Female	Lao
43	Attapeu	NR 18b	B. Vat-Nua	a. company is the one who chose the labors; b. the company will help to create a shelter in older to able to piclc the labours	Female	Lao
44	Attapeu	NR 18b	B. Vat-Nua	a. the company chose their own worker; b. we might also the village for an advice	Male	Lao
45	Attapeu	NR 18b	B. Vatthat	a. the organization will hire local people by working together with local council to look for labor within the village only	Female	Ethnic
46	Attapeu	NR 18b	B. Vatthat	a. company will consult with local about labor; b. local will final select to work for firms	Male	Ethnic
47	Attapeu	NR 18b	B. Vatlouang	a. if there were construction invested by companies they will decide by themselves; b. most of the labors are suggested by the head local council, and mostly youth within the area	Male	Ethnic
48	Attapeu	NR 18b	B. Vatlouang	a. company choose by themselves; b. teen would like to get employ; c. leader of village will help for present the labor.	Female	Ethnic
49	Attapeu	NR 18b	B. Phok	a. there will choose labor by the leader/head decision; b. hire local labor who volunteer	Male	Ethnic
50	Attapeu	NR 18b	B. Phok	a. the company will decide on labor and wages; b. daily wages	Female	Ethnic
51	Attapeu	NR 18b	B. Khanmakong	(A) chosen worker by company;(B) Everybody have a same asset	Male	Lao
52	Attapeu	NR 18b	B. Khanmakong	a. whole labor the company will choose and all of them are equality	Female	Lao

Question 2: If a company comes to the area, maybe a big agriculture company or road building company, and they hire local people, how is it decided who gets the job?						
No	Province	Road	Village Name	Notes:	Male/ Female	Ethnic
53	Attapeu	NR 18b	B. Fangdeng	a. Choose labor to work is the company choose by them self by going to local council; b. privileged is equality	Male	Ethnic
54	Attapeu	NR 18b	B. Fangdeng	a. company decide to choose everything by self; b. gave fairly the same everybody; c. get payment equal	Female	Ethnic
55	Attapeu	NR 18b	B. Xay	a. company decide to choose employee by self; b. they gave family everybody about payment	Male	Lao
56	Attapeu	NR 18b	B. Xay	Can't choose by themselves, Equality	Female	Lao
57	Attapeu	NR 18b	B. Phoxai	a. it depend on policy, level of position is depending to age of working, who has longer life time of working should be a leader	Male	Lao
58	Attapeu	NR 18b	B. Phoxai	a. chosen by company; b. equality	Female	Lao
59	Attapeu	NR 18b	B. Touay	a. choose by company; b. nobody can't decision instead company	Male	Lao
60	Attapeu	NR 18b	B. Touay	a. most of the firm made the decision by themself; wage and priority are the same	Female	Lao
61	Attapeu	PR 9001	B. Mixai	a. depend on the leader, who is responsible to make decision; b. every employed workers received equal wages	Female	Ethnic
62	Attapeu	PR 9001	B. Mixai	a. chosen by company; b. fairness and equality concerned with assets; c. fair wage	Male	Ethnic
63	Attapeu	PR 9001	B. Vangxai	a. the organization has the right to make all decisions; b. every employed works receive equal assets; c. it is fair	Male	Lao
64	Attapeu	PR 9001	B. Vangxai	a. the decision made by the head of officer; b. equality for all	Female	Lao
65	Attapeu	PR 9001	B. Dakkiat	a. the company decide to choice the employee and village official; b. the salary for women and men the same	Male	Lao
66	Attapeu	PR 9001	B. Dakkiat	Selection by company	Female	Lao
67	Attapeu	PR 9001	B. Somboun	(A). Sleeted by company; (B). Sometimes head of village is assigned by company to conduct job recruitment	Female	Lao
68	Attapeu	PR 9001	B. Somboun	a. Selected by company by instruction of village to protect property right labors	Male	Lao
69	Attapeu	PR 9001	B. Tatkoum	(A)selected by company;(B) sometime, company assign same one to instruct people in the village	Male	Lao
70	Attapeu	PR 9001	B. Tatkoum	it depends on the company which will bring vp and allowing for each of the people	Female	Lao
71	Attapeu	PR 9001	B. Phiakeo	usually, if will never get into arguments, they should came and talk with head director of village for judging the correction	Male	Lao
72	Attapeu	PR 9001	B. Phiakeo	a. head director of village decorate sometime; b. having equality between others	Female	Lao

Question 2: If a company comes to the area, maybe a big agriculture company or road building company, and they hire local people, how is it decided who gets the job?						
No	Province	Road	Village Name	Notes:	Male/ Female	Ethnic
73	Attapeu	PR 9001	B. Pouxai	a. will recruit by company or sometime, head of village will take action to find teen in the village b. everyone who get jop will have equal right	Male	Lao
74	Attapeu	PR 9001	B. Pouxai	a. selected by company ; b. all equally	Female	Lao

Question 3: Do people in your community have equal opportunities to get these jobs? [Focus on male vs. female potential employment, or ethnic differences in type of						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
1	Salavane	NR20	B. Nakhoysao	a. men and women are equate and another ethnic of minority; b. everybody got opportunity for do their work; c.the rules are fairly	Female	Lao
2	Salavane	NR20	B. Nakhoysao	a. men and women are equate and another ethnic of minority everybody got opportunity for do their work; b.there are fairly to pay for everybody	Male	Lao
3	Salavane	NR20	B. Naxai-Noy	A .women and men are equate, ethnic of minority induce to people who have no chance will have opportunity	Male	Lao
4	Salavane	NR20	B. Naxai-Noy	a. women and men are equate every ethnic of minority got opportunity to be employ from another company and equate about payment	Female	Lao
5	Salavane	NR20	B. Lak 2	a. never look advantage between male and female; b .fair payment; c. everyone has the right chance	Male	Ethnic
6	Salavane	NR20	B. Lak 2	a. if the men never take advantage although the women are gender that self than men, women and men, people in ethnic and people who have no chance are payment fairly	Female	Ethnic
7	Salavane	NR20	B. Senvang	a. have opportunity the same between women and men, both can get the work; b. employ by duty; c. share the work by situation of labor	Female	Lao
8	Salavane	NR20	B. Senvang	a. our village get opportunity to employ are fairly (women & man); b. all of closes are fairly in village no matter what women&men people no have chance,small ethnic of minority are equate of everything	Male	Lao
9	Salavane	PR 6901	B. Paktaphan	a. Almost in employ will be equate; b. volunteer by teen labor	Male	Lao
10	Salavane	PR 6901	B. Paktaphan	a. everybody even though males or females, they have the opportunity to hire; b. depend on work of themselves; c. don't have any problem to hire tribal people.	Female	Lao
11	Salavane	PR 6901	B. Nanongyao	a. fair in hired, based on the of labor; b. and they don't discriminate on ethnics or race	Male	Ethnic
12	Salavane	PR 6901	B. Nanongyao	a. males and females are both employed; b. less fortunate are also employed	Female	Ethnic
13	Salavane	PR 6901	B. Nongxano	a. everyone get pay the same, if they do their job; b. no gender discrimination	Female	Lao
14	Salavane	PR 6901	B. Nongxano	a. women and men are equate in employ; b. ethnic got employ the same	Male	Lao
15	Salavane	PR 6901	B. Leungnoktha	a. our village have equality opportunity for working (female and male); b. can take a wage for every work and everybody can voluntary to work	Male	Ethnic
16	Salavane	PR 6901	B. Leungnoktha	a. in our village got opportunity for do their work (women & man); b. never divide about employees ethnic of minority	Female	Ethnic

Question 3: Do people in your community have equal opportunities to get these jobs? [Focus on male vs. female potential employment, or ethnic differences in type of						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
17	Salavane	PR 6901	B. Phouangsavai	a. in our village got opportunity for do their work (women and men); b. people who are disadvantage can get employ	Male	Lao
18	Salavane	PR 6901	B. Phouangsavai	a. our village have opportunity the same to do work (women and men) ; b. people who have no chance can get employ	Female	Lao
19	Sekong	PR7615	B. Houayhoun	a. our village have opportunity the same to do work (women and men); b. fairly	Male	Lao
20	Sekong	PR7615	B. Houayhoun	a. in our village have opportunity the same in work (women - men); b. teen in ethnic get the same opportunity	Female	Lao
21	Sekong	PR7615	B. Vangpuay	a. women & men get opportunity the same up to work hard or soft; b. never have problem with ethnic in employ	Male	Ethnic
22	Sekong	PR7615	B. Vangpuay	a. women and men are equate in employ; b. ethnic got employ the same	Female	Ethnic
23	Sekong	PR7615	B. Temesangtho	a. fairly for women and men; b. people who have no chance almost of them don't have opportunity such as people who disability and etc; c. ethnic get employ by company need	Male	Lao
24	Sekong	PR7615	B. Temesangtho	a. everybody even though males or females, they have the opportunity to hire; b. depend on work of themselves; c. don't have any problem to hire tribal people.	Female	Lao
25	Sekong	PR7615	B. Hokong	a. this village are equality for labor	Male	Ethnic
26	Sekong	PR7615	B. Hokong	a. fairness everybody have chance to work	Female	Ethnic
27	Sekong	NR16	B. Kamkok	a, our village are equality of opportunity for labour and less opportunity	Male	Ethnic
28	Sekong	NR16	B. Kamkok	a. everyone have equal chance of being employed but it's up to them if they go to work or not b. the wages are fairly, no gendr discriminatoin	Female	Ethnic
29	Sekong	NR16	B. Chounla	a. fairness for labor b. labor for less opportunity also will have get labor	Female	Ethnic
30	Sekong	NR16	B. Chounla	a. if they equality are also unity; b. everybody have opportunity each other for hired	Male	Ethnic
31	Sekong	NR16	B. Donxa	a. it is fairness that everyone has same opportunity to get job ; b. fairness of wages	Male	Ethnic
32	Sekong	NR16	B. Donxa	Everyone has chance to get a job, It is fairness, no classification, Reasonable wage payment	Female	Ethnic
33	Sekong	NR16	B. Kongthayun	a. individuals have the opportunity for hiring in work place; b. ethnic group are working hard towards their jobs	Female	Ethnic
34	Sekong	NR16	B. Kongthayun	a. people in the village have equal opportunity for hiring ; b. join together by people who work together	Male	Ethnic

Question 3: Do people in your community have equal opportunities to get these jobs? [Focus on male vs. female potential employment, or ethnic differences in type of						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
35	Sekong	NR16	B. Lakkhao	a. all have equal chances of being employed ; b. those less fortunate are also hired	Male	Ethnic
36	Sekong	NR16	B. Lakkhao	a. male and female are equally treated; b. everybody have unity to got opportunity for get paid	Female	Ethnic
37	Sekong	NR16	B. Nongkan	a. local have the chance to be employed; b. those will less chances will also be employed	Female	Lao
38	Sekong	NR16	B. Nongkan	a. differences gender have equal rights; b. fair	Male	Lao
39	Sekong	NR16	B. Kapu	a. men do not take advantage of women, although the are maker; b. gender fairness	Male	Ethnic
40	Sekong	NR16	B. Kapu	a. people get opportunity to be employee; b. unemployed don't have any work if there are the company come to invest,people will get opportunity	Female	Ethnic
41	Attapeu	NR 18b	B. Xaisi	a. the men never take advantage the women although the women are the soft of gender; b. there are family in employ	Male	Lao
42	Attapeu	NR 18b	B. Xaisi	a. fair and rights; b. everybody got a opportunity to be paid	Female	Lao
43	Attapeu	NR 18b	B. Vat-Nua	a. always fair to everybody; b. everybody got an opportunity to hire the works	Female	Lao
44	Attapeu	NR 18b	B. Vat-Nua	a. we are open and fair; b. the head of the village will give an advice about hiring the labor for the company; c. we didn't segregate the work between tribes	Male	Lao
45	Attapeu	NR 18b	B. Vatthat	a. population have opportunity to hire ; b. up to themselves if they want to work	Female	Ethnic
46	Attapeu	NR 18b	B. Vatthat	a. nothing because there is equality; b. equal wages and chances of employment	Male	Ethnic
47	Attapeu	NR 18b	B. Vatlouang	a. respectful towards each other; b. all gender have equal chances of employment	Male	Ethnic
48	Attapeu	NR 18b	B. Vatlouang	a. equate; b. everybody can get opportunity to employ	Female	Ethnic
49	Attapeu	NR 18b	B. Phok	a. fair and well treated	Male	Ethnic
50	Attapeu	NR 18b	B. Phok	a. all gender are equal, include wage and etc; b. people who have less chances are also hired	Female	Ethnic
51	Attapeu	NR 18b	B. Khanmakong	(A) Everybody have equality like;(B) female or male and less opportunity people have the same wage	Male	Lao
52	Attapeu	NR 18b	B. Khanmakong	a. got equality both male and female ethnic also and the are less opportunity also will get paid; b. everybody got wages fairness	Female	Lao
53	Attapeu	NR 18b	B. Fangdeng	a. equality and everybody also have opportunity have hire; b. fair	Male	Ethnic

Question 3: Do people in your community have equal opportunities to get these jobs? [Focus on male vs. female potential employment, or ethnic differences in type of						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
54	Attapeu	NR 18b	B. Fangdeng	a. their employ are fairly; b. everybody women and men can get employ the same ; c. be equate every body	Female	Ethnic
55	Attapeu	NR 18b	B. Xay	women and men are fairly everything and get opportunity to work with company not divide people	Male	Lao
56	Attapeu	NR 18b	B. Xay	They are equality for opportunity labor working between gender or group of citizen	Female	Lao
57	Attapeu	NR 18b	B. Phoxai	a. everyone is equal, they all have chance to get jobs, no classification	Male	Lao
58	Attapeu	NR 18b	B. Phoxai	a. everybody would have chance to employ; b. equality	Female	Lao
59	Attapeu	NR 18b	B. Touay	a. fairness; b. equality; c. everyone have a choose	Male	Lao
60	Attapeu	NR 18b	B. Touay	a. there is an equality between women and men; b. everyone have equal opportunity; c. justice	Female	Lao
61	Attapeu	PR 9001	B. Mixai	a. it is fair whether they are female, male or less opportunity people; b. everybody are allowed to work with them	Female	Ethnic
62	Attapeu	PR 9001	B. Mixai	a. there is a opportunity for all people; b. they only need the workers; c. fair for wage	Male	Ethnic
63	Attapeu	PR 9001	B. Vangxai	a. everything is equal; b. male and female have same and equal opportunity; there is an equal rate of labor paid; d. nobody takes advantage of other	Male	Lao
64	Attapeu	PR 9001	B. Vangxai	a. no discrimination between women and men; b. they provide opportunity to everybody to have a chance to work	Female	Lao
65	Attapeu	PR 9001	B. Dakkiat	a. women and men are equate in employ; b. ethnic got employ the same	Male	Lao
66	Attapeu	PR 9001	B. Dakkiat	Fairness and equitable, Everyone has a chance to be hired, Fair wages	Female	Lao
67	Attapeu	PR 9001	B. Somboun	Almost people from all groups hone chances be hired ,no classification	Female	Lao
68	Attapeu	PR 9001	B. Somboun	a. it is acceptable because no classification everyone has a chance to be hired	Male	Lao
69	Attapeu	PR 9001	B. Tatkoum	(A) Everyone has equal chance to be hired; (B) it is justice and reasonable	Male	Lao
70	Attapeu	PR 9001	B. Tatkoum	(A) Male or female are having the same opportunity;(B) it should before enough for chances because they don't judge whether which nationality you are or either you are waelthey or poor	Female	Lao
71	Attapeu	PR 9001	B. Phiakeo	a. if there are same company , that company would come and solve by themselves ( but it would never get into big arguments) b. everything accepting for working , everyone will have the same equality treating each other c. no one will have more or less than the other d. good equality or equality treated	Male	Lao

Question 3: Do people in your community have equal opportunities to get these jobs? [Focus on male vs. female potential employment, or ethnic differences in type of						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
72	Attapeu	PR 9001	B. Phiakeo	a. having the right for male, female and the other ; b. fairly for wages; c. everyone got opportunities and rights	Female	Lao
73	Attapeu	PR 9001	B. Pouxai	a. everyone have chance to get job . no classification	Male	Lao
74	Attapeu	PR 9001	B. Pouxai	a. everyone has a chance to get a job ; b. wages are reasonable	Female	Lao



Question 4: If somebody needs to get to certain places that are far away now (clinic, market, etc), is it easy to afford to get there? Is it different for men and women? Is it different for men versus women in getting to certain places? Think about how men travel versus how women travel, and where they need to go.						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
1	Salavane	NR20	B. Nakhoysao	a. hospital and market are very far from village we have to go to municipality; b. it is quite uncomfortable, so far, if we haven't to go we will not go for service	Female	Lao
2	Salavane	NR20	B. Nakhoysao	a. we ever been to travel a far way and difficult, because the way isn't convenience; b. women or men aren't different to go to service	Male	Lao
3	Salavane	NR20	B. Naxai-Noy	a. it we go to hospital, we have good service; b. sometime we have problem for travel a little but not big for us	Male	Lao
4	Salavane	NR20	B. Naxai-Noy	a. there is not public service there are someone got service but have to go district that difficult for communication cause don't have any vehicle	Female	Lao
5	Salavane	NR20	B. Lak 2	a. Because of those places are public everyone can be use service; b. for journey that's a bit far but can go to use service when they want	Male	Ethnic
6	Salavane	NR20	B. Lak 2	a. because those places be public places, so everybody get service but it's so far from village that's why have some people go to use it	Female	Ethnic
7	Salavane	NR20	B. Senvang	a. not enough for service, comfortable to communication; b. from village to district is not far; c. women-men can communication by comfortable	Female	Lao
8	Salavane	NR20	B. Senvang	a. ever get service because stay near the market everybody go to use service market and go to service hospital but it's quite far form village	Male	Lao
9	Salavane	PR 6901	B. Paktaphan	a. there are comfortable public service; b. communication quite comfortable; c. using the way uncomfortable because the way quite small; d. women-men trip the some are not diffirent	Male	Lao
10	Salavane	PR 6901	B. Paktaphan	a. there are many people ever use public service; b. the communicate are comfortable; c. men-women are equate in communication.	Female	Lao
11	Salavane	PR 6901	B. Nanongyao	a. if there is necessary , there will be public services; b. it's far but not too difficult	Male	Ethnic
12	Salavane	PR 6901	B. Nanongyao	a. receive enough services ease in traveling; b. everyone receive the services	Female	Ethnic
13	Salavane	PR 6901	B. Nongxano	a. minority, there have been no services (especially the poor)	Female	Lao
14	Salavane	PR 6901	B. Nongxano	a. everybody got public service; b. it's not far from home to public; c. every gender and age are the same for transport	Male	Lao
15	Salavane	PR 6901	B. Leungnoktha	a. ever have use service public; b. journey to the public point is convenience; c. male and female can be journey have equality	Male	Ethnic

Question 4: If somebody needs to get to certain places that are far away now (clinic, market, etc), is it easy to afford to get there? Is it different for men and women? Is it different for men versus women in getting to certain places? Think about how men travel versus how women travel, and where they need to go.						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
16	Salavane	PR 6901	B. Leungnoktha	a. ever use public service; b. un comfortable public service; c. the communication to public place are difficult	Female	Ethnic
17	Salavane	PR 6901	B. Phouangsavar	a. many people got public service, but not all over; b. want to have comfortable public service for example: hospital	Male	Lao
18	Salavane	PR 6901	B. Phouangsavar	a. everybody ever use public service ; b. women and men get good service, go to intention together	Female	Lao
19	Sekong	PR7615	B. Houayhoun	a. ever got public service; b. would like to have public service better than this and comfortable	Male	Lao
20	Sekong	PR7615	B. Houayhoun	a. everybody got public service; b. it's not far from home to public; c. every gender and age are the same for transport	Female	Lao
21	Sekong	PR7615	B. Vangpuay	a. public service is quite uncomfortable; b. far the village; c. never get service	Male	Ethnic
22	Sekong	PR7615	B. Vangpuay	a. public service is not develop; b. the way to public are so far and difficult	Female	Ethnic
23	Sekong	PR7615	B. Temesangtho	a. almost public service are not famous and so far; b. go to public uncomfortable	Male	Lao
24	Sekong	PR7615	B. Temesangtho	a. when we have any problem of health, we are receive primary health care; b. the journey to receive the primacy health care are not too far, and comfortable; c. every body even though males or females are same to destination.	Female	Lao
25	Sekong	PR7615	B. Hokong	a. have same people use public for service; b. convenience to travel, both gender and have to use service	Male	Ethnic
26	Sekong	PR7615	B. Hokong	a. go to market, to hospital. Everybody can go and have good service. But in our village can't because is quite far; b. the travel between male and female are equal	Female	Ethnic
27	Sekong	NR16	B. Kamkok	a. travel is quite for to use service and they doesn't have vehicle to go	Male	Ethnic
28	Sekong	NR16	B. Kamkok	a. minority do not receive service because the road is very bad b. mostly, they live their life traditionally, instead of working for public	Female	Ethnic
29	Sekong	NR16	B. Chounla	a. have usage public service b. every people have to use public service c. quite far a bit but convenience	Female	Ethnic
30	Sekong	NR16	B. Chounla	a. have been use public service when we needed; b. not different between male and female in traveling to the point	Male	Ethnic
31	Sekong	NR16	B. Donxa	a. everyone get same services ; b. it is quite for but if it so necessary we have to go	Male	Ethnic

Question 4: If somebody needs to get to certain places that are far away now (clinic, market, etc), is it easy to afford to get there? Is it different for men and women? Is it different for men versus women in getting to certain places? Think about how men travel versus how women travel, and where they need to go.						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
32	Sekong	NR16	B. Donxa	Using service from public health is difficult because it is so far not enough time, Male and female commuting is the same	Female	Ethnic
33	Sekong	NR16	B. Kongthayun	a. only a few people access to the service; b. due to the fact that the public service is not widely	Female	Ethnic
34	Sekong	NR16	B. Kongthayun	a. people are eligible to use public services ; b. every people have equal right to public service	Male	Ethnic
35	Sekong	NR16	B. Lakkhao	a. experienced public services ; b. not too difficult to travel there	Male	Ethnic
36	Sekong	NR16	B. Lakkhao	a. got public service; b .journey convenience to public place	Female	Ethnic
37	Sekong	NR16	B. Nongkan	a. used public service before; b. maybe able to travel but still need the service	Female	Lao
38	Sekong	NR16	B. Nongkan	a. There is no age or gender discrimination; b. both gender are treated fair & equal	Male	Lao
39	Sekong	NR16	B. Kapu	a. it's local area so everyone can use; b. it's quite far to travel	Male	Ethnic
40	Sekong	NR16	B. Kapu	a. if they have to, there are some people get public service; b. it's quite far, but have to get service	Female	Ethnic
41	Attapeu	NR 18b	B. Xaisi	a. because those places be public places that's why everybody got service; b. but the way quite far	Male	Lao
42	Attapeu	NR 18b	B. Xaisi	a. if we really needed then we could use the public service; b. the village might be too far from the journey; c. make no different for men and women to travelled	Female	Lao
43	Attapeu	NR 18b	B. Vat-Nua	a. there just few that got a public service; b. it's quite far to travel to the particular location	Female	Lao
44	Attapeu	NR 18b	B. Vat-Nua	a. use to have public service; b. it may far but it is convenient to travel	Male	Lao
45	Attapeu	NR 18b	B. Vatthat	a. some of them have a service because is quite far and not convenience for traveling	Female	Ethnic
46	Attapeu	NR 18b	B. Vatthat	a. not enough services (public) and is very bad in convent	Male	Ethnic
47	Attapeu	NR 18b	B. Vatlouang	a. there are services in the upper area but it is far; b. the road to each destinations are quite far and very inconvenient to travel	Male	Ethnic
48	Attapeu	NR 18b	B. Vatlouang	a. ever use, but it not service in our village; b. the way so far from public service; c. there are a lot of difficult for communication	Female	Ethnic
49	Attapeu	NR 18b	B. Phok	a. have experience public services; b. traveling convenient	Male	Ethnic
50	Attapeu	NR 18b	B. Phok	a. receive public services; b. not far away from each other; c. all gender have equal service	Female	Ethnic

Question 4: If somebody needs to get to certain places that are far away now (clinic, market, etc), is it easy to afford to get there? Is it different for men and women? Is it different for men versus women in getting to certain places? Think about how men travel versus how women travel, and where they need to go.						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
51	Attapeu	NR 18b	B. Khanmakong	(A) Barely have public service because is difficult for traveling (B) not different between female or male for public service	Male	Lao
52	Attapeu	NR 18b	B. Khanmakong	a. most of them have got a service; b. to far for traveling because the place is develop in local area	Female	Lao
53	Attapeu	NR 18b	B. Fangdeng	a. just few people to use service because is to far	Male	Ethnic
54	Attapeu	NR 18b	B. Fangdeng	a. some people get service; b. disagree far and don't have any time to go to use service; c. traveling are not different between women and men	Female	Ethnic
55	Attapeu	NR 18b	B. Xay	a. everybody ever use service every time that go to use service; b. traveling to use service between women-men are not different; c. distance is far	Male	Lao
56	Attapeu	NR 18b	B. Xay	Everyone have use a service, Journey is convenience, Journey is not different between male female	Female	Lao
57	Attapeu	NR 18b	B. Phoxai	a. everyone gets good service; b. no different traveling between male and female	Male	Lao
58	Attapeu	NR 18b	B. Phoxai	a. have chosen to get service because is public is service for everybody	Female	Lao
59	Attapeu	NR 18b	B. Touay	a. when they got sick just go to the hospital, sometime they just get the medicine in the market; b. the transportation is quite far however if it is necessary we need to go anyway	Male	Lao
60	Attapeu	NR 18b	B. Touay	a. never use service; b. only little amant; c. it's quite far; d. hard travel	Female	Lao
61	Attapeu	PR 9001	B. Mixai	a. it is far, it is difficult to transport, people rarely use those services; b. there no difference between male and female in transport issue	Female	Ethnic
62	Attapeu	PR 9001	B. Mixai	a. fair service; b. public place, no discrimination; c. the transport distance is far, but if it con not be avoided whether it is difficult or easy need to go anyway	Male	Ethnic
63	Attapeu	PR 9001	B. Vangxai	a. nobody ever used the service before ; b. population in village is still poor transport is very comfortable only some people receive that service	Male	Lao
64	Attapeu	PR 9001	B. Vangxai	a. they not usually go to the market only a small portion; b. the most of people here is farmer, they don't have time to go to the market	Female	Lao
65	Attapeu	PR 9001	B. Dakkiat	a. everybody got public service; b. it's not far from home to public; c. every gender and age are the same for transport	Male	Lao
66	Attapeu	PR 9001	B. Dakkiat	Because of being poor people, they are refused to get service, they have no money for service, Due to long distance, was a lot of time, they will not go to use the sevice if not neccessony	Female	Lao

Question 4: If somebody needs to get to certain places that are far away now (clinic, market, etc), is it easy to afford to get there? Is it different for men and women? Is it different for men versus women in getting to certain places? Think about how men travel versus how women travel, and where they need to go.						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
67	Attapeu	PR 9001	B. Somboun	(A). used to, everyone is serviced; (B). Long distance enough;©. Not too difficult when community because buses and cons available	Female	Lao
68	Attapeu	PR 9001	B. Somboun	a. Inconvenient because long distance ; b. some people are using services ; c. male travel is faster than female	Male	Lao
69	Attapeu	PR 9001	B. Tatkoum	(A) certainly ,all people have taken services of public health; (B) Always long time take to go to use public service	Male	Lao
70	Attapeu	PR 9001	B. Tatkoum	(A) there are very few who uses service ;(B) if it is not really necessary they don't need to use the service; (C)it is fairly for and takes a lot time reach the destination	Female	Lao
71	Attapeu	PR 9001	B. Phiakeo	it is fairly for opportunity to employ male and female, people who have no chance and other groups everyone get payment fairly	Male	Lao
72	Attapeu	PR 9001	B. Phiakeo	a. however that area is very far apart from where we are ; b. it's very complicated when we needed, traveling is complicated and waste of time	Female	Lao
73	Attapeu	PR 9001	B. Pouxai	a. village is far from public service center b. taking time to go to use service c. no different between male and female	Male	Lao
74	Attapeu	PR 9001	B. Pouxai	a. no hospital, market in the village ; b. everyone get services	Female	Lao

Question 5: If there were people that came to you right here on the road to buy goods (you didn't need to travel anywhere), which of these activities would help you to make the most?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
1	Salavane	NR20	B. Nakhoysao	a. It help to communication to each other village, district to district (comfortable every side); b. it is useful for plant, farm and agricultural etc	Female	Lao
2	Salavane	NR20	B. Nakhoysao	a. We convenience everyway to building the house, school and another building	Male	Lao
3	Salavane	NR20	B. Naxai-Noy	a. the way make convenience many things for us the way to farm, plant vegetable, tree and produce the product, etc	Male	Lao
4	Salavane	NR20	B. Naxai-Noy	a. can go everywhere if have the road; b. go to plant to be the goods and eat everyday and anything else	Female	Lao
5	Salavane	NR20	B. Lak 2	a. make comfortable about for using road ; b. go find some wood to easy for build a house; c. easy to go get food gathering	Male	Ethnic
6	Salavane	NR20	B. Lak 2	a. comfortable to communication product, fide the woods to build the house are comfortable when we communication	Female	Ethnic
7	Salavane	NR20	B. Senvang	a. the communication can load more than before, faster, more comfortable the trade of goods is better	Female	Lao
8	Salavane	NR20	B. Senvang	a. it help to a lot of transport and quick; b. comfortable to go to do product of agriculture (plant, tree, etc)	Male	Lao
9	Salavane	PR 6901	B. Paktaphan	a. after that transportation such as more transport than the past comfortable more than the past; b. every communication are comfortable more than the past	Male	Lao
10	Salavane	PR 6901	B. Paktaphan	a. it will be better if there are traders come to buy the products in village; b. we won't take the products to buy another city; c. the building of road maybe help many side such as plant, farm and etc.	Female	Lao
11	Salavane	PR 6901	B. Nanongyao	a. it will be good to increase our community and convenience; b. no need to go far and will be able to save money	Male	Ethnic
12	Salavane	PR 6901	B. Nanongyao	a. ease in traveling especially with the transportation department; b. ease in living	Female	Ethnic
13	Salavane	PR 6901	B. Nongxano	a. will lower expenses (lower cost); b. fast and convenient transportation	Female	Lao
14	Salavane	PR 6901	B. Nongxano	a. can go everywhere if have the road	Male	Lao
15	Salavane	PR 6901	B. Leungnoktha	a. help product to transport and safety; b. easy to get food gathering	Male	Ethnic
16	Salavane	PR 6901	B. Leungnoktha	a. Communication product more safety than before; b. if there are traders come to buy product are so good and more comfortable	Female	Ethnic

Question 5: If there were people that came to you right here on the road to buy goods (you didn't need to travel anywhere), which of these activities would help you to make the most?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
17	Salavane	PR 6901	B. Phouangsavar	a. improve the communication of product more increase and more comfortable; b. make the road to convenient for using the way	Male	Lao
18	Salavane	PR 6901	B. Phouangsavar	a. Help into get more transport and more comfortable; b. help to many comfortable	Female	Lao
19	Sekong	PR7615	B. Houayhoun	a. help into get more transport, comfortable and faster	Male	Lao
20	Sekong	PR7615	B. Houayhoun	a. transport of goods are more comfortable than the fast; b. comfortable into the goods; c. production to do plants are grow up quite good	Female	Lao
21	Sekong	PR7615	B. Vangpuay	a. comfortable everything; b. go to farm, plant can use vehicle; c. easy into produce	Male	Ethnic
22	Sekong	PR7615	B. Vangpuay	a. trade-sell in village will be comfortable; b. building the road can help many thing; c. product of agriculture are quick develop	Female	Ethnic
23	Sekong	PR7615	B. Temesangtho	a. comfortable everything; b. trade in village can get more comfortable; c. not far for trade-sell	Male	Lao
24	Sekong	PR7615	B. Temesangtho	a. if the road construction have finished, the communication will be comfortable, quickly and loading more than before; b. every things will be more comfortable than before.	Female	Lao
25	Sekong	PR7615	B. Hokong	a. help convenience to transport and fast; b. we will help	Male	Ethnic
26	Sekong	PR7615	B. Hokong	a. it will helpful for travel to planting to produce the product and easy to transport	Female	Ethnic
27	Sekong	NR16	B. Kamkok	a. help more transport and safety; b. easy to travel to farm and convenience ; c. produce is will expend	Male	Ethnic
28	Sekong	NR16	B. Kamkok	a. we use for agriculture to product such as coffee beans, plants and etc b. help ease the transportation	Female	Ethnic
29	Sekong	NR16	B. Chounla	a. convenience to trade transport b. if have trade in our village is will better and we won't go to another places to buy	Female	Ethnic
30	Sekong	NR16	B. Chounla	a. convenience; b. get more profit from trade because insufficient funding	Male	Ethnic
31	Sekong	NR16	B. Donxa	a. enable us to have more convenient commuting to farm ; b. smoothly village traveling	Male	Ethnic
32	Sekong	NR16	B. Donxa	Convenient traveling and shifting goods, Going to farming is more convenient	Female	Ethnic
33	Sekong	NR16	B. Kongthayun	a. convenient in transportation; b. convenient in trading	Female	Ethnic
34	Sekong	NR16	B. Kongthayun	a. convenient in transportation ; b. business-trading all receive profits	Male	Ethnic
35	Sekong	NR16	B. Lakkhao	a. help faster transportation ; b. good profit	Male	Ethnic

Question 5: If there were people that came to you right here on the road to buy goods (you didn't need to travel anywhere), which of these activities would help you to make the most?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
36	Sekong	NR16	B. Lakkhao	a. helping them travel freely; b. help to save money for journey to buy things	Female	Ethnic
37	Sekong	NR16	B. Nongkan	a. need convenience about agriculture production; b. if there were buyers that will be good	Female	Lao
38	Sekong	NR16	B. Nongkan	a. trading and transportation will be more convenient; b. allow for more trade and transportation	Male	Lao
39	Sekong	NR16	B. Kapu	a. easy to transport; b. satisfied traveling	Male	Ethnic
40	Sekong	NR16	B. Kapu	a. comfortable to people and trade; b. trade are good profit, the cost of transport is low	Female	Ethnic
41	Attapeu	NR 18b	B. Xaisi	a. comfortable to transport the goods; b. pick the goods to sell are comfortable; c. products are good prices	Male	Lao
42	Attapeu	NR 18b	B. Xaisi	a. good roads are useful for trading and selling	Female	Lao
43	Attapeu	NR 18b	B. Vat-Nua	a. if help them to buy goods in this village a lot easier; b. we didn't go out that far to buy our needs for those reasons it help us saves a lot of money	Female	Lao
44	Attapeu	NR 18b	B. Vat-Nua	a. help them to buy products more convenient; b. it is convenient because the product didn't have is also convenient	Male	Lao
45	Attapeu	NR 18b	B. Vatthat	a. if have trade in local area will be better because we don't have to travel to far; b. construct the road is important because it will be more convenience	Female	Ethnic
46	Attapeu	NR 18b	B. Vatthat	a. will help retail with us and sell it to others; b. road construction will help raise living standard	Male	Ethnic
47	Attapeu	NR 18b	B. Vatlouang	a. if there were sellers that would be great, due to the bad condition of the road so it is very hard to travel. There are lots of dust. When it's raining, car and people can not travel at all	Male	Ethnic
48	Attapeu	NR 18b	B. Vatlouang	a. there are buy and trade, market in the village, it's so good; b. to be comfortable communication and etc.	Female	Ethnic
49	Attapeu	NR 18b	B. Phok	a. it will help delivered products more than before; b. it will be more effective and efficient	Male	Ethnic
50	Attapeu	NR 18b	B. Phok	a. with better road this will lower people production costs and increase benefits (hopefully)	Female	Ethnic
51	Attapeu	NR 18b	B. Khanmakong	(A) construct road will help for transport (B) help for travel move comfortable and safety	Male	Lao
52	Attapeu	NR 18b	B. Khanmakong	a. help easy to travel, convenience to trade and safe	Female	Lao
53	Attapeu	NR 18b	B. Fangdeng	a. help convenience for travel for travel to easy produce plant and fast to take have and at the light time at the season	Male	Ethnic



Question 5: If there were people that came to you right here on the road to buy goods (you didn't need to travel anywhere), which of these activities would help you to make the most?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
54	Attapeu	NR 18b	B. Fangdeng	a. help we go to do agriculture plant another easy; b. help another things	Female	Ethnic
55	Attapeu	NR 18b	B. Xay	a. help into go and come in village; b. help into go to fide the wood for use it; c. help into comfortable traveling	Male	Lao
56	Attapeu	NR 18b	B. Xay	Help to travel to cut wood for male a coal, help to easy to take it to have, help easy to travel	Female	Lao
57	Attapeu	NR 18b	B. Phoxai	enable them to have more convenient traveling for trading in village; b. would be very helpful for going to work in everyday such family, planting.	Male	Lao
58	Attapeu	NR 18b	B. Phoxai	a. provide convenience in agriculture make it easy to produce, harvest and gather final of labor is not need and save time	Female	Lao
59	Attapeu	NR 18b	B. Touay	a. help them to purchase and transport products comfortable; b. provide easier transportation safety as well as allow local economy to develop	Male	Lao
60	Attapeu	NR 18b	B. Touay	a. easy to travel and trade safe, low cost of transportation	Female	Lao
61	Attapeu	PR 9001	B. Mixai	a. provide them with safe and convenient transportation; b. easier and more comfortable to transport wood; c. no need of large amount of labor	Female	Ethnic
62	Attapeu	PR 9001	B. Mixai	a. convenient for transportation; b. save time for transportation	Male	Ethnic
63	Attapeu	PR 9001	B. Vangxai	a. travel between in village is more convenient; b. working farming field, planting etc; c. save time in transporting the goods ; d. no extra labor is needed	Male	Lao
64	Attapeu	PR 9001	B. Vangxai	a. make them more convenient in traveling, saved cost of transport ; b. ther are many benefit	Female	Lao
65	Attapeu	PR 9001	B. Dakkiat	a. help easy to travel, convenience to trade and safe	Male	Lao
66	Attapeu	PR 9001	B. Dakkiat	More convenient to come to by product, Sane time, sane cost and safety for goods transportation	Female	Lao
67	Attapeu	PR 9001	B. Somboun	(A). It is More convenient for people come to buy product;(B). Not many using and same time	Female	Lao
68	Attapeu	PR 9001	B. Somboun	a. it would be more convenient for people able to go anywhere they want ; b. using for agriculture working ; c. goods shifting is more convenient	Male	Lao
69	Attapeu	PR 9001	B. Tatkoum	(A) More convenient for go to work such as agriculture, forestry, etc, and all equipment can be brought easier; (B) convenient of village community	Male	Lao
70	Attapeu	PR 9001	B. Tatkoum	(A) it will help them to go buy the products also ,it will makes people use the road freely and faster	Female	Lao
71	Attapeu	PR 9001	B. Phiakeo	a. ever but the places are far from the village and don't have in the village b. have to travel to use service quite far c. use a lot of time	Male	Lao

Question 5: If there were people that came to you right here on the road to buy goods (you didn't need to travel anywhere), which of these activities would help you to make the most?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
72	Attapeu	PR 9001	B. Phiakeo	a. helping with agriculture and moving equipment from places to places	Female	Lao
73	Attapeu	PR 9001	B. Pouxai	a. enable community is more convenient b. help the trading in village is more convenient	Male	Lao
74	Attapeu	PR 9001	B. Pouxai	a. convenient going to farming, village commuting ; b. easily for goods transportation	Female	Lao

Question 6: The money earned from selling goods / other livelihood strategies that you may do independently, do the men and women share the money, or does each keep his/her own money?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
1	Salavane	NR20	B. Nakhoysao	a. wife is saving money in the family; b. the couple can spend money fairly	Female	Lao
2	Salavane	NR20	B. Nakhoysao	a. earn together; b. can spend money fairly (couple)	Male	Lao
3	Salavane	NR20	B. Naxai-Noy	a. earn money together; b. freedom to pay; c. have a little or lot will to help	Male	Lao
4	Salavane	NR20	B. Naxai-Noy	a. almost husband earn and wife is saving money; b. spend money are equate; c. almost the wife work at the house	Female	Lao
5	Salavane	NR20	B. Lak 2	a.(worker family) male money individually; b. the same spending between husband and wife	Male	Ethnic
6	Salavane	NR20	B. Lak 2	a. earn together (if they are people's family); b. can spend together and equate between the people; c. all of money wife is saving	Female	Ethnic
7	Salavane	NR20	B. Senvang	a. earn money by self (for family's official); b. earn money together (for family's people); c. couple spend money fairly; d. saving money together	Female	Lao
8	Salavane	NR20	B. Senvang	a. earn together but wife keep the money; b. husband earn a lot of money more than in every month; c. spend money is fairly	Male	Lao
9	Salavane	PR 6901	B. Paktaphan	a. the couple are saving money together; b. when earn money already then share middle that's reason the couple spend different; c. wife is responsibility in the home such as eat; d. husband is responsibility out the home such as build	Male	Lao
10	Salavane	PR 6901	B. Paktaphan	a. sufficiency economy of family. For payment in family wife's saving money; b. husband earn money, wife's saving money to pay in family.	Female	Lao
11	Salavane	PR 6901	B. Nanongyao	a. individually make money (some family); b. husband make money and wife look after are the minority; c. majority both work and have equal right to use the money	Male	Ethnic
12	Salavane	PR 6901	B. Nanongyao	a. every family is different in making and looking after money	Female	Ethnic
13	Salavane	PR 6901	B. Nongxano	a. family will all find; b, individuating find; c. every member use the money, some family share (minority)	Female	Lao
14	Salavane	PR 6901	B. Nongxano	a. earn together; b. can spend money fairly (couple)	Male	Lao
15	Salavane	PR 6901	B. Leungnoktha	a. husband and wife make money each other and money same pocket; b. husband and wife all total money they are saving the same pocket	Male	Ethnic
16	Salavane	PR 6901	B. Leungnoktha	a. earn together but wife is saving money; b. wife is a person who spend money for family	Female	Ethnic
17	Salavane	PR 6901	B. Phouangsavai	a. earn together but wife is saving money; b. the couple keep money together can sufficiency ourselves	Male	Lao

Question 6: The money earned from selling goods / other livelihood strategies that you may do independently, do the men and women share the money, or does each keep his/her own money?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
18	Salavane	PR 6901	B. Phouangsavar	a. earn together but wife is protect if and saving it ; b. wife is spend money to eat	Female	Lao
19	Sekong	PR7615	B. Houayhoun	a. earn together, wife's saving money; b. almost wife is spend money in family	Male	Lao
20	Sekong	PR7615	B. Houayhoun	a. earn together but wife is saving money; b. help to earn money to be useful, will be a good family	Female	Lao
21	Sekong	PR7615	B. Vangpuay	a. earn together for people's family ; b. spend money are fairly (couple); c. earn together, spend together	Male	Ethnic
22	Sekong	PR7615	B. Vangpuay	a. spend in family such as buy every are the wife's responsibility; b. husband just earn and give it to wife	Female	Ethnic
23	Sekong	PR7615	B. Temesangtho	a. earn together (people's family); b. fairly to use money	Male	Lao
24	Sekong	PR7615	B. Temesangtho	a. the people families are earn money together; b. the official families, husband and wife aren't earn money together but in two families, wives will safe money and pay for foods and many things in families	Female	Lao
25	Sekong	PR7615	B. Hokong	a. earning together, but wife will be the one who collect and keep it safe	Male	Ethnic
26	Sekong	PR7615	B. Hokong	a. earning money by there own; b. when they pay will pay together	Female	Ethnic
27	Sekong	NR16	B. Kamkok	a. saving money for family is wife for saving but husband earning money	Male	Ethnic
28	Sekong	NR16	B. Kamkok	a. the majority is husband is the lead to making money and minority is wife b. the wife will take after the money but both have equal used money	Female	Ethnic
29	Sekong	NR16	B. Chounla	a. earn together and family are farming b. every people in family can spend money	Female	Ethnic
30	Sekong	NR16	B. Chounla	a. family working for income; b,. Equality for payment (wife and husband)	Male	Ethnic
31	Sekong	NR16	B. Donxa	a. earn his/her own many ; b. sometime wife keep ; c. sometime share	Male	Ethnic
32	Sekong	NR16	B. Donxa	Wife will keep money that her husband earned	Female	Ethnic
33	Sekong	NR16	B. Kongthayun	a. husband and wife have equal right in expenditure	Female	Ethnic
34	Sekong	NR16	B. Kongthayun	a. husbands & wife's have equal right to access expenditure	Male	Ethnic
35	Sekong	NR16	B. Lakkhao	a. both make money but wife is the one who look ; b. wife is the person who pay expenses	Male	Ethnic
36	Sekong	NR16	B. Lakkhao	a. help earning more money than spending out the money if have something to paid just pay it; b. putting effort in and handle our selves	Female	Ethnic
37	Sekong	NR16	B. Nongkan	a. the husband is the person make the most money; b. the wife sometimes work because need to take responsible for the house; c. the wife decide and responsible for food and living	Female	Lao

Question 6: The money earned from selling goods / other livelihood strategies that you may do independently, do the men and women share the money, or does each keep his/her own money?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
38	Sekong	NR16	B. Nongkan	a. husband will work so that the family have money to spend on daily life ; b. the husband have the right and chance to use money too	Male	Lao
39	Sekong	NR16	B. Kapu	a. all help each other; b. equal used of income	Male	Ethnic
40	Sekong	NR16	B. Kapu	a. couple are saving money together; b. do work style enough our selves, spending money by responsibility together	Female	Ethnic
41	Attapeu	NR 18b	B. Xaisi	a. earn together (people's family); b. the couple can use together; c. saving money style sufficiently	Male	Lao
42	Attapeu	NR 18b	B. Xaisi	a. in gathering the money both husband and wife get the same right; b. the spending in the family is the husband and wife role	Female	Lao
43	Attapeu	NR 18b	B. Vat-Nua	a. both of the husband and wife help each other gather money from selling goods and doing the other jobs; b. they earn together and they spend together	Female	Lao
44	Attapeu	NR 18b	B. Vat-Nua	a. mostly both husband and wife help each other, but wife take more the than husband; b. for the spending wife might be the one who is in charge	Male	Lao
45	Attapeu	NR 18b	B. Vatthat	a. work and use together village they all farming; b. everyday husband and wife go working together	Female	Ethnic
46	Attapeu	NR 18b	B. Vatthat	A .husband find money wife look after money; b. freelance work to receive money to use in daily life	Male	Ethnic
47	Attapeu	NR 18b	B. Vatlouang	a. everyone in the family does it; b. rely on yearly production	Male	Ethnic
48	Attapeu	NR 18b	B. Vatlouang	a. earn together because just do work in family; b. farm together saving money together	Female	Ethnic
49	Attapeu	NR 18b	B. Phok	a. both husband and wife make money and have equal use; b. save enough money just for themselves	Male	Ethnic
50	Attapeu	NR 18b	B. Phok	a. we all help, mostly agriculture; b. for payment just to help themselves	Female	Ethnic
51	Attapeu	NR 18b	B. Khanmakong	(A) family working together;(B) they own way for working;©Equality of spending between has band-wife;(D) shave profit	Male	Lao
52	Attapeu	NR 18b	B. Khanmakong	a. husband is working to get money and wife cleaning house; b. payment is equality	Female	Lao
53	Attapeu	NR 18b	B. Fangdeng	a. find together, when they find and get it they will share each other	Male	Ethnic
54	Attapeu	NR 18b	B. Fangdeng	a. earn together, spend together between couple	Female	Ethnic
55	Attapeu	NR 18b	B. Xay	a. when get it will give to wife for saving and spend in family; b. husband is main work to earn money for family	Male	Lao

Question 6: The money earned from selling goods / other livelihood strategies that you may do independently, do the men and women share the money, or does each keep his/her own money?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
56	Attapeu	NR 18b	B. Xay	Family working for income, husband and wife if someone find it and have to share to someone, Equality for payment	Female	Lao
57	Attapeu	NR 18b	B. Phoxai	a. husband earn money and wife will keep the money; b. both have equal expenditure	Male	Lao
58	Attapeu	NR 18b	B. Phoxai	a. find together but wife take all; b. husband is the major part of earning money in the family	Female	Lao
59	Attapeu	NR 18b	B. Touay	a. husband is absolutely the one who earn money for the family and wife will be the one who collect and keep it safe however the right of money usage is equal	Male	Lao
60	Attapeu	NR 18b	B. Touay	a. to keep the things in equally ; b. when we have to pay, we pay equally	Female	Lao
61	Attapeu	PR 9001	B. Mixai	a. both husband and wife are responsible for money earning; b. earned money is shared and separately stored; c. husband is the who earn more money	Female	Ethnic
62	Attapeu	PR 9001	B. Mixai	a. husband earn as a living; b. wife doing house work; c. wife keep the money	Male	Ethnic
63	Attapeu	PR 9001	B. Vangxai	a. money control in the family is responded by wife; b. it is a traditional thing that wife will be the one who take control in the family; c. but for money usage the husband also the right to use	Male	Lao
64	Attapeu	PR 9001	B. Vangxai	a. both of husband and wife earn as living; b. they shared half-half; c. they have a right of using many equally	Female	Lao
65	Attapeu	PR 9001	B. Dakkiat	a. earn together; b. can spend money fairly (couple)	Male	Lao
66	Attapeu	PR 9001	B. Dakkiat	Finding money together but wife is man management, Equally expense	Female	Lao
67	Attapeu	PR 9001	B. Somboun	(A). Both earn but wife is main controller; (B).Husband earn wife same; (C). Respect wife.	Female	Lao
68	Attapeu	PR 9001	B. Somboun	a. husband keep money with wife ; b. sometime finding together ; c. wife is more payment	Male	Lao
69	Attapeu	PR 9001	B. Tatkoum	(A) wife will keep money; (B) sometime, both earn; ©Any payment is wife is responsibility	Male	Lao
70	Attapeu	PR 9001	B. Tatkoum	(A) husband will be the one who brings in the money for the family;(B) wife would be the person who keep all the money;(C)same time ,wife and husb and go out and earn some mony togethe, Atlast, the mony wiillstill be with wife	Female	Lao

Question 6: The money earned from selling goods / other livelihood strategies that you may do independently, do the men and women share the money, or does each keep his/her own money?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
71	Attapeu	PR 9001	B. Phiakeo	help people trade and sell the goods easily, more comfortable, more transport, faster than past and reduce total cost	Male	Lao
72	Attapeu	PR 9001	B. Phiakeo	a. finding and earning money together than later on, giving all the money to the wife; b, spending money together with equally balance	Female	Lao
73	Attapeu	PR 9001	B. Pouxai	a. earning money together and spend together a. wife will keep money c. husband will find money for family	Male	Lao
74	Attapeu	PR 9001	B. Pouxai	a. wife keep the family expenditure ; b. husband is responsible for finding money ; c. both can expend money	Female	Lao

Question 7 Think about the state of the road now – you can see it needs some repairs. Would you people be willing to help repair the road here?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
1	Salavane	NR20	B. Nakhoysao	a. the payment are appropriate; b. we want you to repair the building that broke	Female	Lao
2	Salavane	NR20	B. Nakhoysao	a. we want you to repair the building that broke; b. if we get payment that appropriate we will help for repair it	Male	Lao
3	Salavane	NR20	B. Naxai-Noy	A . income to turn if have some building the government find the way to live; b. income to ethnic from the agriculture so, if government find has to land to do it	Male	Lao
4	Salavane	NR20	B. Naxai-Noy	a. want to repair for comfortable to communication; b. can help in repair but have to payment because we have to absence our work help you repair	Female	Lao
5	Salavane	NR20	B. Lak 2	a. need a solver to solve the road because journey doesn't comfortable; b. need an answer from company; c. can only help for certain things	Male	Ethnic
6	Salavane	NR20	B. Lak 2	a. in this situation the road are including to the earth that people; b. the payment of building the house; c. the payment of village's plant that is havest yet	Female	Ethnic
7	Salavane	NR20	B. Senvang	a. would like to repair; b. if the project is include our earth, we have to get payment that family; c. we will help to build and repair as we can do	Female	Lao
8	Salavane	NR20	B. Senvang	a. if they repair the way it's including to address, agriculture want to get payment of earth especially house, earth of build earth of agriculture and want to have the repair road for comfortable; b.help in the repairing as we can do	Male	Lao
9	Salavane	PR 6901	B. Paktaphan	a. there are repair the road but we have to get good payment; b. the payment in labor, employ and perfect road	Male	Lao
10	Salavane	PR 6901	B. Paktaphan	a. the road have to repair; b. there aren't many facility on the road; c. the road' re quite small.	Female	Lao
11	Salavane	PR 6901	B. Nanongyao	a. they should be repair the road; b. we will help in return for reasonable wages	Male	Ethnic
12	Salavane	PR 6901	B. Nanongyao	a. good returns; b. not helping with money	Female	Ethnic
13	Salavane	PR 6901	B. Nongxano	a. observe if the condition of road should repair; b. we all have the idea to help repair	Female	Lao
14	Salavane	PR 6901	B. Nongxano	a. the road must have to solve; b. we will help to solve	Male	Lao
15	Salavane	PR 6901	B. Leungnoktha	a. the road must have to solve; b. we will help to solve	Male	Ethnic
16	Salavane	PR 6901	B. Leungnoktha	a. the road quite small, should be develop; b. uncomfortable to use the road	Female	Ethnic
17	Salavane	PR 6901	B. Phouangsavar	a. the earth special house, plant, agriculture, etc; b. have to repair	Male	Lao



Question 7 Think about the state of the road now – you can see it needs some repairs. Would you people be willing to help repair the road here?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
18	Salavane	PR 6901	B. Phouangsavari	a. in the earth, especially earth of house, earth of build, agriculture, plant	Female	Lao
19	Sekong	PR7615	B. Houayhoun	a. the earth of house, build, agriculture, plant; b. every work of build have effect but have good things the same	Male	Lao
20	Sekong	PR7615	B. Houayhoun	a. side of earth especially the earth of building, earth of agriculture, plant, maybe get effect; b. have to build comfortable road	Female	Lao
21	Sekong	PR7615	B. Vangpuay	a. would like to get payment for labor; b. have to repair	Male	Ethnic
22	Sekong	PR7615	B. Vangpuay	a. the problem of road have to repair; b. we can help labor; c. we can't support about money	Female	Ethnic
23	Sekong	PR7615	B. Temesangtho	a. repairing are necessary; b. people join to repair the road	Male	Lao
24	Sekong	PR7615	B. Temesangtho	a. we want to repair the broken road; b. we can help to repair the broken road by our power not by money; c. if you can give the payment is the best.	Female	Lao
25	Sekong	PR7615	B. Hokong	especially house, land for construct and agriculture land	Male	Ethnic
26	Sekong	PR7615	B. Hokong	a. need to repair because the road it badly and hard for travel; b. if they receive back they will help in repair	Female	Ethnic
27	Sekong	NR16	B. Kamkok	a. need to repairment for better than last; b. citizen in this village to participate for repairment because they want to have other wage	Male	Ethnic
28	Sekong	NR16	B. Kamkok	a. need repair b. in helping repair if there is good compensation then will help as much as can	Female	Ethnic
29	Sekong	NR16	B. Chounla	a. almost of family are poor, want to compensation for them b. respond to the labor	Female	Ethnic
30	Sekong	NR16	B. Chounla	a. afraid of effect to village; b. must to repaired	Male	Ethnic
31	Sekong	NR16	B. Donxa	a. want it and must be good paid ; b. will assist any requirement of reparation	Male	Ethnic
32	Sekong	NR16	B. Donxa	Maintenance is required, I will help if get high payment	Female	Ethnic
33	Sekong	NR16	B. Kongthayun	a. repair is in demand; b. involvement from the local community is crucial	Female	Ethnic
34	Sekong	NR16	B. Kongthayun	a. repaired is necessary needed ; people contributed in construction	Male	Ethnic
35	Sekong	NR16	B. Lakkhao	a. especially land about house and construction ; need repair, we will help in repairing	Male	Ethnic
36	Sekong	NR16	B. Lakkhao	a. to work without money; b. for make this road to fix	Female	Ethnic
37	Sekong	NR16	B. Nongkan	a. the road should receive some repair; b. we will help	Female	Lao
38	Sekong	NR16	B. Nongkan	a. Give back to those house and production from; b. by give good quality roads	Male	Lao
39	Sekong	NR16	B. Kapu	a. give back to properties; b. give back plant production that have not yet been harvested	Male	Ethnic

Question 7 Think about the state of the road now – you can see it needs some repairs. Would you people be willing to help repair the road here?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
40	Sekong	NR16	B. Kapu	a. the road should improve; b. for useful and for comfortable of people	Female	Ethnic
41	Attapeu	NR 18b	B. Xaisi	a. payment to another plant of house that not harvest yet; b. there are repair all of to be effect	Male	Lao
42	Attapeu	NR 18b	B. Xaisi	a. need to be fixed; b. we 'll help for the labor	Female	Lao
43	Attapeu	NR 18b	B. Vat-Nua	a. the road need to fix because it is too small and it doesn't good; b. we will help if we got something back	Female	Lao
44	Attapeu	NR 18b	B. Vat-Nua	a. by observing the road it need to be improve; b. we will help repairing the road but it need to be pay	Male	Lao
45	Attapeu	NR 18b	B. Vatthat	a. need repair; b. help repair but have to had a small exchange	Female	Ethnic
46	Attapeu	NR 18b	B. Vatthat	a. because me cannot build again(no income); b. there were helpers to fix but need wages	Male	Ethnic
47	Attapeu	NR 18b	B. Vatlouang	a. because we want jobs; b. we should receive better road construction	Male	Ethnic
48	Attapeu	NR 18b	B. Vatlouang	a. want to get payment; b. maybe join some time; c. for join together it have to ceremony.	Female	Ethnic
49	Attapeu	NR 18b	B. Phok	a. reasonable to fix/repair road; b. will help with labor	Male	Ethnic
50	Attapeu	NR 18b	B. Phok	a. if want repair, must have something in exchange; b. because the road is still not good	Female	Ethnic
51	Attapeu	NR 18b	B. Khanmakong	(A) need a repair for road;(B) we will help for repaired but have to respond for work	Male	Lao
52	Attapeu	NR 18b	B. Khanmakong	a. look around environment, we need them to fix for convenience; b. we will help to fix, if very little we don't need to receive, if hard work we need to trade	Female	Lao
53	Attapeu	NR 18b	B. Fangdeng	a.fix the road is a hard work if have a good compensate and them gonna help to fix	Male	Ethnic
54	Attapeu	NR 18b	B. Fangdeng	a. help it we're free from main work; b. have to give payment	Female	Ethnic
55	Attapeu	NR 18b	B. Xay	a. would like to repair the road; b. we help to repair the road; c. have to had payment (labor) to us	Male	Lao
56	Attapeu	NR 18b	B. Xay	Need to repaired , We will help to repaired, Needed a return back for us	Female	Lao
57	Attapeu	NR 18b	B. Phoxai	a. I will help as I can without any payment because would like to have new road for commuter means	Male	Lao
58	Attapeu	NR 18b	B. Phoxai	a. realty need repair in road; b. hard to transportation; c. help by local area; d. small exchange	Female	Lao
59	Attapeu	NR 18b	B. Touay	a. every works need reward and compensation; b. have to participate in repairing process at least a little help would be good	Male	Lao

Question 7 Think about the state of the road now – you can see it needs some repairs. Would you people be willing to help repair the road here?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
60	Attapeu	NR 18b	B. Touay	a. need for a return; b. they have as much as possible; c. they help only they finish their taste	Female	Lao
61	Attapeu	PR 9001	B. Mixai	a. road needs to be renovated; b. if there is compensation people are willing to help because every people are still poor, everything they worked for should provide them with some compensations	Female	Ethnic
62	Attapeu	PR 9001	B. Mixai	a. they need a convenient road; b. they need a return for any helps	Male	Ethnic
63	Attapeu	PR 9001	B. Vangxai	a. help as much as possible ; b. need to have compensation in return; c. want repair as soon as possible;	Male	Lao
64	Attapeu	PR 9001	B. Vangxai	a. we help with our best; b. don't need in return; b. it is the work of government; c. profile of the village	Female	Lao
65	Attapeu	PR 9001	B. Dakkiat	Maintenance is required, I will help if get high payment	Male	Lao
66	Attapeu	PR 9001	B. Dakkiat	Maintenance are require, Will contribute in Maintenance, No request any payment	Female	Lao
67	Attapeu	PR 9001	B. Somboun	(A) it is argument to re construction; (B) Have to pay for assistant	Female	Lao
68	Attapeu	PR 9001	B. Somboun	a. want to reconstruction ASAP ; b. for payment for assistant is should be reasonable	Male	Lao
69	Attapeu	PR 9001	B. Tatkoum	(A) world like to have road Maintenance;(B) all working is need payment	Male	Lao
70	Attapeu	PR 9001	B. Tatkoum	(A) happing that will be fixing services;(B) working without being paid because we are the dealer	Female	Lao
71	Attapeu	PR 9001	B. Phiakeo	a. husband earn money and wife is saving money b. earn together and then give the wife for save it	Male	Lao
72	Attapeu	PR 9001	B. Phiakeo	a. need to work and fixing stuff; b. don't need benefit and advantage out from fixing; c. working hard with all the effort	Female	Lao
73	Attapeu	PR 9001	B. Pouxai	a. will assist as we can b. would like to have reasonable wage	Male	Lao
74	Attapeu	PR 9001	B. Pouxai	a. help as much as I can ; b. should be paid as reasonable	Female	Lao

Question 7B We know you have other things that you do every day, so would you have the time to help fix the roads? How much time? Does it depend on the amount you are paid?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
1	Salavane	NR20	B. Nakhoysao	a. i can do it after my main work but you have to pay me by reasonably; b. i can special on weekend, but it have to be join work	Female	Lao
2	Salavane	NR20	B. Nakhoysao	a. can do full time if get high payment and use payment in family; b. same people be an employee, will be work but have to get high payment	Male	Lao
3	Salavane	NR20	B. Naxai-Noy	a. if have to make the way we will to help but someday to do	Male	Lao
4	Salavane	NR20	B. Naxai-Noy	a. can do sometime because have to do main work to earn money for in family	Female	Lao
5	Salavane	NR20	B. Lak 2	a. if doing work finish and food gathering no body ganna do except him	Male	Ethnic
6	Salavane	NR20	B. Lak 2	a. will be employ if get high payment, that's payment can product family because I have main work already if I work there, have to get good payment	Female	Ethnic
7	Salavane	NR20	B. Senvang	a. for look after the road we attention to help by labor and property; b. for the time we have to do our main work already and then we can join	Female	Lao
8	Salavane	NR20	B. Senvang	a. can share the time from my work but I can't stop main work and have to payment that suitable with the work	Male	Lao
9	Salavane	PR 6901	B. Paktaphan	a. we will join into repair the road; b. we will join sometime that were free; c. share the time maybe on weekend; d. if there are payment when we finished work we will join on every evening	Male	Lao
10	Salavane	PR 6901	B. Paktaphan	a. the building of road use high budget; b. we can't repair it by using our budget; c. if there are repairs have to payment.	Female	Lao
11	Salavane	PR 6901	B. Nanongyao	a. can be involved but need sensible wages; b. can work full time	Male	Ethnic
12	Salavane	PR 6901	B. Nanongyao	a. can go but cannot leave family order wise it won't make any differences	Female	Ethnic
13	Salavane	PR 6901	B. Nongxano	a. will give time to help; b. will help with labor but not finance	Female	Lao
14	Salavane	PR 6901	B. Nongxano	a. can do sometime because have to do main work to earn money for in family	Male	Lao
15	Salavane	PR 6901	B. Leungnoktha	a. we can working like to solve the road; b. get great wage and suitable	Male	Ethnic
16	Salavane	PR 6901	B. Leungnoktha	a. we can join sometime not full time; b. maybe raise people to join together	Female	Ethnic
17	Salavane	PR 6901	B. Phouangsavai	a. we will allocate the time to join repair together; b. leader of village be raise people to join repair together	Male	Lao
18	Salavane	PR 6901	B. Phouangsavai	a. would like to get payment for labor ; b. join together as we can	Female	Lao
19	Sekong	PR7615	B. Houayhoun	a. find the free time to help into repair the road; b. join together in village	Male	Lao
20	Sekong	PR7615	B. Houayhoun	a. people agree to join together; b. have to make process for join together; c. maybe join together one week per day or two day	Female	Lao

Question 7B We know you have other things that you do every day, so would you have the time to help fix the roads? How much time? Does it depend on the amount you are paid?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
21	Sekong	PR7615	B. Vangpuay	a. maybe we stop main work to do this work if it gives high payment; b. work full time should have high payment	Male	Ethnic
22	Sekong	PR7615	B. Vangpuay	A .join labor sometime; b. maybe join together are many people	Female	Ethnic
23	Sekong	PR7615	B. Temesangtho	a. we will do work if company give good payment; b. if don't have any payment, we will join a little	Male	Lao
24	Sekong	PR7615	B. Temesangtho	a. we don't have many time because we do our main work every week day; b. if that's weekend, maybe we can help to repair the broken roads.	Female	Lao
25	Sekong	PR7615	B. Hokong	a. can we work full time but can't cut out major; b. so important to repair	Male	Ethnic
26	Sekong	PR7615	B. Hokong	a. we will give sometime for repair the road but can't all day; b. we have to work or our daily work because it an essential work	Female	Ethnic
27	Sekong	NR16	B. Kamkok	a. we can't help fully time because have individual work, we will give time to work for repairment	Male	Ethnic
28	Sekong	NR16	B. Kamkok	we can manage time to help repair but only sometime because we need to work our daily life jobs	Female	Ethnic
29	Sekong	NR16	B. Chounla	a. because we want to get work b. will work full time	Female	Ethnic
30	Sekong	NR16	B. Chounla	a. will contribution by money; b. will repair on time	Male	Ethnic
31	Sekong	NR16	B. Donxa	a. available for full time ; b. the payment should be high	Male	Ethnic
32	Sekong	NR16	B. Donxa	Spend sometimes work as full time, Must get high payment	Female	Ethnic
33	Sekong	NR16	B. Kongthayun	a. willing to work in full time shift if receive reasonable wage; b. local people also need the repair	Female	Ethnic
34	Sekong	NR16	B. Kongthayun	a. able to contributed occasionally because we all have our daily jobs ; b. could be a good agenda for local villagers to contribute in repaired	Male	Ethnic
35	Sekong	NR16	B. Lakkhao	a. may use spare time to help in repairing ; b. we can't leave our current job	Male	Ethnic
36	Sekong	NR16	B. Lakkhao	a. the will working full time for convenience in future; b.tf have a good road it will got more develop; c. fair compensation	Female	Ethnic
37	Sekong	NR16	B. Nongkan	a. we will give time to help repair; b, will help at times but we cannot learn our current job	Female	Lao
38	Sekong	NR16	B. Nongkan	a. will do if high wages; b. will return as good as the pay	Male	Lao
39	Sekong	NR16	B. Kapu	a. will do if good pay wages can help families; b. need road repair	Male	Ethnic
40	Sekong	NR16	B. Kapu	a. we can join full time, want to high payment	Female	Ethnic
41	Attapeu	NR 18b	B. Xaisi	a. do if get high payment that can make a living of family; b. will share the time specially	Male	Lao
42	Attapeu	NR 18b	B. Xaisi	a. will participate full time; b. for a good paid; c. then it must be fixed	Female	Lao

Question 7B We know you have other things that you do every day, so would you have the time to help fix the roads? How much time? Does it depend on the amount you are paid?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
43	Attapeu	NR 18b	B. Vat-Nua	a. we could fix repair the road in full working time; b. we work to exchange with what we want	Female	Lao
44	Attapeu	NR 18b	B. Vat-Nua	a. working full time in order to get a good pay; b. to earn money and experience in the same time	Male	Lao
45	Attapeu	NR 18b	B. Vatthat	a. because population are unemployed; b. if really have repair they will help but have to give them some exchange	Female	Ethnic
46	Attapeu	NR 18b	B. Vatthat	a. there is no income after gather food/rice agriculture; b. there is time to work but need good/reasonable to exchange	Male	Ethnic
47	Attapeu	NR 18b	B. Vatlouang	a. our house is still very poor; b. we want repair and better pay	Male	Ethnic
48	Attapeu	NR 18b	B. Vatlouang	a. want to repair the road because the road quite broke; b. join the labor	Female	Ethnic
49	Attapeu	NR 18b	B. Phok	a. will help as much as they can; b. will not help with money in repairing	Male	Ethnic
50	Attapeu	NR 18b	B. Phok	a. will help will repair as much as possible; b. if receive payment might be better	Female	Ethnic
51	Attapeu	NR 18b	B. Khanmakong	we can help for repair all day but have provide us with good wage of compensation	Male	Lao
52	Attapeu	NR 18b	B. Khanmakong	a. if repair the road it will have high receive (high wage) for us, we will help to work fulltime	Female	Lao
53	Attapeu	NR 18b	B. Fangdeng	a. we have every day if high compensate we will give sometime to work day slip day but fulltime	Male	Ethnic
54	Attapeu	NR 18b	B. Fangdeng	a. share some time to repair; b. can't stop work of family; c. have to give payment	Female	Ethnic
55	Attapeu	NR 18b	B. Xay	work repairing the road use the work of company but if want to give people in village join it, people have main work that maybe share the time for join but have to payment for us	Male	Lao
56	Attapeu	NR 18b	B. Xay	Can't do on right time, Give sometime to work with repaired	Female	Lao
57	Attapeu	NR 18b	B. Phoxai	a. will spend sometimes to help ;b. will work for fulltime in some day; c. I have also have my private work to do	Male	Lao
58	Attapeu	NR 18b	B. Phoxai	a. giving sometime; b. can't stop working because is important for family	Female	Lao
59	Attapeu	NR 18b	B. Touay	a. it's impossible to work full time but will responsibly allocate time from the main responsibly to help; b,. Because our main responsibly is our daily life managing which can not be avoided	Male	Lao
60	Attapeu	NR 18b	B. Touay	a. find a time for a repairment; b. they cannot work full time; c. grouping into a group	Female	Lao

Question 7B We know you have other things that you do every day, so would you have the time to help fix the roads? How much time? Does it depend on the amount you are paid?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
61	Attapeu	PR 9001	B. Mixai	a. it is impossible to help all day long; b. our major work are definitely essential for our lives; c. we will spare sometimes from our main jobs to help	Female	Ethnic
62	Attapeu	PR 9001	B. Mixai	a. everybody is a farmer and so go farming everyday; b. if they receive a good compensation rate, people are willing to leave out some spare time from main job to help; c. if there is no compensation in return people will not interested but only focus on their main job	Male	Ethnic
63	Attapeu	PR 9001	B. Vangxai	a. we will spare time from our main job; b. may shift day;	Male	Lao
64	Attapeu	PR 9001	B. Vangxai	a. we couldn't help everytime, but we will spent the time to help without any return; b. essential to work	Female	Lao
65	Attapeu	PR 9001	B. Dakkiat	a. would like to get payment for labor ; b. join together as we can	Male	Lao
66	Attapeu	PR 9001	B. Dakkiat	Full time working for some days, Still handing work to do	Female	Lao
67	Attapeu	PR 9001	B. Somboun	(A) Everyone has works to respond, but will speed; (B) Available some times for contribution of maintenance	Female	Lao
68	Attapeu	PR 9001	B. Somboun	a. i will manage my time ; b. cannot leave the family work to help because it is important to life living	Male	Lao
69	Attapeu	PR 9001	B. Tatkoum	(A)will speed same time of daily working to contribute in road maintenance;(B) or day by day to assistance	Male	Lao
70	Attapeu	PR 9001	B. Tatkoum	to family	Female	Lao
71	Attapeu	PR 9001	B. Phiakeo	need to repair , we will help about labor and don't need any payment we will help for have the road that comfortable	Male	Lao
72	Attapeu	PR 9001	B. Phiakeo	a. because my work is very stable and consistent; b. will let out some time to fix this stuff in working hour	Female	Lao
73	Attapeu	PR 9001	B. Pouxai	will spend all my time to assist the construction of the receive high payment	Male	Lao
74	Attapeu	PR 9001	B. Pouxai	a. villages have no income want to have job and income (wage) ; b. full time contribution in construction working	Female	Lao

Question 7C How do you experience that the road is affecting your health? Do you suffer from the dust coming from the road? Do you suffer from the noise coming from the road?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
1	Salavane	NR20	B. Nakhoysao	A .I ever get effect to my health from dust; b. i ever get effect from disturbance sound; c. the construction company should pour the water on the road when building the road	Female	Lao
2	Salavane	NR20	B. Nakhoysao	a. ever got both but almost got effect from dust because of building; b. if there are building the road should pour the water on the road to less the dust	Male	Lao
3	Salavane	NR20	B. Naxai-Noy	a. has noisy and dirty but not horrible	Male	Lao
4	Salavane	NR20	B. Naxai-Noy	a. there are two effect, when communication there is a lot of dust and disturbance sound from vehicle	Female	Lao
5	Salavane	NR20	B. Lak 2	a. smoke and dust from truck that lots of when they pass that's make people around the road got pain	Male	Ethnic
6	Salavane	NR20	B. Lak 2	a. pollution from vehicle that not checking technical, there are old cars communication on the road are a lot of pollution	Female	Ethnic
7	Salavane	NR20	B. Senvang	a. ever have experience to effect to the health from the road; b. ever get effect from the dust; c. get disturbance sound from the communication	Female	Lao
8	Salavane	NR20	B. Senvang	a. both on the time that the truck pass away it will make the noisy and a lot of dust	Male	Lao
9	Salavane	PR 6901	B. Paktaphan	a. got effect two things; b. would like to tell company look back in this work; c. pour the water on the road and etc	Male	Lao
10	Salavane	PR 6901	B. Paktaphan	a. we get effect to our health; b. effect from dust; c. effect from disturbance sound	Female	Lao
11	Salavane	PR 6901	B. Nanongyao	a. receive more than dust and noise (pollution); b. wants firm to consider about the negative consequences and try to reduce it	Male	Ethnic
12	Salavane	PR 6901	B. Nanongyao	a. receive smoke from cars and large car/trucks	Female	Ethnic
13	Salavane	PR 6901	B. Nongxano	a. experienced health effected; b. traffic congestion due to the road construction	Female	Lao
14	Salavane	PR 6901	B. Nongxano	a. there are two effect, when communication there is a lot of dust and disturbance sound from vehicle	Male	Lao
15	Salavane	PR 6901	B. Leungnoktha	a. journey inconvenience; b. effect from dust	Male	Ethnic
16	Salavane	PR 6901	B. Leungnoktha	a. effect from building and repair the road; b. there are a lot of effect from the dust	Female	Ethnic



Question 7C How do you experience that the road is affecting your health? Do you suffer from the dust coming from the road? Do you suffer from the noise coming from the road?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
17	Salavane	PR 6901	B. Phouangsavai	ever have experience to repair the road the effect to the health; b. the repair is very difficult but have to continue	Male	Lao
18	Salavane	PR 6901	B. Phouangsavai	a. get effect to health; b. sound from transport	Female	Lao
19	Sekong	PR7615	B. Houayhoun	a. effect to health ; b. effect from dust, transport uncomfortable	Male	Lao
20	Sekong	PR7615	B. Houayhoun	a. get effect from dust; b. for the house that near large road are also effect from disturbance sound	Female	Lao
21	Sekong	PR7615	B. Vangpuay	a. get effect directly from the road; b. the dust is the main effect from building the road; c. disturbance sound can't with out	Male	Ethnic
22	Sekong	PR7615	B. Vangpuay	a. effect to health from building road are dust and sound; b. we have to met with those effect	Female	Ethnic
23	Sekong	PR7615	B. Temesangtho	a. effect to health for along time; b. effect from dust; c. effect from sound is normal	Male	Lao
24	Sekong	PR7615	B. Temesangtho	a. every body in our village have the effect of health from builds and repair roads; b. we have the effect from dust and sound from the traffic.	Female	Lao
25	Sekong	PR7615	B. Hokong	a. dangerous effect for health; b. effect from dust every time	Male	Ethnic
26	Sekong	PR7615	B. Hokong	a. we have receive both, when they repair have a lot of dust and noisy for the machine; b. want to watering to road to make less dust	Female	Ethnic
27	Sekong	NR16	B. Kamkok	a. health is effect from road is dust and smoke from cars	Male	Ethnic
28	Sekong	NR16	B. Kamkok	dust pollution is the major issue in everyday life because the cars caused it, sound pollution is also a problem	Female	Ethnic
29	Sekong	NR16	B. Chounla	a. effect from the noise sound when we need to relax b. when vehicle pass are surround	Female	Ethnic
30	Sekong	NR16	B. Chounla	a. inefaceable; b. dangerous for help about effective;	Male	Ethnic
31	Sekong	NR16	B. Donxa	a. Affected from dusty ; b. should have road watering the construction	Male	Ethnic
32	Sekong	NR16	B. Donxa	Got both effects from construction , During construction should watering	Female	Ethnic
33	Sekong	NR16	B. Kongthayun	a. get effect from dust everyday; b. is dangerous for dust	Female	Ethnic
34	Sekong	NR16	B. Kongthayun	a. affected directly the main roads ; b. especially in health conditions	Male	Ethnic
35	Sekong	NR16	B. Lakkhao	a. health affected ; b. dust pollution is directly affected everyday	Male	Ethnic
36	Sekong	NR16	B. Lakkhao	a. lots of hole; b. have lots of dust on journey	Female	Ethnic
37	Sekong	NR16	B. Nongkan	a. direct effect from the road; b. we receive pollution from the used of the road too	Female	Lao
38	Sekong	NR16	B. Nongkan	a. affected by smoke from un cleaned cars ; b. directed affected	Male	Lao

Question 7C		How do you experience that the road is affecting your health? Do you suffer from the dust coming from the road? Do you suffer from the noise coming from the road?				
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
39	Sekong	NR16	B. Kapu	a. smoke from cars that have not been checked they distribute a lot; b. the cause of dust in the lane	Male	Ethnic
40	Sekong	NR16	B. Kapu	a. get effect from the road for a long time; b. effect tow thing main effect after that it's from old vehicle that have pollution	Female	Ethnic
41	Attapeu	NR 18b	B. Xaisi	a. pollution from another vehicle that not checking technical, there are old cars communication on the road are a lot of pollution	Male	Lao
42	Attapeu	NR 18b	B. Xaisi	a. we've got the health issue effect from the road; b. especially from the pollution	Female	Lao
43	Attapeu	NR 18b	B. Vat-Nua	a. the main effect is the dust	Female	Lao
44	Attapeu	NR 18b	B. Vat-Nua	a. it effect on are pollution and noise pollution	Male	Lao
45	Attapeu	NR 18b	B. Vatthat	a. both have effect; b. dust also affect our health	Female	Ethnic
46	Attapeu	NR 18b	B. Vatthat	a. experienced with road that affects health; b. dust is the major issue the affects health	Male	Ethnic
47	Attapeu	NR 18b	B. Vatlouang	a. there are lots of holes, dirty. It's very hard to travel around; b. it is quite hard to travel	Male	Ethnic
48	Attapeu	NR 18b	B. Vatlouang	a. there are many experience about another effect; b. the road are broke, difficult to communication; c. the road are divide, cannot communication	Female	Ethnic
49	Attapeu	NR 18b	B. Phok	a. not much result from the repair; b. the effect cannot be denial	Male	Ethnic
50	Attapeu	NR 18b	B. Phok	a. dust is the major issue; b. there is a risk of lung disease	Female	Ethnic
51	Attapeu	NR 18b	B. Khanmakong	(A) Receive both especially dust when have construction and when the not car pass noise is bit problem but not much as dust ;(B) need watering have can straction	Male	Lao
52	Attapeu	NR 18b	B. Khanmakong	a. in last time road construction have lots effect from dust and we got pain and inside their house have lots of dust and have the constructing have got surround sound	Female	Lao
53	Attapeu	NR 18b	B. Fangdeng	a. have effect from two things when vehicle pass ; b .it have lots of dust and soundly for vehicle pass around	Male	Ethnic
54	Attapeu	NR 18b	B. Fangdeng	a. get effect from dust when building, when transport; b. would like to have solve about the dust	Female	Ethnic
55	Attapeu	NR 18b	B. Xay	a. building the road people will get effect from it such as sound from building the have noise when the time relax of people	Male	Lao
56	Attapeu	NR 18b	B. Xay	Effect for sound when the construct	Female	Lao

Question 7C How do you experience that the road is affecting your health? Do you suffer from the dust coming from the road? Do you suffer from the noise coming from the road?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
57	Attapeu	NR 18b	B. Phoxai	a. health condition has been effected by dusty, if the road construction is conducted it should have the watering or road	Male	Lao
58	Attapeu	NR 18b	B. Phoxai	a. effect by dust when the cars pass; b. want to watering the road to protect dust	Female	Lao
59	Attapeu	NR 18b	B. Touay	a. there a lot of dust; b. noise also the problem but not much as dust	Male	Lao
60	Attapeu	NR 18b	B. Touay	a. inprevious time they got effect from both parties; b. need for solution	Female	Lao
61	Attapeu	PR 9001	B. Mixai	a. have a lot of dust; b. the traffic noise is so loud of night; c. if there is a road watering it would be better	Female	Ethnic
62	Attapeu	PR 9001	B. Mixai	a. a lot of dust when car/large vehicle pass by; b. noisy sound from cars that pass by	Male	Ethnic
63	Attapeu	PR 9001	B. Vangxai	a. have receive some effect from dust and noise ; b. the problem should be solved; c. there should be road watering during the road construction	Male	Lao
64	Attapeu	PR 9001	B. Vangxai	a. when there is construction, there are some problem from dust and noise pollution ; b. want to solve the problem when there is the next construction	Female	Lao
65	Attapeu	PR 9001	B. Dakkiat	a. so dusty cover the road as the result, it is health condition problem; b. during construction, road watering is important	Male	Lao
66	Attapeu	PR 9001	B. Dakkiat	So dusty, Watering is required, Find the way to dust reduction	Female	Lao
67	Attapeu	PR 9001	B. Somboun	Health Affected by dusty when the vehicle passing	Female	Lao
68	Attapeu	PR 9001	B. Somboun	a. receive both effects from construction ; b. need to have problem solving ; c. it has affected to health condition of people	Male	Lao
69	Attapeu	PR 9001	B. Tatkoum	(A) health condition affected by dust;(B) soundly when car is passing; (C) soundly when road construction	Male	Lao
70	Attapeu	PR 9001	B. Tatkoum	(a. receive both effects from construction dust and noise	Female	Lao
71	Attapeu	PR 9001	B. Phiakeo	a. we will share the time to help and join together after main work b. we will share time from main work	Male	Lao
72	Attapeu	PR 9001	B. Phiakeo	a. because of the unstable road and bringing a lot of dust; b. sometime there would be some effect from noises made by cars	Female	Lao
73	Attapeu	PR 9001	B. Pouxai	a. effect by dust when the vehicle passing as the result not good for health condition b. this problem need urgently to solve	Male	Lao
74	Attapeu	PR 9001	B. Pouxai	a. the road is came by dust when vehicle passing as the result people will get a weakness of health condition	Female	Lao

Question 8 If you people were willing to help with the road repair and maintenance, whether paid or not, would you require training in anything?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
1	Salavane	NR20	B. Nakhoysao	a. People cut the grass between side of the road; b. people don't support about money; c. if it has train about technical of road it will be good for people to look after the road	Female	Lao
2	Salavane	NR20	B. Nakhoysao	a. have to train for improve technical about the road because the knowledge that we have it's not enough for look after the road; b. have to use the budget for buy device to look after the road	Male	Lao
3	Salavane	NR20	B. Naxai-Noy	a. the forum clean between the way; b .it has seminar for technical we will to know about the activity to protect	Male	Lao
4	Salavane	NR20	B. Naxai-Noy	a. don't have knowledge about technical of road; b. people cut the grass between two side of the road together; c. people not support about money	Female	Lao
5	Salavane	NR20	B. Lak 2	a. need to learn about protect the road and equipment for solve	Male	Ethnic
6	Salavane	NR20	B. Lak 2	a. because we are the gender that never do work hard and never do about road; b. if there are training about repair the road I think it's better	Female	Ethnic
7	Salavane	NR20	B. Senvang	a. help together to look after and cut the grass between two side of the road; b. people not support about money; c. I think it's better if there are training about technic	Female	Lao
8	Salavane	NR20	B. Senvang	a. want to training about technical to repairing the road; b. people attention to look after the road; c. we just have the labor, for money we can't pay	Male	Lao
9	Salavane	PR 6901	B. Paktaphan	a. people would like to repair the road but we haven't to use our money for repair; b. we would like to training about technical of repair the road	Male	Lao
10	Salavane	PR 6901	B. Paktaphan	a. everybody are attention to look after the road; b. it will be better if it has train about technical of building	Female	Lao
11	Salavane	PR 6901	B. Nanongyao	a. regulations about road and maintenance; b. pick up rubbish and cut side road grass	Male	Ethnic
12	Salavane	PR 6901	B. Nanongyao	a. training department about protection in each village; b. everyone is involves in maintenance road	Female	Ethnic
13	Salavane	PR 6901	B. Nongxano	a. people want to improve the road; b. depends on people, they will do as much as possible	Female	Lao
14	Salavane	PR 6901	B. Nongxano	a. people would like to repair the road but we haven't to use our money for repair; b. we would like to training about technical of repair the road	Male	Lao
15	Salavane	PR 6901	B. Leungnoktha	a. we never ever do this work before; b. they not will join money to solve; c. never ever train about solve the road	Male	Ethnic

Question 8 If you people were willing to help with the road repair and maintenance, whether paid or not, would you require training in anything?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
16	Salavane	PR 6901	B. Leungnoktha	a. if people attention to repair and look after the road, we haven't to use money; b. we just join sometime	Female	Ethnic
17	Salavane	PR 6901	B. Phouangsavai	a. people attention to repair the road by labor; b. the device can't support; c. want to train about technical to repair the road	Male	Lao
18	Salavane	PR 6901	B. Phouangsavai	a. Have to repair and improve ; b. there are training it's so good	Female	Lao
19	Sekong	PR7615	B. Houayhoun	a. because help government to protect; b. cut the grass between two side of road every weekend	Male	Lao
20	Sekong	PR7615	B. Houayhoun	a. people in the village look after the road together; b. clean the road-between two side and cut the grass	Female	Lao
21	Sekong	PR7615	B. Vangpuay	a. people join to cut the grass between tow side (responsibility area); b. not support about money	Male	Ethnic
22	Sekong	PR7615	B. Vangpuay	a. we don't know about repair the road; b. we don't have to get training	Female	Ethnic
23	Sekong	PR7615	B. Temesangtho	a. people join together to cut the grass between the road (village's responsibility); b. not support about money	Male	Lao
24	Sekong	PR7615	B. Temesangtho	a. we can help to repair; b. we never do about the construction; c. we don't want to training.	Female	Lao
25	Sekong	PR7615	B. Hokong	a. population have to work hard for repair; b. we don't need to pay money because that is government funds	Male	Ethnic
26	Sekong	PR7615	B. Hokong	a. if want us to repair the road have to teach us because we never learn it before	Female	Ethnic
27	Sekong	NR16	B. Kamkok	a. citizen doesn't know about construction and road repairment we need training for technique repairment of the road	Male	Ethnic
28	Sekong	NR16	B. Kamkok	a. we never have knowledge about this before b. if you want us to help, you have to train us about it	Female	Ethnic
29	Sekong	NR16	B. Chounla	the company investor, but we have to cleaning up to two sides of road	Female	Ethnic
30	Sekong	NR16	B. Chounla	a. citizen got cleaning two side of road; b. not support money	Male	Ethnic
31	Sekong	NR16	B. Donxa	a. never experience to kind of job ; b. technical reparation should be trained to local people	Male	Ethnic
32	Sekong	NR16	B. Donxa	Never experience the road construction, Technical training should be provided	Female	Ethnic
33	Sekong	NR16	B. Kongthayun	a. local citizen are contributing in repair, ever though without any payment	Female	Ethnic
34	Sekong	NR16	B. Kongthayun	a. village remove the grass yard along road; b. not support money	Male	Ethnic
35	Sekong	NR16	B. Lakkhao	a. people are persistent in improving the road ; b. the only problem is no budget to fix ; c. need knowledge and techniques in road construction	Male	Ethnic

Question 8 If you people were willing to help with the road repair and maintenance, whether paid or not, would you require training in anything?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
36	Sekong	NR16	B. Lakkhao	a. need to know more rule to protect a road; b. population no need money to fix a road	Female	Ethnic
37	Sekong	NR16	B. Nongkan	a. never done this job before; b. it is better for the government to be the host	Female	Lao
38	Sekong	NR16	B. Nongkan	a. we never know about this job; b. we want to government to use their budget to fix the road	Male	Lao
39	Sekong	NR16	B. Kapu	a. never work in the field; b. not support about money	Male	Ethnic
40	Sekong	NR16	B. Kapu	a. people cannot join if it's money; b. there are after and just product	Female	Ethnic
41	Attapeu	NR 18b	B. Xaisi	a. people attention to look after the road such as cut the grass between two side of the road; b. for repair that use a lot of budget are not have to because people don't have a lot of receipt, just enough for family	Male	Lao
42	Attapeu	NR 18b	B. Xaisi	a. if the people be more serious to fixed the road will get paid; b .no need money to participate; c. never been workshop	Female	Lao
43	Attapeu	NR 18b	B. Vat-Nua	a. if the citizen want to repair the road it need to use the cash; b. we don't have a knowledge in this field we need to get on education in it	Female	Lao
44	Attapeu	NR 18b	B. Vat-Nua	a. just some of the citizen have participate or repairing the road; b. if there is a workshop on repairing the road it will be great	Male	Lao
45	Attapeu	NR 18b	B. Vatthat	a. population will help to protect the road it happen but they don't have invest knowledge and road	Female	Ethnic
46	Attapeu	NR 18b	B. Vatthat	a. Know ledge road rules; b. persistent to repair but no need money	Male	Ethnic
47	Attapeu	NR 18b	B. Vatlouang	a. want to learn other things; b. people can only help fix and look after the road at a certain degree; c. we can't not fix to the full potential	Male	Ethnic
48	Attapeu	NR 18b	B. Vatlouang	a. learn another is better; b. never work this side; c. first want to build and develop in village	Female	Ethnic
49	Attapeu	NR 18b	B. Phok	a. don't want to study, even road measurement, there is no company to do; b. only maintenance around house area	Male	Ethnic
50	Attapeu	NR 18b	B. Phok	a. not necessary, because there is a company doing it and won't help with money; b. does not need repairing training	Female	Ethnic
51	Attapeu	NR 18b	B. Khanmakong	(A) the company already have skill no need for training;(B) if want us to involve have to training us	Male	Lao
52	Attapeu	NR 18b	B. Khanmakong	a. construct and fix the road we never learn about it	Female	Lao
53	Attapeu	NR 18b	B. Fangdeng	a. need to train about fix ; b. we never work about the road	Male	Ethnic
54	Attapeu	NR 18b	B. Fangdeng	a. training everything that about the road to people to know how to join repair and look after the road	Female	Ethnic

Question 8   If you people were willing to help with the road repair and maintenance, whether paid or not, would you require training in anything?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
55	Attapeu	NR 18b	B. Xay	a. people in village almost of them do farmer work construction we never do it; b. we think it's good if there are training to people about repairing and look after the road	Male	Lao
56	Attapeu	NR 18b	B. Xay	Need training technique for construction and repair, Doesn't know about repair	Female	Lao
57	Attapeu	NR 18b	B. Phoxai	a. should have additional training; b. I understand about road maintenance but it would not enough, so should have additional training	Male	Lao
58	Attapeu	NR 18b	B. Phoxai	a. about repair road we never do never know before; b. training about repair	Female	Lao
59	Attapeu	NR 18b	B. Touay	a. never work before; b. if have training is better; c. want to participate but don't have any knowledge only some labor	Male	Lao
60	Attapeu	NR 18b	B. Touay	a. need for training about repairment of the road; b. the knowledge from training is for comity to the repairment of the road	Female	Lao
61	Attapeu	PR 9001	B. Mixai	a. training session about road repair technique should be provided for us; b. we barely have this kind of knowledge, as we have never work this job before; c. we want to help in repairment	Female	Ethnic
62	Attapeu	PR 9001	B. Mixai	a. have never worked in road related no skills ; b. want to participate but but have no skills; c. want to be trained in road repair knowledge; d. want to protect the road	Male	Ethnic
63	Attapeu	PR 9001	B. Vangxai	a. people be should be trained a lot more concerned with road construction; b. in order to get involved in the repair; c. to have more skills and want to protect and develop the road	Male	Lao
64	Attapeu	PR 9001	B. Vangxai	a. we never work about the road construction ; b. want to have training hour to work; c. if we don't know or understand hour to work. So we cannot help in that repairment	Female	Lao
65	Attapeu	PR 9001	B. Dakkiat	a. want to have variety of training because I have no experience before; b. local people are almost farmers; c. want to have contribution in maintenance to make new face for village	Male	Lao
66	Attapeu	PR 9001	B. Dakkiat	Would like to lean about presentation, Would like to have contribution in preservation or protection	Female	Lao
67	Attapeu	PR 9001	B. Somboun	it is preferable to have construction to people to have contribution in road maintenance	Female	Lao
68	Attapeu	PR 9001	B. Somboun	a. Varity of training is necessary ; b. never have experience of road construction because main task is farming	Male	Lao

Question 8 If you people were willing to help with the road repair and maintenance, whether paid or not, would you require training in anything?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
69	Attapeu	PR 9001	B. Tatkoum	(A) I have no experience of construction, never experience;(B) should provide same technical training ©Main technical training should be provided to locol people	Male	Lao
70	Attapeu	PR 9001	B. Tatkoum	(A) wanting to have same lesson contributing to the project which need many people to participate;(B) in the community, many people got ho l dea a bout engineering oh architcoture	Female	Lao
71	Attapeu	PR 9001	B. Phiakeo	a. in the past we get effect to health because the dust when building the road b. it's good if pour the water for don't have the dust	Male	Lao
72	Attapeu	PR 9001	B. Phiakeo	a. should practice and learn about techniques; b. if we know the correct technique we would be able to help fixing the stuff	Female	Lao
73	Attapeu	PR 9001	B. Pouxai	local people should have technical training about read construction which would enable then could work in relate field	Male	Lao
74	Attapeu	PR 9001	B. Pouxai	a. Should provide variety of training because I have no experiences	Female	Lao



Question 9						
Think about the opportunities you have living on this good road – imagine things were improved like transportation cheaper, faster, more people passing by. Would you be able to take advantage of the opportunities of a big road, or do you need additional assistance?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
1	Salavane	NR20	B. Nakhoysao	a. i would like to train about knowledge of personal business; b. i would like to train technical of trade to use in the trade of products in the village	Female	Lao
2	Salavane	NR20	B. Nakhoysao	a. if the road get improve already, we want to get device for produce the goods such as: machine, grain, manure to produce agriculture and trade it by use this way for communication	Male	Lao
3	Salavane	NR20	B. Naxai-Noy	a. stationary for technical can help us to do in farm; b. the way has many benefit to our product	Male	Lao
4	Salavane	NR20	B. Naxai-Noy	a. need the help many side, people want to do business of trade, have to get train about the trade, house's business to be most useful from comfortable road	Female	Lao
5	Salavane	NR20	B. Lak 2	a. electronic for help; b. need a fertilizer for make more produce then last; c. kind of vegetable must persistent with the condition environment	Male	Ethnic
6	Salavane	NR20	B. Lak 2	a. want to learn about technical of plant that can get more useful; b. divide of product-machine can help to use the labor; c. they way comfortable it maybe make the live of people be improve and always better	Female	Ethnic
7	Salavane	NR20	B. Senvang	a. the trade will be better if we get opportunity to use large road; b. communication are comfortable; c. demand of the trade-industry are better; d. demand of helping to train about technic trade-production, agriculture in side academic; e. prodction of agriculture shouls develop specially	Female	Lao
8	Salavane	NR20	B. Senvang	a. we will get more opportunity in trade-sell; b. the large road will be comfortable to transport; c. trade and sell in village will be better; d. the receipt of people of people will be better	Male	Lao
9	Salavane	PR 6901	B. Paktaphan	a. repairing the road will have money comfortable; b. we will use opportunity in using large road into develop production of agriculture; c. would like to help about knowledge of technic of production agriculture	Male	Lao
10	Salavane	PR 6901	B. Paktaphan	a. the large road are very comfortable to communication, business trade will be better; b. help the business to be successful.	Female	Lao
11	Salavane	PR 6901	B. Nanongyao	a. want to sell, its better than other country come and sell; b. if there were wide roads, it would enhance business	Male	Ethnic
12	Salavane	PR 6901	B. Nanongyao	a. export markets can increase prices; b. not take advantage of those producers	Female	Ethnic
13	Salavane	PR 6901	B. Nongxano	a. good quality animals; b. people receive many benefits	Female	Lao

Question 9						
Think about the opportunities you have living on this good road – imagine things were improved like transportation cheaper, faster, more people passing by. Would you be able to take advantage of the opportunities of a big road, or do you need additional assistance?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
14	Salavane	PR 6901	B. Nongxano	a. we need agriculture the product and can respond the market; b. we need agriculture skill that help to get benefit	Male	Lao
15	Salavane	PR 6901	B. Leungnoktha	a. the investment if cheap vehicle and agricultural product will improve; b. have lots of people pass at this way the trade gonna be prove	Male	Ethnic
16	Salavane	PR 6901	B. Leungnoktha	a. the house that near the road will get more opportunity; b. maybe from the trade, agriculture, communication and etc	Female	Ethnic
17	Salavane	PR 6901	B. Phouangsavari	a. there are a lot of opportunity from large road; b. the that near the road have more opportunity	Male	Lao
18	Salavane	PR 6901	B. Phouangsavari	a. house near the large road trade quick develop	Female	Lao
19	Sekong	PR7615	B. Houayhoun	a. get useful from use the road; b. use the road to production, transport goods	Male	Lao
20	Sekong	PR7615	B. Houayhoun	a. good trade; b. agriculture is grow up; c. there are many opportunity	Female	Lao
21	Sekong	PR7615	B. Vangpuay	a. think to get useful from building; b. payment from company	Male	Ethnic
22	Sekong	PR7615	B. Vangpuay	a. large road can give opportunity to communication of goods	Female	Ethnic
23	Sekong	PR7615	B. Temesangtho	a. if have large road will good comfortable, think to have money opportunity; b. product agriculture, family will comfortable	Male	Lao
24	Sekong	PR7615	B. Temesangtho	a. want to trade by self more than another country come to trade in own village; b. widen and give foreign come to trade in Laos; c. find benefit by using every way as we can do.	Female	Lao
25	Sekong	PR7615	B. Hokong	a. if have convenience road will have good opportunity to trade; b,. Lack of knowledge for trade business	Male	Ethnic
26	Sekong	PR7615	B. Hokong	a. need agriculture the product and can respond the market; b. we need agriculture skill that help to get benefit	Female	Ethnic
27	Sekong	NR16	B. Kamkok	a. citizen in this village is agriculture product so we need equipment for produce agriculture and learn some technique for producing product for export	Male	Ethnic
28	Sekong	NR16	B. Kamkok	a. we want high quality plant with high price b. if there is good road, we will produce agriculture to product and need equipment about it to ease production	Female	Ethnic
29	Sekong	NR16	B. Chounla	a. want to learn technical for produce agriculture product for citizen have something to work b. good product, good receive	Female	Ethnic
30	Sekong	NR16	B. Chounla	a. want agriculture, product, want locals to have jobs and income ; b. if what mention are useful, there will be many advantages	Male	Ethnic

Question 9						
Think about the opportunities you have living on this good road – imagine things were improved like transportation cheaper, faster, more people passing by. Would you be able to take advantage of the opportunities of a big road, or do you need additional assistance?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
31	Sekong	NR16	B. Donxa	a. would like to learn about goods production ; b. would like to produce products for merchant	Male	Ethnic
32	Sekong	NR16	B. Donxa	would like to learn how to production as goods to sell to whole buyer	Female	Ethnic
33	Sekong	NR16	B. Kongthayun	a. willing to learn in business trading ; b. there for able to use that knowledge and acquire the benefits by having the main road	Female	Ethnic
34	Sekong	NR16	B. Kongthayun	A .the crucial benefit from building the main road is the business-trading agriculture and related products	Male	Ethnic
35	Sekong	NR16	B. Lakkhao	a. people are still poor and uneducated ; b. want the relevant department to help with education ; c. the wider road will depends on individual chance	Male	Ethnic
36	Sekong	NR16	B. Lakkhao	a. need to learn technical for produce agricultural; b. machine for help labor; c. good production, sale high price, high production	Female	Ethnic
37	Sekong	NR16	B. Nongkan	a. need help with knowledge from experts; b. if there were repairs and machineries, this can increase production	Female	Lao
38	Sekong	NR16	B. Nongkan	a. want to know about different area to use to entrance the business to be more modern ; b. need support farm equipment	Male	Lao
39	Sekong	NR16	B. Kapu	a. want to know technique about agriculture; b. equipment help reduce human labor	Male	Ethnic
40	Sekong	NR16	B. Kapu	a. would like to get useful from the road; b. knowledge cannot satisfy with real situation	Female	Ethnic
41	Attapeu	NR 18b	B. Xaisi	a. would like to know technical of plant that can get more receipt; b. device of product machine can help the labor	Male	Lao
42	Attapeu	NR 18b	B. Xaisi	a. think about the change of the new life for a good profit; b. not that selling it will be another business that will have a good profit such as trading, the production of industrial and agriculture,etc	Female	Lao
43	Attapeu	NR 18b	B. Vat-Nua	a. there are many advantages on having a road; b. the production will expend faster it will reduce the cost of production which leads to an increase in profit	Female	Lao
44	Attapeu	NR 18b	B. Vat-Nua	a. the benefit of having a big road is the trading the use of the road and the shipping	Male	Lao
45	Attapeu	NR 18b	B. Vatthat	a. have a nicely constructed road will provide population with lots of benefits; b. if we have cheap vehicle. It will help us to produce more and develop faster	Female	Ethnic

Question 9						
Think about the opportunities you have living on this good road – imagine things were improved like transportation cheaper, faster, more people passing by. Would you be able to take advantage of the opportunities of a big road, or do you need additional assistance?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
46	Attapeu	NR 18b	B. Vatthat	a. need the knowledge to improve plantation in the village to increase employment; b. more benefit to follow if have wider road that most requirement standard	Male	Ethnic
47	Attapeu	NR 18b	B. Vatlouang	a. we want to learn about agriculture. So it can help us earn more; b. good production quality; c. machines can help more than human labor	Male	Ethnic
48	Attapeu	NR 18b	B. Vatlouang	a. technical of produce for develop and production our village; b. good crop, quality, get high production	Female	Ethnic
49	Attapeu	NR 18b	B. Phok	a. machineries can reduces human labor; b. good quality leads to good pricing	Male	Ethnic
50	Attapeu	NR 18b	B. Phok	a. help labor; b. machines would help human labor; c. fertilizer is good quality, get a lot of production and good pricing	Female	Ethnic
51	Attapeu	NR 18b	B. Khanmakong	(A) if the road have a repair went get betting easy for traveling we want to learn about agriculture produce use product to develop or village	Male	Lao
52	Attapeu	NR 18b	B. Khanmakong	a. trade is our business, produce agriculture, product for dealer; b. we want equipment for support and technique for produce agriculture and gain benefit	Female	Lao
53	Attapeu	NR 18b	B. Fangdeng	a. use for trade business ; b. we need equipment for produce agriculture for help produce product	Male	Ethnic
54	Attapeu	NR 18b	B. Fangdeng	would like to support about business to people to do business trade. Use the way comfortable into transport the goods and etc	Female	Ethnic
55	Attapeu	NR 18b	B. Xay	a. if it's impossible we want you to help about divide of produce agriculture and etc for use into production sufficiently by self and produce to be goods	Male	Lao
56	Attapeu	NR 18b	B. Xay	Need training about produce agriculture product, Help easy to trade because have convenience travel	Female	Lao
57	Attapeu	NR 18b	B. Phoxai	a. would like to have supporting of building school, equipments to enable people have more chance to study in order to erase the illiteracy and to improve community	Male	Lao
58	Attapeu	NR 18b	B. Phoxai	training about business, trading to receive benefit from road construction	Female	Lao
59	Attapeu	NR 18b	B. Touay	a. need help in capital cost to produce agriculture product order to transform into business and trading to respond to comfortable road of transporting; b. if the transport road is nicely provided there would be a lot of people pass by and this will bring in alot of benefit	Male	Lao

Question 9						
Think about the opportunities you have living on this good road – imagine things were improved like transportation cheaper, faster, more people passing by. Would you be able to take advantage of the opportunities of a big road, or do you need additional assistance?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
60	Attapeu	NR 18b	B. Touay	a. they need the knowledge of business for training; b. training is needed ; c. provide equipment and subsidize them for doing business	Female	Lao
61	Attapeu	PR 9001	B. Mixai	a. we want trading skills; b. we want engine/material that necessary for agriculture in order to help labor; c. agriculture product that are able to respond to the market	Female	Ethnic
62	Attapeu	PR 9001	B. Mixai	a. want to trade, want some additional skills in producing agriculture products; b. every population is working in agriculture related work; c. want to produce agriculture products in order to gain benefits from them	Male	Ethnic
63	Attapeu	PR 9001	B. Vangxai	a. want to have skills related to business running; b. use the road to provide business family and move convenient transportation; c. attract many trader to come	Male	Lao
64	Attapeu	PR 9001	B. Vangxai	a. if the road are ready, we need knowledge of business like selling from benefit of the road; b. if the road is good and convenient for the seller or business man to come and join the village	Female	Lao
65	Attapeu	PR 9001	B. Dakkiat	a. want to learn technical autozation for goods production ; b. want to know about modern production	Male	Lao
66	Attapeu	PR 9001	B. Dakkiat	Agriculture crop is required to have more income in every year, Would like to learn about Agriculture production, Using the main road for goods transportation	Female	Lao
67	Attapeu	PR 9001	B. Somboun	would like to have agriculture the production because it would benefit to load people to increase their income	Female	Lao
68	Attapeu	PR 9001	B. Somboun	a. want to have education of doing business, trading to apply to requirement and opportunity	Male	Lao
69	Attapeu	PR 9001	B. Tatkoum	(A) want to produce Agriculture goods as production because local people is Agriculture;(B) should support technical for Agriculture have	Male	Lao
70	Attapeu	PR 9001	B. Tatkoum	(A) if all the roads have been reconstruct , we still need helped by bringing in all equipment that ling agriculture;(B) hoping that doing Agriculture as a family beconing famous produce as products	Female	Lao
71	Attapeu	PR 9001	B. Phiakeo	we don't have any knowledge about the road, have to get training about technical of building , repairing to join together into the construction b. if it's nessery we will pay for it	Male	Lao

Question 9		Think about the opportunities you have living on this good road – imagine things were improved like transportation cheaper, faster, more people passing by. Would you be able to take advantage of the opportunities of a big road, or do you need additional assistance?				
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
72	Attapeu	PR 9001	B. Phiakeo	a. needed to use cash to build school and bringing equipment for canceling people who cannot read or write, wanting younger to educate for developing community for being peaceful and good village	Female	Lao
73	Attapeu	PR 9001	B. Pouxai	would like to have the training of doing business, technical trading which should benefit local people after road construction completed	Male	Lao
74	Attapeu	PR 9001	B. Pouxai	a. want to agriculture crop and production which can support the market ; b. would like to learn about technical production	Female	Lao

Question 10 What are some of the public services that you have to pay for here? Would you be willing to pay more if they were improved? Why / Why not?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
1	Salavane	NR20	B. Nakhoysao	A .there aren't any public service in village; b. can't divide good or not cause never use it	Female	Lao
2	Salavane	NR20	B. Nakhoysao	a. never use public service in this area, we want to have the place to use public service because it's useful to people's health in village	Male	Lao
3	Salavane	NR20	B. Naxai-Noy	a. the thing is benefit we want to pay but a little	Male	Lao
4	Salavane	NR20	B. Naxai-Noy	a. never have got, don't know about the important of its; b. if it's good to live, we should have it	Female	Lao
5	Salavane	NR20	B. Lak 2	a. if pay something that thing will get in village official; b. if important they will pay; c. never known about important because doesn't have in house	Male	Ethnic
6	Salavane	NR20	B. Lak 2	a. sometime we pay it but if it expensive we cannot pay; b. payment by suitable	Female	Ethnic
7	Salavane	NR20	B. Senvang	a. we agree to pay if it's important for us; b. in the past we ever pay into the public of village	Female	Lao
8	Salavane	NR20	B. Senvang	a. if that's public; b. people in the village agree to pay as they can if that thing is important for their life	Male	Lao
9	Salavane	PR 6901	B. Paktaphan	a. we never pay public service in this area; b. disagree to pay more however it's important things; c. because recently never have any republic service	Male	Lao
10	Salavane	PR 6901	B. Paktaphan	a. never pay public service; b. if it's important we agree to pay.	Female	Lao
11	Salavane	PR 6901	B. Nanongyao	a. public service are not widespread enough unable to give back; b. if there were good public services quality we are happy to pay	Male	Ethnic
12	Salavane	PR 6901	B. Nanongyao	a. welcome to pay more (rely on our ability) but it has to be communal	Female	Ethnic
13	Salavane	PR 6901	B. Nongxano	a. public areas are stills very old and difficult; b, necessary to have good and convenient public recreations	Female	Lao
14	Salavane	PR 6901	B. Nongxano	a. sometime we pay it but if it expensive we cannot pay; b. payment by suitable	Male	Lao
15	Salavane	PR 6901	B. Leungnoktha	a. if have good public must get cost for good service; b. doesn't pay public service because not around the whole point	Male	Ethnic
16	Salavane	PR 6901	B. Leungnoktha	a. we are agree to spend to money for make public service better than this; b. join are the duty of everybody	Female	Ethnic
17	Salavane	PR 6901	B. Phouangsavar	a. public service is not comfortable; b. have to improve and develop public service	Male	Lao
18	Salavane	PR 6901	B. Phouangsavar	a. agree to pay more if it's comfortable ; b. public service is not famous	Female	Lao
19	Sekong	PR7615	B. Houayhoun	a. if that's public (village); b. we're agree pay for comfortable	Male	Lao

Question 10 What are some of the public services that you have to pay for here? Would you be willing to pay more if they were improved? Why / Why not?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
20	Sekong	PR7615	B. Houayhoun	a. every pay public service; b. we agree to pay more if it has important more than the past	Female	Lao
21	Sekong	PR7615	B. Vangpuay	a. another public are difficult; b. if there are good public service and useful we agree to pay more for comfortable	Male	Ethnic
22	Sekong	PR7615	B. Vangpuay	a. we never get public service in village; b. public service are so far from village	Female	Ethnic
23	Sekong	PR7615	B. Temesangtho	a. never pay public service; b. because facility in public are uncomfortable	Male	Lao
24	Sekong	PR7615	B. Temesangtho	a. never pay public service; b. if there are important we will pay as we can; c. we need to use public service that comfortable.	Female	Lao
25	Sekong	PR7615	B. Hokong	a, never pay for public service in our village; b. wanted good services	Male	Ethnic
26	Sekong	PR7615	B. Hokong	a. in our village never have public service; b. never pay because we don't have the money but it useful for use; c. need to have it our village it will be more convenience	Female	Ethnic
27	Sekong	NR16	B. Kamkok	a. have to pay service but not in this area because we like to use public local government; b. if have in our village area is we can gain payment but not to much because lots of family are poor	Male	Ethnic
28	Sekong	NR16	B. Kamkok	a. we don't have public places yet b. can pay a little bit but want it nearby so we can use it	Female	Ethnic
29	Sekong	NR16	B. Chounla	a. not enough for public service, citizen will convenience in living	Female	Ethnic
30	Sekong	NR16	B. Chounla	a. no public service in the village ; b. want to have the ease in services;	Male	Ethnic
31	Sekong	NR16	B. Donxa	a. willing to pay it public service will be set up in the village ; b .it is really important	Male	Ethnic
32	Sekong	NR16	B. Donxa	Don't have in the village, Don't pay because no existing in the village	Female	Ethnic
33	Sekong	NR16	B. Kongthayun	a. the public services never located in the village primness; b. able to pay for more convenient	Female	Ethnic
34	Sekong	NR16	B. Kongthayun	a. there is no public service in village area ; b. people need comfortable	Male	Ethnic
35	Sekong	NR16	B. Lakkhao	a. never get services in village ; b. public places are still not wide spread & difficult	Male	Ethnic
36	Sekong	NR16	B. Lakkhao	a. never have any service around village; b. need a good service from public and convenience	Female	Ethnic
37	Sekong	NR16	B. Nongkan	a. never paid public services; b. happy to pay if that is pubic and will be useful to lives	Female	Lao
38	Sekong	NR16	B. Nongkan	a. tax to help to our nation; b. paid for public services	Male	Lao
39	Sekong	NR16	B. Kapu	a. if it was convenient public service, we are happy to pay; b. in reality, there is no public services	Male	Ethnic



Question 10 What are some of the public services that you have to pay for here? Would you be willing to pay more if they were improved? Why / Why not?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
40	Sekong	NR16	B. Kapu	a. never pay the public of service ; b. don't have public service; c. we have to go to use service that so far from village	Female	Ethnic
41	Attapeu	NR 18b	B. Xaisi	a. if that's thing be public we agree to pay; b. but in village there is not the place for service	Male	Lao
42	Attapeu	NR 18b	B. Xaisi	a. no public service in that area; b. if have a good public service it will be better	Female	Lao
43	Attapeu	NR 18b	B. Vat-Nua	a. never pay the public service in the village; b. didn't have service	Female	Lao
44	Attapeu	NR 18b	B. Vat-Nua	a. there's no public service in the area; b. if it have are happy to pay for that service	Male	Lao
45	Attapeu	NR 18b	B. Vatthat	a. we still do not have communal in our village for example: public park and water; b,. Have never charged by public services	Female	Ethnic
46	Attapeu	NR 18b	B. Vatthat	a. sometimes receive service and have to pay; b. everyone want things that allow convenient	Male	Ethnic
47	Attapeu	NR 18b	B. Vatlouang	a. there is nothing communal yet; b. we hope the government would help supply whatever is not yet have	Male	Ethnic
48	Attapeu	NR 18b	B. Vatlouang	a. maybe have some place in village; b. people quite poor and never use public service	Female	Ethnic
49	Attapeu	NR 18b	B. Phok	a. must pay for public services; b. happy to pay more if it would provide more convenience	Male	Ethnic
50	Attapeu	NR 18b	B. Phok	a. never pay public services; b. public services is not quite convenient	Female	Ethnic
51	Attapeu	NR 18b	B. Khanmakong	(A) never pay because don't have public service ;(B) we happy to pay if will convenience for us	Male	Lao
52	Attapeu	NR 18b	B. Khanmakong	a. never have public service before in village; b. if not must we can pay for it; c. want it to be in our village, because necessary to population	Female	Lao
53	Attapeu	NR 18b	B. Fangdeng	a. never pay because doesn't have village; b. doesn't pay because go to use service we need to pay	Male	Ethnic
54	Attapeu	NR 18b	B. Fangdeng	a. never have, never pay in the area of village ; b. don't want to pay more; c. if there are in village it's so good	Female	Ethnic
55	Attapeu	NR 18b	B. Xay	a. in village don't have; b. if it's not expensive we agree to pay more; c. because it's necessary when get sick we have to go to hospital	Male	Lao
56	Attapeu	NR 18b	B. Xay	Doesn't have in our village , Not gain for pay we will pay at the sometime when use a service	Female	Lao
57	Attapeu	NR 18b	B. Phoxai	a. used to pay for public health service; b. willing to pay more because it is real important to life; c. it has to be more improved	Male	Lao
58	Attapeu	NR 18b	B. Phoxai	a. never, never nothing pay about public in village	Female	Lao

Question 10 What are some of the public services that you have to pay for here? Would you be willing to pay more if they were improved? Why / Why not?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
59	Attapeu	NR 18b	B. Touay	a. have never paid before because we do have such a thing in our country; b. whether have or not each of them has different advantages in my opinion it is supposed to exist so whenever it is needed there will not be any problem occur	Male	Lao
60	Attapeu	NR 18b	B. Touay	a. not in the village; b. it's good but still have to travel	Female	Lao
61	Attapeu	PR 9001	B. Mixai	a. we still don't have that in our village ; b. using public service have to go the local administration; c. no extra payment is needed	Female	Ethnic
62	Attapeu	PR 9001	B. Mixai	a. we still do not have such a thing in our village; b. we want our village to have public services to provide people with more convenient services; c. if we have it in our village people will be happy to pay for they	Male	Ethnic
63	Attapeu	PR 9001	B. Vangxai	a. still don't have that in our village ; b. don't want to pay additional charge; c. talk about how important it is, yes it's very important	Male	Lao
64	Attapeu	PR 9001	B. Vangxai	a. there is no public service in the village ; b. if there are not too much, we will pay ; c. it is good to have it	Female	Lao
65	Attapeu	PR 9001	B. Dakkiat	a. never existing; b. have no idea to pay; c. pay everytime when using service	Male	Lao
66	Attapeu	PR 9001	B. Dakkiat	Willing to pay in full amount because it is important of life living, Want it locates in the village, do not want to take long distance	Female	Lao
67	Attapeu	PR 9001	B. Somboun	(A) Have nothing in this village; (B) Do not pay	Female	Lao
68	Attapeu	PR 9001	B. Somboun	a. no existing in the village ; b. pay if it is ready necessary ; c. good for daily living	Male	Lao
69	Attapeu	PR 9001	B. Tatkoum	(A) still don't have in this village;(B) of course it is really important, every time , we have to go to use service in the main roan;(C)if not too expensive ,we could pay;(D) if too expensive,cannot pay because all most family one poor	Male	Lao
70	Attapeu	PR 9001	B. Tatkoum	(A) it is still hot access in the area; (B) willing to pay if it is hot too expressive;(C)if there is same benefit it can be paid	Female	Lao
71	Attapeu	PR 9001	B. Phiakeo	a. need the device for produce another agriculture, plant seed b. need to produce to be the goods for the time that trader com into the village c. to supply the market	Male	Lao
72	Attapeu	PR 9001	B. Phiakeo	a. forcing to pay more money but needed to be in the house; b. because it's very important and using services in many other ways	Female	Lao
73	Attapeu	PR 9001	B. Pouxai	a. I would pay if that construction benefit to village b. it is really important would like to have in the village to have more convenient	Male	Lao

Question 10 What are some of the public services that you have to pay for here? Would you be willing to pay more if they were improved? Why / Why not?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
74	Attapeu	PR 9001	B. Pouxai	a.tf it is convenient to daily life, it is willingness to pay ; b. in the village has no public health located	Female	Lao

Question 11						
Have you had any training, workshops or other support from NGO / government within the last few years? What was it about? What did you think of it?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
1	Salavane	NR20	B. Nakhoysao	a. Men and women are equate; b. almost of the train are agriculture 'health; c. i would like to train about the road	Female	Lao
2	Salavane	NR20	B. Nakhoysao	a. there are less of train over the past years; b. almost training are about health and agriculture; c. it's not enough want to train more than this, such as argiculture,trade education,health and technic for look after the road	Male	Lao
3	Salavane	NR20	B. Naxai-Noy	a. seminar with ministry of transportation, ministry of health and planning to live whit family and gender; b. we want to seminar with another project to have new infromatoin to us	Male	Lao
4	Salavane	NR20	B. Naxai-Noy	a. women who live at village participant about misty of works and transportation, health, agriculture, there are plan of family, position between women and men clean people can not read, promote community; b. women and men are equate (for participant of training); c. last few years there are alitle training, need more than this	Female	Lao
5	Salavane	NR20	B. Lak 2	a. training in village that not enough; b. most training is about female and baby	Male	Ethnic
6	Salavane	NR20	B. Lak 2	a. it's good to be knowledge but I participant sometime; b. would like to have many project like this for develop this district	Female	Ethnic
7	Salavane	NR20	B. Senvang	a. participant to training every side that come to village such as: work about ministry work and transportation, agriculture, plan of family, position between women and men; b. those problem are agree and setup and tell to people in family and in the village	Female	Lao
8	Salavane	NR20	B. Senvang	a. every labor into the village such as works health, work about ministry of work and transportation; b. difficult problem of some family in village is be ill in many level	Male	Lao
9	Salavane	PR 6901	B. Paktaphan	a. sometime we participant into training; b. almost we're not affection with those problem	Male	Lao
10	Salavane	PR 6901	B. Paktaphan	a. because they give knowledge, improve our village; b. would to have training often.	Female	Lao
11	Salavane	PR 6901	B. Nanongyao	a. everything about supporting in the community to enhance it ; b. good training gives knowledge	Male	Ethnic
12	Salavane	PR 6901	B. Nanongyao	a. involve sometimes, about training, most of it is listen; b. no comments about anything	Female	Ethnic
13	Salavane	PR 6901	B. Nongxano	a. attend mostly but still does not fully practical; b. receive expert advices	Female	Lao

Question 11 Have you had any training, workshops or other support from NGO / government within the last few years? What was it about? What did you think of it?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
14	Salavane	PR 6901	B. Nongxano	a. want to see, to know, to join together; b. joined every work of training in village	Male	Lao
15	Salavane	PR 6901	B. Leungnoktha	a. every work that get in our family; b. get support by NGO about clean water; c. work in public and construction	Male	Ethnic
16	Salavane	PR 6901	B. Leungnoktha	a. got training about the health; b. almost of present and consulting are from professor	Female	Ethnic
17	Salavane	PR 6901	B. Phouangsavai	a. people in the village got another training; b. special training about health	Male	Lao
18	Salavane	PR 6901	B. Phouangsavai	a. every work that com into village ; b. maybe training about the health for protect another ill	Female	Lao
19	Sekong	PR7615	B. Houayhoun	a. every work come into village; b. join into training another work	Male	Lao
20	Sekong	PR7615	B. Houayhoun	a. every work that come into village; b. we agree the problem the trainer tell	Female	Lao
21	Sekong	PR7615	B. Vangpuay	a. want to see, to know, to join together; b. joined every work of training in village	Male	Ethnic
22	Sekong	PR7615	B. Vangpuay	a. almost participant into training are men; b. training another work that important	Female	Ethnic
23	Sekong	PR7615	B. Temesangtho	a. need to know, join for family; b. always training it's so good; b. training give we know many thing that we never saw	Male	Lao
24	Sekong	PR7615	B. Temesangtho	a. almost of training there are men participant more than women; b. some participant don't have any comment for the problems.	Female	Lao
25	Sekong	PR7615	B. Hokong	a. involve about public training	Male	Ethnic
26	Sekong	PR7615	B. Hokong	a. only a few time because not much organization in our village; b. have training about public health and women-children	Female	Ethnic
27	Sekong	NR16	B. Kamkok	a. past few year we participate for seminar about agriculture and authority of each person; b. if have more training is will help citizen to improve knowledge	Male	Ethnic
28	Sekong	NR16	B. Kamkok	a. to spread it to others b. the workshop should be about female and children	Female	Ethnic
29	Sekong	NR16	B. Chounla	a. to be improve knowledge, lesson for develop village b. almost of training are about the health	Female	Ethnic
30	Sekong	NR16	B. Chounla	a. because want to learn, want to be a part of and help improve our community	Male	Ethnic
31	Sekong	NR16	B. Donxa	a. last few years, I participated the seminar about public service, agriculture ; b. very benefit	Male	Ethnic

Question 11 Have you had any training, workshops or other support from NGO / government within the last few years? What was it about? What did you think of it?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
32	Sekong	NR16	B. Donxa	Few times to attended seminar of public health, agriculture, female and children	Female	Ethnic
33	Sekong	NR16	B. Kongthayun	a. there trained about sexual education from local public sector; b. have an idea to use comments for farther implementation	Female	Ethnic
34	Sekong	NR16	B. Kongthayun	a. willing to learn and to know want to contribute ; b. this is the working seminar for the village premises	Male	Ethnic
35	Sekong	NR16	B. Lakkhao	a. every job that come from head local council ; b. will help in training ; c. homework political that's important ; d. every are follow head local council suggestions	Male	Ethnic
36	Sekong	NR16	B. Lakkhao	a. sometime have some get training; b. beneficial training and practice	Female	Ethnic
37	Sekong	NR16	B. Nongkan	a. may be males job that have been trained; b. heard it from family members about the workshops	Female	Lao
38	Sekong	NR16	B. Nongkan	a. it's the way to help fix; b. the way of life, life style and procedures of equipments	Male	Lao
39	Sekong	NR16	B. Kapu	a. good for knowledge; b. help spread each angle that is beneficial to people	Male	Ethnic
40	Sekong	NR16	B. Kapu	a. participant into training, one family in village have to the agent of family into training; b. maybe about the work in village, work health and etc	Female	Ethnic
41	Attapeu	NR 18b	B. Xaisi	a. good of learning; b. get opinion from professor	Male	Lao
42	Attapeu	NR 18b	B. Xaisi	a. most of the workshop are for the men; b .it was a good job and important	Female	Lao
43	Attapeu	NR 18b	B. Vat-Nua	a. didn't participate in that particular workshop; b. didn't particular on those works	Female	Lao
44	Attapeu	NR 18b	B. Vat-Nua	a. we have just a few workshop; b. it may have the having a very different age of children and using condoms, etc	Male	Lao
45	Attapeu	NR 18b	B. Vatthat	a. have participated in working seminar relate to public health and the role of male-female ; b. training session to help poor people	Female	Ethnic
46	Attapeu	NR 18b	B. Vatthat	a. we are far away there are dirt road, full of holes and dust only small project that come and help	Male	Ethnic
47	Attapeu	NR 18b	B. Vatlouang	a. it would be good if there were more it increases our knowledge; b. jobs about health used of clean water etc...	Male	Ethnic
48	Attapeu	NR 18b	B. Vatlouang	a. least; b. help some work	Female	Ethnic
49	Attapeu	NR 18b	B. Phok	a. interview with labors and other related departments; b. good result and interview it helps a lot	Male	Ethnic
50	Attapeu	NR 18b	B. Phok	a. help support both males and females role; b. want to help get good quality	Female	Ethnic

Question 11 Have you had any training, workshops or other support from NGO / government within the last few years? What was it about? What did you think of it?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
51	Attapeu	NR 18b	B. Khanmakong	(A) involve in speech about gender public health, worker;(B) if would be better of this kind organization it will improve or knowledge	Male	Lao
52	Attapeu	NR 18b	B. Khanmakong	a. very little to participate to training every time is about women and kid and public; b. help us to know about health and other	Female	Lao
53	Attapeu	NR 18b	B. Fangdeng	a. been true sometime in the past ; b. about public and women ; c. good for population	Male	Ethnic
54	Attapeu	NR 18b	B. Fangdeng	a. ever participant but sometime in training are talk about public and women-children	Female	Ethnic
55	Attapeu	NR 18b	B. Xay	a. sometime there are training that participant; b. almost for participant into training if there are training about village; c. training are talk about public	Male	Lao
56	Attapeu	NR 18b	B. Xay	Every time they seminar about women, very little to participate, Give more knowledge	Female	Lao
57	Attapeu	NR 18b	B. Phoxai	a. sometimes, I attended the public health agriculture. Drug education etc; b. it's real useful	Male	Lao
58	Attapeu	NR 18b	B. Phoxai	a. have participant; b. concern with public health women, children, drug and etc; c. provide various benefit	Female	Lao
59	Attapeu	NR 18b	B. Touay	a. have been participate before talked about drugs, public health and women; b. it is a very good source of gathering a lot of knowledge	Male	Lao
60	Attapeu	NR 18b	B. Touay	a. there are some they talk about health, children, drug and violent; b. they provide knowledge	Female	Lao
61	Attapeu	PR 9001	B. Mixai	a. training session in the previous year's only happened a few times it should be taken place more than before; b. it gives population a lot of benefit; c. related to public women and children	Female	Ethnic
62	Attapeu	PR 9001	B. Mixai	a. we barely have this kind of organization it is highly demanded in our village; b. if help us to receive various knowledge and skills; c. especially is public health	Male	Ethnic
63	Attapeu	PR 9001	B. Vangxai	a. participate in training session is rarely happened and this kind of organization that takes part in this area only happens a few times; b. about public health women and children; c. want more of this kind of organization to exist, to help population in gaining knowledge that relates to this problem	Male	Lao
64	Attapeu	PR 9001	B. Vangxai	a . About the distribute of public health, agriculture, man-kid; b. it is good education for citizen	Female	Lao
65	Attapeu	PR 9001	B. Dakkiat	a. sometimes, attended the seminar about public health agriculture; b. very benefit knowing many things	Male	Lao

Question 11 Have you had any training, workshops or other support from NGO / government within the last few years? What was it about? What did you think of it?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
66	Attapeu	PR 9001	B. Dakkiat	Public health and Agriculture, It is more know legible which com be applied to daily life, Want to have more product like this	Female	Lao
67	Attapeu	PR 9001	B. Somboun	(A) public health, women, agriculture, etc...; (B) few times; (C) very benefit to villages	Female	Lao
68	Attapeu	PR 9001	B. Somboun	a. sometime ; b. benefit to life in many ways ; c. public health drug educated, etc	Male	Lao
69	Attapeu	PR 9001	B. Tatkoum	(A) Attended to the seminar of public health , education, agriculture, violent to female children, reduction of illiterate, etc.	Male	Lao
70	Attapeu	PR 9001	B. Tatkoum	(A) health and agriculture (B) if proves that it is still lack therefore, it would be good if educate to people more related to the topic; (C)it is worth it and giving good khovledge to others	Female	Lao
71	Attapeu	PR 9001	B. Phiakeo	a. never have b. need to have in the village it's important for the living everyday c. we will pay more if it's in the village d. for comfortable and easy to use service	Male	Lao
72	Attapeu	PR 9001	B. Phiakeo	a. according to the medical, girls, boys, and adults and drugs as an example; b. having benefits for many people and should having a lot this project occassionally	Female	Lao
73	Attapeu	PR 9001	B. Pouxai	a. very few times that I attended b. public health women and children concern c. it is really helpful	Male	Lao
74	Attapeu	PR 9001	B. Pouxai	a. attended the seminar of public health, environment, female and children concerned	Female	Lao



Question 12 Thinking about community involvement, where normal people join together to help fix things or build things in the community. Does that happen often here? Why / why not?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
1	Salavane	NR20	B. Nakhoysao	A .repair the temples together and usual do that moreover repair schools	Female	Lao
2	Salavane	NR20	B. Nakhoysao	a. sometime people in village build something that join in the village ,just build and repair temples and schools	Male	Lao
3	Salavane	NR20	B. Naxai-Noy	a. we building something because our village is rural area and don't have capital; b. we always build a school	Male	Lao
4	Salavane	NR20	B. Naxai-Noy	a. join work every time that have into village but it quite don't have building; b. have to repair the temple because it's broke	Female	Lao
5	Salavane	NR20	B. Lak 2	a. a man work hard than women that can do last of work and home work also but women also have doing homework	Male	Ethnic
6	Salavane	NR20	B. Lak 2	a. to do our village be better, almost of repair is school because it's too old it have to improve to be better for our children go to school	Female	Ethnic
7	Salavane	NR20	B. Senvang	a. if there are work in the village we participant every work; b. there are many building that make many people live or stay there such as temple, school and resting place	Female	Lao
8	Salavane	NR20	B. Senvang	a. always join about work repair in village; b. every work of village when there are work, another meeting will go at club, village official	Male	Lao
9	Salavane	PR 6901	B. Paktaphan	a. everybody, every families in village joined to repair; b. build a thing be the place together in village, almost it's the temple; c. everybody agree to build and repair	Male	Lao
10	Salavane	PR 6901	B. Paktaphan	a. because it creates unity of village; b. because everybody will be join to build anything else.	Female	Lao
11	Salavane	PR 6901	B. Nanongyao	a. for unity in the village; b. for locals convenience	Male	Ethnic
12	Salavane	PR 6901	B. Nanongyao	a. involvement of everyone is well united; b. every households depends on the community gathering	Female	Ethnic
13	Salavane	PR 6901	B. Nongxano	a. being involve is also an activity that brings everyone; b. it's necessary to have public services and utilities that is communal	Female	Lao
14	Salavane	PR 6901	B. Nongxano	a. everybody, every families in village joined to repair; b. build a thing be the place together in village	Male	Lao
15	Salavane	PR 6901	B. Leungnoktha	a. have participation about solving village; b. solve village official and other	Male	Ethnic
16	Salavane	PR 6901	B. Leungnoktha	a. join everything to repair the village; b. people in all of family join work together in the village	Female	Ethnic
17	Salavane	PR 6901	B. Phouangsavai	a. people in all of family join work together in the village; b. everybody work together to make something easy in the village .	Male	Lao

Question 12 Thinking about community involvement, where normal people join together to help fix things or build things in the community. Does that happen often here? Why / why not?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
18	Salavane	PR 6901	B. Phouangsavar	a. join together every work to repair village; b. people in the village join together for build village	Female	Lao
19	Sekong	PR7615	B. Houayhoun	a. join every work about repair village; b, have to get build a thing owner is village	Male	Lao
20	Sekong	PR7615	B. Houayhoun	a. join everything to repair village; b. have to do for comfortable	Female	Lao
21	Sekong	PR7615	B. Vangpuay	a. because men are the together that stronger than women; b. usually join if there are building for village ; c. have to had the thing that owner is village for people will use and get useful from that thing	Male	Ethnic
22	Sekong	PR7615	B. Vangpuay	a. agree to join into repair the things in village; b. have to build, will comfortable in another work for everybody in village	Female	Ethnic
23	Sekong	PR7615	B. Temesangtho	a. because men are gender that stronger them women; b. join together to repair the thing of village; c. have to build thing of village such as: village official and etc	Male	Lao
24	Sekong	PR7615	B. Temesangtho	a. to keep it for a long time and it a activity in the village to make people get together.	Female	Lao
25	Sekong	PR7615	B. Hokong	a. everyone in this village have to help develop village	Male	Ethnic
26	Sekong	PR7615	B. Hokong	a. for long term protection repair every time will repair school first	Female	Ethnic
27	Sekong	NR16	B. Kamkok	a. if have meeting in village citizen will have to repairment school	Male	Ethnic
28	Sekong	NR16	B. Kamkok	there is not much community work if there is , it's only about cutting grass on the road side	Female	Ethnic
29	Sekong	NR16	B. Chounla	a. to be unity in village and protect the things in village b. to build the thing that owner is the village	Female	Ethnic
30	Sekong	NR16	B. Chounla	a. because male is the gender that has more power that women; b. everybody that has participate in village's organization	Male	Ethnic
31	Sekong	NR16	B. Donxa	a. sometime I contributed in village working activities ; b. would like to keep for new generation ; c. would like to have as other village	Male	Ethnic
32	Sekong	NR16	B. Donxa	Few times, because the village don't have often activities, Maintenance, road design	Female	Ethnic
33	Sekong	NR16	B. Kongthayun	a. the contribution is the people duty; b. contribution from everybody is needed to improve household	Female	Ethnic
34	Sekong	NR16	B. Kongthayun	a. because men is the gender that have a firm in term of physical than women ; b. therefore need to have the contribution is local village	Male	Ethnic
35	Sekong	NR16	B. Lakkhao	a. participate in every job about repair the community ; b. always participate	Male	Ethnic
36	Sekong	NR16	B. Lakkhao	a. clean & long lasting; b. they should be have official place to meet up	Female	Ethnic

Question 12 Thinking about community involvement, where normal people join together to help fix things or build things in the community. Does that happen often here? Why / why not?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
37	Sekong	NR16	B. Nongkan	a. everyone is apart of creating the community; b. the major is building local council	Female	Lao
38	Sekong	NR16	B. Nongkan	a. for gathering, inform and warn; b. it is necessary to have gathering	Male	Lao
39	Sekong	NR16	B. Kapu	a. for a better place; b. for the development of community	Male	Ethnic
40	Sekong	NR16	B. Kapu	a. everybody in family are join together in village; b. build the place that people want to go there for resting; c. have to had one thing that be one village	Female	Ethnic
41	Attapeu	NR 18b	B. Xaisi	a. for do the village be better; b. have to do for work and using in village	Male	Lao
42	Attapeu	NR 18b	B. Xaisi	a. everybody participate to develop the village; b. need to have a place to be together such as village office ,meeting place	Female	Lao
43	Attapeu	NR 18b	B. Vat-Nua	a. sometime we gather in the village to create or fix something to share in the village; b.i thing that we need to have a place to gather in the village	Female	Lao
44	Attapeu	NR 18b	B. Vat-Nua	a. everybody participate on creating something to share in the village; b. it is build to gather the village together	Male	Lao
45	Attapeu	NR 18b	B. Vatthat	a. to protect and preserve; b. should have communal for the village for convenient; c. various work also will develop if we have communal in the village	Female	Ethnic
46	Attapeu	NR 18b	B. Vatthat	a. being involve is everyone's responsibility; b. some area is constructed together	Male	Ethnic
47	Attapeu	NR 18b	B. Vatlouang	a. very few each family has their stuff to do only when there is meet up occasionally; b. it is a poor area, there is no capital to start good gathering	Male	Ethnic
48	Attapeu	NR 18b	B. Vatlouang	a. least cause those places are not in the area of village maybe protect for a long time	Female	Ethnic
49	Attapeu	NR 18b	B. Phok	there have been many constructions, houses, school, etc	Male	Ethnic
50	Attapeu	NR 18b	B. Phok	a. there have been no repair, only cutting grass, fix small bits at local area for cleanliness	Female	Ethnic
51	Attapeu	NR 18b	B. Khanmakong	(A) not usually have gartering because is local area;(B) construct or repair every time will focus on school	Male	Lao
52	Attapeu	NR 18b	B. Khanmakong	a. repair village together is very little	Female	Lao
53	Attapeu	NR 18b	B. Fangdeng	a. very little population this village work for that encourage people just a few time	Male	Ethnic
54	Attapeu	NR 18b	B. Fangdeng	a. join together with the village, sometime; b. protect to be owner's village to have the same like another village	Female	Ethnic

Question 12 Thinking about community involvement, where normal people join together to help fix things or build things in the community. Does that happen often here? Why / why not?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
55	Attapeu	NR 18b	B. Xay	a. sometime we join work together for repair we will clean road, repair temple, school...	Male	Lao
56	Attapeu	NR 18b	B. Xay	Very little to repaired around village, when we have a repair are school, official village temple	Female	Lao
57	Attapeu	NR 18b	B. Phoxai	a. always contributing; b. repaired school, health center, temple	Male	Lao
58	Attapeu	NR 18b	B. Phoxai	a. one a time have a repair in local area	Female	Lao
59	Attapeu	NR 18b	B. Touay	a. to renovate school, temple, and to build drainage ditch on the road side; b. in order to protect and make it use able	Male	Lao
60	Attapeu	NR 18b	B. Touay	a. not so often; b. only renovate the temple, school etc	Female	Lao
61	Attapeu	PR 9001	B. Mixai	a. people set involved to protect to keep it clean and attractive and belong to the village forever; b. not very often only once in awhile	Female	Ethnic
62	Attapeu	PR 9001	B. Mixai	a. barely participate; b. only once in a while; c. clean up garden street area in the village	Male	Ethnic
63	Attapeu	PR 9001	B. Vangxai	a. the work within people in the village barely exist; b. for protecting it and avoid damage; c. in order to be more developed like other cities and countries	Male	Lao
64	Attapeu	PR 9001	B. Vangxai	a. to protect for long; b. for working ; c. construction every time is school, temple, and clean the side way of the road	Female	Lao
65	Attapeu	PR 9001	B. Dakkiat	a. village activities are temple, village office, school maintenance; b. somepart of building were broken, so the reparation is needed	Male	Lao
66	Attapeu	PR 9001	B. Dakkiat	Protection of village's property, Mostly are maintenances of school, temples, etc	Female	Lao
67	Attapeu	PR 9001	B. Somboun	(A) public protection;(B) promote the production; (C) for school of children; (D) for convenience of villages	Female	Lao
68	Attapeu	PR 9001	B. Somboun	a. every time of maintenance is office, school, village cleaning	Male	Lao
69	Attapeu	PR 9001	B. Tatkoum	(A) no villages rankly activities,(B) how every they will have temple, school maintenance; (C)wont to be look other villages, wont to school for children	Male	Lao
70	Attapeu	PR 9001	B. Tatkoum	school, universities , and office are an example	Female	Lao
71	Attapeu	PR 9001	B. Phiakeo	woke about the health, Ministry of works and transportation b. for bring the knowledge into people in village get it c. training sometime we need to get more traning many time d. there are useful to get knowledge we know more a lot of things	Male	Lao
72	Attapeu	PR 9001	B. Phiakeo	a. having to fix and adjust many things; b. fixing school, village council, and digging roles along the road to free out the contaminated water	Female	Lao

Question 12		Thinking about community involvement, where normal people join together to help fix things or build things in the community. Does that happen often here? Why / why not?				
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
73	Attapeu	PR 9001	B. Pouxai	village official, school maintenance and road cleaning	Male	Lao
74	Attapeu	PR 9001	B. Pouxai	a. do because want to build the solidity in the society, to protection of public property	Female	Lao

Question 13 Thinking about the above question more, is there a difference between what men do and what women do? Why are there differences? Are these good differences?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
1	Salavane	NR20	B. Nakhoysao	a. men and women are equate about society, culture, working almost work hard should be and soft work should be women	Female	Lao
2	Salavane	NR20	B. Nakhoysao	a. women and men are equate, but almost men will work hard	Male	Lao
3	Salavane	NR20	B. Naxai-Noy	a. women and men are equality to do everything	Male	Lao
4	Salavane	NR20	B. Naxai-Noy	a. women and men are equate, not different	Female	Lao
5	Salavane	NR20	B. Lak 2	a. men that get work hard; b. women is get lots of work but light work; c. not different male and female when they work	Male	Ethnic
6	Salavane	NR20	B. Lak 2	a. women and men are all of the same	Female	Ethnic
7	Salavane	NR20	B. Senvang	a. women do a lot of work but it's easy work and work every day; b. men do work hard more than women; c. share the work	Female	Lao
8	Salavane	NR20	B. Senvang	a. women do a lot of work but it's easy work; b. some family do the same work (up to the season of work); c. women successful like men; d. all of the same	Male	Lao
9	Salavane	PR 6901	B. Paktaphan	a. women do soft work; b. men d work hard more than women; c. both are join	Male	Lao
10	Salavane	PR 6901	B. Paktaphan	a. women do work soft and do it a lot; b. men do work hard more than women; c. everyday join work that important together	Female	Lao
11	Salavane	PR 6901	B. Nanongyao	a. both gender involve equally; b. good/able to work together	Male	Ethnic
12	Salavane	PR 6901	B. Nanongyao	a. differences is men can work any types of job; b. most of the involvement are men	Female	Ethnic
13	Salavane	PR 6901	B. Nongxano	a. the differences is the physical strength and position; b. differences at times because of jobs	Female	Lao
14	Salavane	PR 6901	B. Nongxano	a. both gender involve equally; b. good/able to work together	Male	Lao
15	Salavane	PR 6901	B. Leungnoktha	a. whole people (male and female) must have participation in village	Male	Ethnic
16	Salavane	PR 6901	B. Leungnoktha	a. some family men do work the same (up to the season of work); b. join together tube useful all of women and men	Female	Ethnic
17	Salavane	PR 6901	B. Phouangsavar	a. people who do work, just do work and none stop; b. some family men do work the same (up to the season of work)	Male	Lao
18	Salavane	PR 6901	B. Phouangsavar	a. work a lot and stop; b. some family men work the same (up to the season of work) ; c. work together	Female	Lao
19	Sekong	PR7615	B. Houayhoun	a. have a lot of work and none stop; b. some family men work the same(up to the season of work)	Male	Lao

Question 13 Thinking about the above question more, is there a difference between what men do and what women do? Why are there differences? Are these good differences?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
20	Sekong	PR7615	B. Houayhoun	a. women do a lot of work but easy work; b. men do some work but work hard more than women	Female	Lao
21	Sekong	PR7615	B. Vangpuay	a. women do soft work, men do work hard ; b. work are good different in another style	Male	Ethnic
22	Sekong	PR7615	B. Vangpuay	a. women & men are join together; b. everybody attention to join together	Female	Ethnic
23	Sekong	PR7615	B. Temesangtho	a. women do work soft ; b. men do work hard; c. everybody do work that quality the same	Male	Lao
24	Sekong	PR7615	B. Temesangtho	a. women-men join together for look after in the village.	Female	Lao
25	Sekong	PR7615	B. Hokong	involve both is equality; b. not different works	Male	Ethnic
26	Sekong	PR7615	B. Hokong	a. no different between male-female; b. female-male are equal for working	Female	Ethnic
27	Sekong	NR16	B. Kamkok	a. both gender all the same into different; b. both gender are equality for working	Male	Ethnic
28	Sekong	NR16	B. Kamkok	there is no difference, both genders are equal. Can work the same job	Female	Ethnic
29	Sekong	NR16	B. Chounla	men work hard more than women such as carry on the back b. good useful to join together c. the same quality	Female	Ethnic
30	Sekong	NR16	B. Chounla	a. women do light work; b. men have harder role in working; c. but everybody (both gender) should participate	Male	Ethnic
31	Sekong	NR16	B. Donxa	a. both have equal rights to work in any field ; b. good for everything	Male	Ethnic
32	Sekong	NR16	B. Donxa	It is the same, no matter male or female, Equally	Female	Ethnic
33	Sekong	NR16	B. Kongthayun	a. male and female are need to contribute together; b. contribution is needed for the improvement	Female	Ethnic
34	Sekong	NR16	B. Kongthayun	a. people have the right to contribute important for their village ; b. every gender and ages all have equal right to contribute	Male	Ethnic
35	Sekong	NR16	B. Lakkhao	a. women always work ; b. men do also worked depends on each working season	Male	Ethnic
36	Sekong	NR16	B. Lakkhao	a. male can do stronger work; all gender success together	Female	Ethnic
37	Sekong	NR16	B. Nongkan	a. all gender are involved; b. all delivered same quality of involvement	Female	Lao
38	Sekong	NR16	B. Nongkan	a. males are strong and able to work physically strong; b. women are weak but able to work in different areas from males	Male	Lao
39	Sekong	NR16	B. Kapu	a. women work a lot but physically weak; b. men worked less but physically strong; c. effective involving	Male	Ethnic
40	Sekong	NR16	B. Kapu	a. women-men participant in to another work in village; b. share the labor to every family in village	Female	Ethnic

Question 13 Thinking about the above question more, is there a difference between what men do and what women do? Why are there differences? Are these good differences?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
41	Attapeu	NR 18b	B. Xaisi	a. women do a lot of work but it's easy work; b. men do some work but work hard; c. both are the same of quality	Male	Lao
42	Attapeu	NR 18b	B. Xaisi	a. men and women are all participate; b. and their good at it	Female	Lao
43	Attapeu	NR 18b	B. Vat-Nua	a. male could replace the female job in many fields; b. everybody participate fairly to do the job	Female	Lao
44	Attapeu	NR 18b	B. Vat-Nua	a. it didn't have many differences in the work quality; b. they cooperate and active	Male	Lao
45	Attapeu	NR 18b	B. Vatthat	a. the participation created by organization/group of people; b. both male-female have equality in participating	Female	Ethnic
46	Attapeu	NR 18b	B. Vatthat	a. the differences is that women work physically less strength; b. everyone are help each other	Male	Ethnic
47	Attapeu	NR 18b	B. Vatlouang	males can work heavy jobs, does not matter what kind; b. males and females can do the same role and successful	Male	Ethnic
48	Attapeu	NR 18b	B. Vatlouang	a. women do work more than men but it's easy work; b. women and men are equate	Female	Ethnic
49	Attapeu	NR 18b	B. Phok	a. involve only; b. can work together; c. same production	Male	Ethnic
50	Attapeu	NR 18b	B. Phok	a. women do work a lot; b. same quality	Female	Ethnic
51	Attapeu	NR 18b	B. Khanmakong	no different between girder they are equal	Male	Lao
52	Attapeu	NR 18b	B. Khanmakong	a. female do same as male do, everyone can do work	Female	Lao
53	Attapeu	NR 18b	B. Fangdeng	a. male and female all the some	Male	Ethnic
54	Attapeu	NR 18b	B. Fangdeng	a. repairing in village women or men do all the same, not different; b. work that we do, it's the same both do together	Female	Ethnic
55	Attapeu	NR 18b	B. Xay	a. not divide between women and men; b. it's good the same everything	Male	Lao
56	Attapeu	NR 18b	B. Xay	Not different, Everybody can do, Gender are equality	Female	Lao
57	Attapeu	NR 18b	B. Phoxai	a. all no different; b. no different because it is same work which both could do	Male	Lao
58	Attapeu	NR 18b	B. Phoxai	a. no different between men and women; b. it good for all; c. everybody can do	Female	Lao
59	Attapeu	NR 18b	B. Touay	a. there is no difference; b. female-male have equal right in working condition	Male	Lao
60	Attapeu	NR 18b	B. Touay	a. Not different ; b. everyone can do it; c. the same an everything	Female	Lao
61	Attapeu	PR 9001	B. Mixai	a. both are the same, there is no difference; b. the way how female does is the same as male does	Female	Ethnic



Question 13 Thinking about the above question more, is there a difference between what men do and what women do? Why are there differences? Are these good differences?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
62	Attapeu	PR 9001	B. Mixai	a. both male and female are doing the same	Male	Ethnic
63	Attapeu	PR 9001	B. Vangxai	a .both male and female can participate ; b. no difference between opposite genders; c. female-male have equal opportunity to participate	Male	Lao
64	Attapeu	PR 9001	B. Vangxai	a. there is no difference equally treated for women and men	Female	Lao
65	Attapeu	PR 9001	B. Dakkiat	a. almost same; b. no matter who is doing; c. male and female are equality	Male	Lao
66	Attapeu	PR 9001	B. Dakkiat	Male and female are together contributing	Female	Lao
67	Attapeu	PR 9001	B. Somboun	(A) female and male are equality working; (B) All same	Female	Lao
68	Attapeu	PR 9001	B. Somboun	a. all are the same ; b. good ; c. both doing are good	Male	Lao
69	Attapeu	PR 9001	B. Tatkoum	(A) All the same, (B) Almost same but a little different	Male	Lao
70	Attapeu	PR 9001	B. Tatkoum	(A) Noting has changed much ;(B) male or female are also applicable as well	Female	Lao
71	Attapeu	PR 9001	B. Phiakeo	a. sometime we join together to work for the village b. do sometime because don't have anything to do c. repairing the school, village official and etc d. do for look after	Male	Lao
72	Attapeu	PR 9001	B. Phiakeo	a. if helping in the house, males and females helping together with equality; b. because it should be able to do either male or female; c. it's all applicant for both gender	Female	Lao
73	Attapeu	PR 9001	B. Pouxai	working between female and male are the same	Male	Lao
74	Attapeu	PR 9001	B. Pouxai	a. no different ; b. almost same ; c. male or female can do	Female	Lao

Question 14 What are the reasons you need to go to that road?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
1	Salavane	NR20	B. Nakhoysao	a. go to farm, plant; b. the children should go to school; c. visit relation, go to market, hospital, work and etc	Female	Lao
2	Salavane	NR20	B. Nakhoysao	a. go to work, go to visit relation; b. use for communicate the product; c. children go to school, go to farm, plant, trade and etc	Male	Lao
3	Salavane	NR20	B. Naxai-Noy	a. the convenient for us are school, way, hospital.etc	Male	Lao
4	Salavane	NR20	B. Naxai-Noy	a. can do many things, go to work, etc	Female	Lao
5	Salavane	NR20	B. Lak 2	a. Especially is communication each other and also have trade, go to food gathering and other	Male	Ethnic
6	Salavane	NR20	B. Lak 2	a. go everywhere, go to work, go to visit friends, cousin, trade and etc	Female	Ethnic
7	Salavane	NR20	B. Senvang	a. it's the routine for communication; b. use the road to go to market, school, hospital and etc; c. use the way for trade-sell	Female	Lao
8	Salavane	NR20	B. Senvang	a. go to market, school and etc are comfortable; b. it's the way pass of everybody who use this way; c. every work will be comfortable in the live	Male	Lao
9	Salavane	PR 6901	B. Paktaphan	a. use the way to go and transport every style; b. transport by the road it will comfortable or different, we have to use it; c. use the way into every day life	Male	Lao
10	Salavane	PR 6901	B. Paktaphan	a. comfortable to another communication; b. trade-industry will be improve	Female	Lao
11	Salavane	PR 6901	B. Nanongyao	a. for the ease of training; b. useful for many things	Male	Ethnic
12	Salavane	PR 6901	B. Nanongyao	a. can go anywhere with the use of road especially with traveling to nearby houses	Female	Ethnic
13	Salavane	PR 6901	B. Nongxano	a. many advantages in used of roads; b. many benefits	Female	Lao
14	Salavane	PR 6901	B. Nongxano	a. go everywhere, go to work, go to visit friends, cousin, trade and etc	Male	Lao
15	Salavane	PR 6901	B. Leungnoktha	a. use road for going to farm, going to work and convenience fast and other; b. use road for district to another district	Male	Ethnic
16	Salavane	PR 6901	B. Leungnoktha	a. can use many side; b. usually use the way	Female	Ethnic
17	Salavane	PR 6901	B. Phouangsavar	a. use the way to be many useful; b. in the live have to had the road that comfortable to communication	Male	Lao
18	Salavane	PR 6901	B. Phouangsavar	a. use large road for comfortable; b. use to everywhere and get comfortable; the way that transport good people pass	Female	Lao
19	Sekong	PR7615	B. Houayhoun	a. use to get many useful; b. use to comfortable transport	Male	Lao
20	Sekong	PR7615	B. Houayhoun	a. use the way everyday live; b. use for go to school, market, hospital and etc; c. use for useful in using	Female	Lao
21	Sekong	PR7615	B. Vangpuay	a. use for go to and come use for work; b. use for pass the way and another useful	Male	Ethnic

Question 14 What are the reasons you need to go to that road?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
22	Sekong	PR7615	B. Vangpuay	a. everybody go to work have to use those road; b. have to have the road and can't without it	Female	Ethnic
23	Sekong	PR7615	B. Temesangtho	a. though the way; b. travel far comfortable; c. foreign have chance to trade	Male	Lao
24	Sekong	PR7615	B. Temesangtho	a. we always use the way to communication; b. it's a comfortable that have many useful; c. everyday every vehicle always use the road.	Female	Lao
25	Sekong	PR7615	B. Hokong	a. travel convenience; b. use for self benefit and together	Male	Ethnic
26	Sekong	PR7615	B. Hokong	a. can go everywhere when need such as go farming, to work, visit cousin, to school etc...	Female	Ethnic
27	Sekong	NR16	B. Kamkok	a. use many things travel to farm, working, travel to meet counsin, go to work or doing business, for kids to go to school, travel to buy or sell etc	Male	Ethnic
28	Sekong	NR16	B. Kamkok	a. farming/rice plantation, food gathering b. travel form suburb to another with village, city to city c. go to market, school, hospital and etc	Female	Ethnic
29	Sekong	NR16	B. Chounla	use for useful to travel, comfortable to travel or transport around the road	Female	Ethnic
30	Sekong	NR16	B. Chounla	a. easy to travel in every wages; b. used every day in daily life in a useful way	Male	Ethnic
31	Sekong	NR16	B. Donxa	a. enable your daily commuting is more convenient such as going to visit relations, going for shopping ; b. can go anywhere we want	Male	Ethnic
32	Sekong	NR16	B. Donxa	Can go anywhere we want, Going to farming and everywhere, Every one use this road	Female	Ethnic
33	Sekong	NR16	B. Kongthayun	a. able to access the road in many aspects; b. this is the best accessibility for the people phenomenon to provide	Female	Ethnic
34	Sekong	NR16	B. Kongthayun	a. there is no any reasons to not using that road ; b. this road has been used in every day	Male	Ethnic
35	Sekong	NR16	B. Lakkhao	a. there are many reasons to that road ; b. for the ease of travelling ; c. if me don't use that road, we won't be able to go anywhere	Male	Ethnic
36	Sekong	NR16	B. Lakkhao	a. see each other every day; use for journey every time	Female	Ethnic
37	Sekong	NR16	B. Nongkan	a. use a lot to male advantage; b. use every day to travel	Female	Lao
38	Sekong	NR16	B. Nongkan	a. easy and faster to travel; b. road is necessary to live life	Male	Lao
39	Sekong	NR16	B. Kapu	a. living standard maybe better by may affect family; b. used of road to live daily life	Male	Ethnic
40	Sekong	NR16	B. Kapu	a. go to market, hospital, school all of than are useful for make a living	Female	Ethnic
41	Attapeu	NR 18b	B. Xaisi	a. use for make a better living; b. use for comfortable in transport; c. use for business and another activity	Male	Lao

Question 14 What are the reasons you need to go to that road?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
42	Attapeu	NR 18b	B. Xaisi	a. going anywhere need to pass that road for going to work; b. use for passing to another road	Female	Lao
43	Attapeu	NR 18b	B. Vat-Nua	a. we spend life in this area using road is the main benefit; b. use it is travelling, trading and selling is convenient	Female	Lao
44	Attapeu	NR 18b	B. Vat-Nua	a. use the route that is convenient when could easily travel to any places; b. use the road between country and city is convenient	Male	Lao
45	Attapeu	NR 18b	B. Vatthat	a. to go where ever we want with convenient road; b. for example for traveling product transporting and etc	Female	Ethnic
46	Attapeu	NR 18b	B. Vatthat	a. beneficial to us it allows the ease to travel; b. better living standard	Male	Ethnic
47	Attapeu	NR 18b	B. Vatlouang	a. it will help people to travel close or far; b. it would be better if the road is wider. It would allow more convenient for people	Male	Ethnic
48	Attapeu	NR 18b	B. Vatlouang	a. go to every that use the road, communication each other another communication can help the labor	Female	Ethnic
49	Attapeu	NR 18b	B. Phok	a. very beneficial; b. convenient travel	Male	Ethnic
50	Attapeu	NR 18b	B. Phok	a. transportation can be used in many ways, it makes it easier to travel; b. daily life	Female	Ethnic
51	Attapeu	NR 18b	B. Khanmakong	(A) use for travel to visit each other;(B) use for trading ;©use for working (D) use for pick up children from school (E) etc	Male	Lao
52	Attapeu	NR 18b	B. Khanmakong	a. use for go to work, to trade, travel to cousin, travel vacation	Female	Lao
53	Attapeu	NR 18b	B. Fangdeng	a. go to work, food gathering go to school, go to visit, go to hospital	Male	Ethnic
54	Attapeu	NR 18b	B. Fangdeng	a. go to farm, go to work, travel, visit friend and cousin, market, hospital, school and etc	Female	Ethnic
55	Attapeu	NR 18b	B. Xay	a. use to go another work, go to farm , trade, school, work, market and many things	Male	Lao
56	Attapeu	NR 18b	B. Xay	Just go whatever you gonna go everything are use this road	Female	Lao
57	Attapeu	NR 18b	B. Phoxai	a. for going to many purposes because we have only one road in the village	Male	Lao
58	Attapeu	NR 18b	B. Phoxai	a. use to go to work, to school, to hospital, to food, to relative etc...	Female	Lao
59	Attapeu	NR 18b	B. Touay	a. can go everywhere; b. where ever people are going they have to pass this road; c. it can be said that right after people get at of their house they all will need to go pass this road	Male	Lao
60	Attapeu	NR 18b	B. Touay	a. there are many benefit of using the road ; b. the road can be everything; c. everything can be use	Female	Lao
61	Attapeu	PR 9001	B. Mixai	a. go to farming, fishing, work and etc all need to use this road	Female	Ethnic

Question 14 What are the reasons you need to go to that road?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
62	Attapeu	PR 9001	B. Mixai	a. go to school visit cousin, travel, work and etc; b. right after get out of the house using this road is unavoidable	Male	Ethnic
63	Attapeu	PR 9001	B. Vangxai	a. go everywhere, where ever we want to; b. use for traveling to work ; c. use for travel to see/visit people; d. use to go other places etc	Male	Lao
64	Attapeu	PR 9001	B. Vangxai	a. used many things in the house and go to work; b. everything is depend on this road	Female	Lao
65	Attapeu	PR 9001	B. Dakkiat	a. for going to work, selling goods, visit relatives; b. overall this road is a key of villager commuting means because only this road is passing through the village	Male	Lao
66	Attapeu	PR 9001	B. Dakkiat	Using this road for commuting, Anywhere of traveling form house is using this road	Female	Lao
67	Attapeu	PR 9001	B. Somboun	(A) can go anywhere we want;(B) the road is available for people can do their staffs easily; ©convenient commuting to school	Female	Lao
68	Attapeu	PR 9001	B. Somboun	a. nowadays, the road is everything of everyone to go every when ; b. all purposes of going is using this road	Male	Lao
69	Attapeu	PR 9001	B. Tatkoum	(A) All commuter means is using this road everyday because only this road pass through the villages	Male	Lao
70	Attapeu	PR 9001	B. Tatkoum	there's only one street which needed to use the street only	Female	Lao
71	Attapeu	PR 9001	B. Phiakeo	a. transportation can be used in many ways, it makes it easier to travel; b. daily life	Male	Lao
72	Attapeu	PR 9001	B. Phiakeo	a. going to catch animals , searching for fishes, going to fields and many works; bringing younger kids to school; c. going to work in the village	Female	Lao
73	Attapeu	PR 9001	B. Pouxai	for daily commuting, going to work, every purposes of traveling is using this road	Male	Lao
74	Attapeu	PR 9001	B. Pouxai	a. convenient going anywhere (but today road condition is really poor) ; b. this road have been used for commuter every day	Female	Lao

Question 15						
If the main road were improved, and nothing else changed in your community or around it except the main road, would it affect your business, either farming, or working or whatever you do for your livelihoods?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
1	Salavane	NR20	B. Nakhoysao	a. should be improve to comfortable of communicate, business, the life will be better; b. but it may be get some effect from another vehicles	Female	Lao
2	Salavane	NR20	B. Nakhoysao	a. would like to improve more than this to comfortable communication each other, trade, go to work people will get the better life	Male	Lao
3	Salavane	NR20	B. Naxai-Noy	a. some family live near the way is necessarily to protect or improve a better way	Male	Lao
4	Salavane	NR20	B. Naxai-Noy	a. maybe effect to the earth of building, earth of agriculture; b. it should improve because there are a lot of side in the live of people in this area	Female	Lao
5	Salavane	NR20	B. Lak 2	a. our journey get more comfortable; b. economic in village also get fast develop; c. make life better in our village	Male	Ethnic
6	Salavane	NR20	B. Lak 2	a. maybe the life will be better, but if maybe effect to family (family which have small building); b. the communication will be quick, comfortable to transport, trade will be grow up culture and society will be development	Female	Ethnic
7	Salavane	NR20	B. Senvang	a. maybe have some trouble but it's better more than not improve; b. improve to be better if everybody improve together include to give information to village	Female	Lao
8	Salavane	NR20	B. Senvang	a. the communication will increase more than the past and comfortable more than the past; b. near community including to another campus will use the way that comfortable; c.farmers are comfortable to transport the rice and etc; d.the live of everybody in family will be better	Male	Lao
9	Salavane	PR 6901	B. Paktaphan	a. should improve it will be better; b. get some effect such as maybe uncomfortable to transport in the time that repairing the road; c. maybe the life get some difficult in the time that repairing but we agree that there are improve	Male	Lao
10	Salavane	PR 6901	B. Paktaphan	a. maybe better but it effects to family and village near the road such as destroy house, agriculture and etc; b. effect to business; c. effect to communication.	Female	Lao
11	Salavane	PR 6901	B. Nanongyao	a. there is effects but better than no improvement; b. may increase the loveliness of the village	Male	Ethnic
12	Salavane	PR 6901	B. Nanongyao	a. wider roads will make better transportation; b. may have small effects but can be fixed for something better	Female	Ethnic

Question 15						
If the main road were improved, and nothing else changed in your community or around it except the main road, would it affect your business, either farming, or working or whatever you do for your livelihoods?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
13	Salavane	PR 6901	B. Nongxano	a. for good and no traffic, and also to reduce car accidents; b. more convenient	Female	Lao
14	Salavane	PR 6901	B. Nongxano	a. transport faster than past and security ; b. everybody comfortable to transport	Male	Lao
15	Salavane	PR 6901	B. Leungnoktha	a. to solve road is making better; b. it will have effect a little but suitable for solve; c. life is better when finish solve	Male	Ethnic
16	Salavane	PR 6901	B. Leungnoktha	a. the community that near the are a have good communication; b. people farmer are comfortable by using large road	Female	Ethnic
17	Salavane	PR 6901	B. Phouangsavar	a. the communication will be faster and more comfortable; b. community in the area are communication more comfortable than ever	Male	Lao
18	Salavane	PR 6901	B. Phouangsavar	a. transport faster than past and security ; b. everybody comfortable to transport	Female	Lao
19	Sekong	PR7615	B. Houayhoun	a. transport will faster them past and security; b. farmer get useful from large road	Male	Lao
20	Sekong	PR7615	B. Houayhoun	a. transport will faster and more comfortable; b. the road will be better, comfortable, large and etc	Female	Lao
21	Sekong	PR7615	B. Vangpuay	a. maybe effect to family's building of earth	Male	Ethnic
22	Sekong	PR7615	B. Vangpuay	a. maybe effect about another things; b. but have to repair because it will be comfortable transport	Female	Ethnic
23	Sekong	PR7615	B. Temesangtho	a. effect to build of family and agriculture some family; b. have to repair; c. use old road it's difficult	Male	Lao
24	Sekong	PR7615	B. Temesangtho	a. there are effect to near community and business of people in some family the live near the road; b. however it have to repair; c. to more comfortable than before.	Female	Lao
25	Sekong	PR7615	B. Hokong	a. some little effect; b. life better if the road finish	Male	Ethnic
26	Sekong	PR7615	B. Hokong	a. convenience for traveling faster and safe, business develop and it easy for trading	Female	Ethnic
27	Sekong	NR16	B. Kamkok	a. traveling will be faster and safety ; b. business will expand ; c. life of citizen in the village will be more convenience	Male	Ethnic
28	Sekong	NR16	B. Kamkok	a. if good road, it's easier to travel it will increase the living standard because there will be business, if there are investors will produce agriculture, people will have income	Female	Ethnic

Question 15						
If the main road were improved, and nothing else changed in your community or around it except the main road, would it affect your business, either farming, or working or whatever you do for your livelihoods?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
29	Sekong	NR16	B. Chounla	a. good if it gets improve because the road are broke, if doesn't improve it will broke b. effect to some family (least)	Female	Ethnic
30	Sekong	NR16	B. Chounla	a. may affect house/family construction; b. but population still needs the road to be repaired	Male	Ethnic
31	Sekong	NR16	B. Donxa	a. if would be more convenient to go everywhere smoothly, safety and enable doing business is more expansion	Male	Ethnic
32	Sekong	NR16	B. Donxa	Business of village will be expanded, Making vanity of trading, Better living condition	Female	Ethnic
33	Sekong	NR16	B. Kongthayun	a. might affected trading and local farmers; b. repair is a charge to better improvement	Female	Ethnic
34	Sekong	NR16	B. Kongthayun	a. might affected the individual's land ; b. but further replacement is better outcomes	Male	Ethnic
35	Sekong	NR16	B. Lakkhao	a.travel faster and safer ; b. higher living standard	Male	Ethnic
36	Sekong	NR16	B. Lakkhao	a. the way into the house is dirt road that inconvenience	Female	Ethnic
37	Sekong	NR16	B. Nongkan	a. if there is repair there will be an ease to travel; b. although there will be an effect on locals, it's alright, it is for something better	Female	Lao
38	Sekong	NR16	B. Nongkan	a. little affect on future life; b. need to repair	Male	Lao
39	Sekong	NR16	B. Kapu	a. small effect on farms; b. this effect local farmers when renovation	Male	Ethnic
40	Sekong	NR16	B. Kapu	a. if there are repair the road very comfortable to use those way; b. there're effect to business while building the road	Female	Ethnic
41	Attapeu	NR 18b	B. Xaisi	a. repair and change some points that make good village; b. communication be better, people and vehicle grow up	Male	Lao
42	Attapeu	NR 18b	B. Xaisi	a. the main road have been fixed for a better transport; b. no problem for the farmer; c. might be having a little problem for the people that their houses are near the road	Female	Lao
43	Attapeu	NR 18b	B. Vat-Nua	a. the place where it broken or getting old need to fix; b. it might affect the business but it needs to be improve	Female	Lao
44	Attapeu	NR 18b	B. Vat-Nua	a. it's better to improve; b. if we use the bug road it will be convenient and very useful; c. it may have a bit of effect but it is won't it to change	Male	Lao
45	Attapeu	NR 18b	B. Vatthat	a. life would get better than before the road was difficult to transport especially when in raining season	Female	Ethnic
46	Attapeu	NR 18b	B. Vatthat	a. local will be better if they receive road constructor because now there is a lot of dirt and dust, transport is hard and slow	Male	Ethnic



Question 15						
If the main road were improved, and nothing else changed in your community or around it except the main road, would it affect your business, either farming, or working or whatever you do for your livelihoods?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
47	Attapeu	NR 18b	B. Vatlouang	a. the better repair the more it effects families because those areas are locals use for living however, the shall compensation; b. there are a lot of trouble	Male	Ethnic
48	Attapeu	NR 18b	B. Vatlouang	a. should improve soon as possible, now it broke; b. it's difficult to communication	Female	Ethnic
49	Attapeu	NR 18b	B. Phok	a. because we want road improvement; b. may have few consequences	Male	Ethnic
50	Attapeu	NR 18b	B. Phok	a. some road is quite bad torn, hard to travel; b. need have repair/renovate	Female	Ethnic
51	Attapeu	NR 18b	B. Khanmakong	if have a repair will it will easy for business because it convenience	Male	Lao
52	Attapeu	NR 18b	B. Khanmakong	a. need to repair because the road not so good lots of dust; b. if the road can travel convenience it will make a trade better and develop	Female	Lao
53	Attapeu	NR 18b	B. Fangdeng	a. must have to improve ; b. convenience for travel ; c. easy to do things	Male	Ethnic
54	Attapeu	NR 18b	B. Fangdeng	a. more comfortable than past, traveling is faster than past trade will be better, people's live will be better	Female	Ethnic
55	Attapeu	NR 18b	B. Xay	a. have to repair to be comfortable; b. if the road comfortable, do everything easy, trade easy, live to be easy the same	Male	Lao
56	Attapeu	NR 18b	B. Xay	Need repair, It the road is good it com will trade at the right time, Need fast repair	Female	Lao
57	Attapeu	NR 18b	B. Phoxai	a. to enable transportation has more convenient; b. local people will have better living condition ; c. will have more merchants come to village; d. will create more trading activities	Male	Lao
58	Attapeu	NR 18b	B. Phoxai	a. have to improve; b. it will convenience if the road improve and it will develop the trade and citizen will have work	Female	Lao
59	Attapeu	NR 18b	B. Touay	a. the faster the improvement the better it will be become a lot better it is convenient and reduces problems in transportation	Male	Lao
60	Attapeu	NR 18b	B. Touay	a. improving the living of the citizen; b. the business in this area can be expend	Female	Lao
61	Attapeu	PR 9001	B. Mixai	if there is a repair, trading will get better, convenient for transportation very important in people life	Female	Ethnic
62	Attapeu	PR 9001	B. Mixai	a. want it to be improved; b. the faster the better; c. nicely constructed road offer people with better daily life	Male	Ethnic
63	Attapeu	PR 9001	B. Vangxai	a. if there is an improvement business will get better as well as life of population many good things come in the village	Male	Lao
64	Attapeu	PR 9001	B. Vangxai	want the road to be done, the travel will be easier	Female	Lao

Question 15						
If the main road were improved, and nothing else changed in your community or around it except the main road, would it affect your business, either farming, or working or whatever you do for your livelihoods?						
No	Province	Road Name	Village Name	Notes:	Male/ Female	Ethnic
65	Attapeu	PR 9001	B. Dakkiat	a. it would help the village to expend its business, local people would have more income and more investment comes to the villages people will get a better living condition	Male	Lao
66	Attapeu	PR 9001	B. Dakkiat	So dusty, holes, difficulty traveling, it is need to be reconstruction	Female	Lao
67	Attapeu	PR 9001	B. Somboun	(A) Road is converged by dust All time (B) Road maintenance is required as soon as possible; (C)it would be name convenient , safety and etc.	Female	Lao
68	Attapeu	PR 9001	B. Somboun	a. so dusty cover the road reconstruction is required ; b. it would help many things get better ; c. available purposes have been done more convenient	Male	Lao
69	Attapeu	PR 9001	B. Tatkoum	All villages business will also got improve	Male	Lao
70	Attapeu	PR 9001	B. Tatkoum	there will be same improvement, businesses are expanding which will bring good opportunities for people in the villages lifestyle will also change step bay stop	Female	Lao
71	Attapeu	PR 9001	B. Phiakeo	a. travel and meet each other, village to city and province b. go to another works, to trade, market, and etc c. go to everywhere	Male	Lao
72	Attapeu	PR 9001	B. Phiakeo	a. needed to reconstruct the roads according to bumpy roads and dirt and dust; b. it will have benefits for business in many ways, doing anything will free and develop and should bringing a lot of people invest and will help people having knowledge in many other perspective	Female	Lao
73	Attapeu	PR 9001	B. Pouxai	really bad road condition, so dust in dry season and muddy in wet season so. We would like to have road	Male	Lao
74	Attapeu	PR 9001	B. Pouxai	A .the new road construction is required ; b. it should expand the village business	Female	Lao



## Conducted Focus Group Discussions

Province	Road	Village Name	Date	Lao/Ethnic	Female FGD	Male FGD
Attapeu	18b	B. Xaisi	2-Oct-14	Lao	miss maiy	Mr Khamphou
					miss tanee	Mr Chanta
					miss veng	Mr Saiyan
					miss pa	Mr Tanongsi
					miss chai dee	Mr Bounbeng
Attapeu	18b	B. Phok	2-Oct-14	Lao	miss davun	mr cham
					miss phaikhram	mr huk
					miss king	mr khampaseth
					miss phengvun	mr orm
					miss kead	mr xuom
Attapeu	18b	B. Khanmakong	2-Oct-14	Ethnic	miss phunh	mr phonesouk
					miss non	mr nouy
					miss sa	mr pheng
					miss vee	mr sone
					miss souk	mr eone
Attapeu	18b	B. Fangdeng	1-Oct-14	Lao	miss mery	mr vhey
					miss viengkong	mr khamaeng
					miss pok	mr nong
					miss suli	mr oua
					miss oum	mr luangxai
Attapeu	18b	B. Xay	29-Sep-14	Lao	miss nut tha	mr panxai
					miss eom	mr than
					miss kinda	mr eng
					miss pin	mr chunpheng
					miss la	mr thongme
Attapeu	9001	B. Phoxai	1-Oct-14	Ethnic	miss kom	mr sarn
					miss buan	mr pouy
					miss lee	mr phoung
					miss saiy vunh	mr phaed
					miss souk som	mr eim
Attapeu	18b	B. Touay	3-Oct-14	Lao	miss nuny	mr sone tha nu
					miss vuntha	mr ne phone
					miss phuot	mr som phet
					miss vilai	mr kham munh
					miss vilakhon	mr phone sai
Attapeu	18b	B. Vatlouang	3-Oct-14	Ethnic	miss nuon	mr sukun saiy
					miss nith	mr phaisana
					miss vhun	mr champa
					miss mhok	mr vong
					miss mheng	mr sukda
Attapeu	18b	B. Vatthat	30-Sep-14	Lao	miss veang	mr pasard
					miss seng	mr joy
					miss vi	mr pheng
					miss tea	mr amit
					miss san	mr seng dao
Attapeu	18b	B. Vat-Nua	3-Oct-14	Lao	miss laiy	mr chunson
					miss pan	mr khamsavhun
					miss on	mr phon
					miss phuonsi	mr thun
					miss seth	mr kone
Attapeu	9001	B. Dakkiat	30-Sep-14	Ethnic	miss lunh	mr sukda
					miss tu	mr vonesee
					miss ja	mr khamdee
					miss toun	mr bounkhong
					miss yeng	mr phong

Province	Road	Village Name	Date	Lao/Ethnic	Female FGD	Male FGD
Attapeu	9001	B. Mixai	30-Sep-14	Lao	miss phetmany	Mr Sonthit
					miss pavina	Mr Xaisom
					miss palida	Mr Thavone
					miss suophaphon	Mr Tanachit
					miss sonsun	Mr Vatakon
Attapeu	9001	B. Somboun	30-Sep-14	Ethnic	miss vhean	mr air
					miss thid	mr khamphong
					miss tavun	mr phonkham
					miss vilayson	mr tean
					miss noon	mr thean
Attapeu	9001	B. Tatkoum	1-Oct-14	Ethnic	miss kae	mr lun
					miss seevone	mr thonesee
					miss eonese	mr sing
					miss tum	mr khamkone
					miss peng	mr phu
Attapeu	9001	B. Phiakeo	29-Sep-14	Ethnic	Miss Ma	Mr Vong
					Miss Many	Mr Vi
					Miss Yard	Mr Vanaluk
					Miss Lat	Mr Hat
Attapeu	9001	B. Pouxai	1-Oct-14	Ethnic	miss vilaiphon	mr tu
					miss tik	mr khamkeng
					miss ammalin	mr bounsee
					miss jingsi	mr anusuk
					miss buonlut	mr vone
Attapeu	9001	B. Vangxai	30-Sep-14	Ethnic	miss nin	mr buonta
					miss sa	mr punya
					miss aod	mr son
					miss phong	mr thongdum
					miss tun	mr kongsy
Sekong	16	B. Kongthayun	6-Oct-14	Ethnic	Miss Malatong	mr keo
					Miss Sengpa	mr boun lieng
					Miss Munoi	mr thit nor
					Miss Sidavanh	mr thongter
					Miss Bounoly	mr tery
Sekong	16	B. Lakkhao	6-Oct-14	Lao	miss nouy	mr kunh
					miss eone	mr joy
					miss la	mr mone
					miss laiy	mr sukun
					miss seevi laiy	mr ta
Sekong	16	B. Chounla	7-Oct-14	Ethnic	miss vhunkham	mr sard
					miss phet	mr kham munh
					miss air	mr aiy
					miss vic	mr phone
					miss Sert	mr Sonexai
Sekong	16	B. Kamkok	7-Oct-14	Lao	miss pasong	mr buolar
					miss buon	mr thar
					miss vi	mr buonlieng
					miss khitjai	mr inta
					miss sivun	mr khuonta
Sekong	16	B. Kapu	7-Oct-14	Lao	miss na	mr keo
					miss pheangson	mr phuvieng
					miss vhon	mr kong
					miss vin	mr phongsee
					miss ting	mr thongnoy
Sekong	16	B. Nongkan	6-Oct-14	Ethnic	miss luon	mr buonpon
					miss yen	mr songjai
					miss lam	mr khampin
					miss daovieng	mr mhieng
					miss deng	mr thean

Province	Road	Village Name	Date	Lao/Ethnic	Female FGD	Male FGD
Sekong	16	B. Donxa	6-Oct-14	Ethnic	miss koiy	mr sisai
					miss deang	mr khamtun
					miss seng	mr thun
					miss ta	mr phengme
					miss lien	mr sondy
Sekong	7615	B. Houayhoun	10-Oct-14	Ethnic	miss di	mr song
					miss si	mr jien
					miss vhon	mr kamong
					miss oun	mr layer
					miss pea	mr suvai
Sekong	7615	B. Hokong	10-Oct-14	Lao	miss sa	mr somvung
					miss kuangkham	mr meexay
					miss si	mr souk
					miss vun	mr sengthong
					miss kksampheng	mr phuang
Sekong	7615	B. Temesangthong	10-Oct-14	Ethnic	miss noy	mr buonchun
					miss on	mr suonthon
					miss deang	mr sivhun
					miss chun	mr vhun
					miss buon	mr khamssi
Sekong	7615	B. Vangpuay	10-Oct-14	Lao	miss nuan	mr vieng
					miss see	mr sisuok
					miss pa	mr jai
					miss te	mr oun
					miss souk	mr viengsi
Saravane	20	B. Lak 2	11-Oct-14	Lao	Miss Paly	mr vunhdee
					Miss Khamphan	mr pasard
					Miss Somla	mr souy
					Miss Onkeo	mr pheng
					Miss Sengphon	mr chai
Saravane	20	B. Nakhoysao	11-Oct-14	Lao	Miss Kongkham	mr chunthong
					Miss Khamsamone	me khamfong
					Miss Sunisa	mr buonleth
					Miss Phonpilay	mr singha
					Miss Sengchan	mr suda
Saravane	20	B. Naxai-Noy	11-Oct-14	Ethnic	miss xai	mr khamsa vunh
					miss noy	mr lorvunh
					miss si	mr vunhsone
					miss yuoy	mr see lone
					miss vhan	mr kham muan
Saravane	20	B. Senvang	11-Oct-14	Lao	Miss Khonkham	mr viengsi
					Miss Khanta	mr suoksa
					Miss Khammon	mr tik
					Miss Chanmaly	mr vhen
					Miss Vilavan	mr somsy
Saravane	6901	B. Phouangsavan	14-Oct-14	Lao	miss phengsi	mr manyson
					miss visa	mr khonsy
					mr thar	mr vila
					miss he	mr khamseng
					miss joy	mr phon
Saravane	6901	B. Leungnoktha	14-Oct-14	Lao	Miss Namphet	mr thongdy
					Miss Kaisone	mr buonme
					Miss Xonlani	mr khamson
					Miss Niphavanh	mr ponvilai
					Miss Laiphone	mr sai
Saravane	6901	B. Nongxano	14-Oct-14	Lao	miss son	mr khamseng
					miss keo	mr buonsong
					miss pheng	mr buon
					miss son	mr hok
					miss pa	mr saly

Province	Road	Village Name	Date	Lao/Ethnic	Female FGD	Male FGD
Saravane	6901	B. Nanongyao	14-Oct-14	Lao	Miss Somvang	mr keo
					Miss Nouk	mr phone
					Miss Khamstone	mr vongsaiy
					Miss Viengnakone	mr la
					Miss Khamyeng	mr yong
Saravane	6901	B. Paktaphan	14-Oct-14	Lao	miss mong	mr phukde
					miss khamkead	mr khamme
					miss sihuk	mr muonthi
					miss vhaithong	mr tum
					miss chumpathong	mr phuongsou

B. Xaisi	Lao	1	F	N
B. Phok	Lao	2	M	
B. Khanmakor	Ethnic	3	M	N
B. Fangdeng	Lao	4	F	
B. Xay	Lao	5	M	Y
B. Phoxai	Ethnic	6	F	
B. Touay	Lao	7	F	N
B. Vatlouang	Ethnic	8	M	
B. Vatthat	Lao	9	M	N
B. Vat-Nua	Lao	10	F	
B. Dakkiat	Ethnic	11	M	Y
B. Mixai	Lao	12	F	
B. Somboun	Ethnic	13	F	N
B. Tatkoum	Ethnic	14	M	
B. Phiakeo	Ethnic	15	M	Y
B. Pouxai	Ethnic	16	F	
B. Vangxai	Ethnic	17	M	N
B. Kongthayur	Ethnic	18	F	
B. Lakkhao	Lao	19	M	N
B. Chounla	Ethnic	20	F	
B. Kamkok	Lao	21	M	Y
B. Kapu	Lao	22	F	
B. Nongkan	Ethnic	23	M	N
B. Donxa	Ethnic	24	F	
B. Houayhoun	Ethnic	25	M	Y
B. Hokong	Lao	26	F	
B. Temesangt	Ethnic	27	M	Y
B. Vangpuay	Lao	28	F	
B. Lak 2	Lao	29	F	Y
B. Nakhoysao	Lao	30	M	
B. Naxai-Noy	Ethnic	31	M	Y
B. Senvang	Lao	32	F	
B. Phouangsa	Lao	33	F	Y
B. Leungnoktr	Lao	34	M	
B. Nongxano	Lao	35	M	Y
B. Nanongyao	Lao	36	F	
B. Paktaphan	Lao	37	F	N
		38	M	
		39	M	Y
		40	F	
		41	M	N
		42	F	



43	F	N
44	M	
45	F	Y
46	M	
47	M	Y
48	F	
49	M	Y
50	F	
51	M	N
52	F	
53	M	Y
54	F	
55	M	N
56	F	
57	M	N
58	F	
59	M	N
60	F	
61	F	Y
62	M	
63	M	N
64	F	
65	M	N
66	F	
67	F	N
68	M	
69	M	N
70	F	
71	M	N
72	F	
73	M	N
74	F	

## List of Persons Met

No	Date	Name	Position	Organization	Contract No/ Phone	Province
1	13 January 2015	Mr. Phan Me xay	Director of MPWT	Attapeu MPWT	22290949	Attapeu
2	13 January 2015	Mr. Thong Sock	Project Coordinator / Head of Transportation	Attapeu MPWT	22200173	Attapeu
3	13 January 2015	Mrs. Doungxay Sevongsa	President of Lao Women Union	Attapeu LWU	22290954	Attapeu
4	13 January 2015	Mrs. Shomchit Southtichack	Traffic management	Attapeu MPWT	55654956	Attapeu
5	13 January 2015	Mss. Selevanh	Deputy of Traffic office	Attapeu MPWT	22901510	Attapeu
6	13 January 2015	Mss. Amoné ThepkhamHoung	Technical staff	MPWT	22388666	Attapeu
7	13 January 2015	Mss. Phouthly Phomkenthao	Technical staff	MPWT	59181091	Attapeu
8	13 January 2015	Mss. Hath Pasong	Technical staff	MPWT	56425675	Attapeu
9	13 January 2015	Mrs. Keth kham King kheo	Technical staff	MPWT	54737373	Attapeu
10	13 January 2015	Mss. neluandone	Technical staff	MPWT	55317652	Attapeu
11	13 January 2015	Mrs .Vedany Komala	Technical staff	MPWT		Attapeu
12	13 January 2015	Mrs. Phonsavanh	MPWT Head of Gender Diversion	Attapeu MPWT	55736110	Attapeu
13	13 January 2015	Mrs. Keo Ak sone Phouthvong	Head of Planning	Attapeu MPWT	22767272	Attapeu
14	13 January 2015	Mrs. Aphone xayahoung	Deputy Division of Road Safety	MPWT	55712371	Attapeu
15	13 January 2015	Mrs. Vechita sanaga	Technical of Road safety	MPWT	22291718	Attapeu
16	13 January 2015	Mr. Vevone Mine sa	Head of transport diversion	Attapeu MPWT	22293008	Attapeu
17.	14 January 2015	Mr. Thong Thep	DoF PWT	Sekong MPWT	22296677	Sekong
18	14 January 2015	Mr. Thongsouck	Head of cabinet ofice	Sekong MPWT	55315511	Sekong
19.	14 January 2015	Mr. Bua ly	Head of Transportation	Sekong MPWT	55538988	Sekong
20.	14 January 2015	Mr. SavathSedavong	Head of Road office	Sekong MPWT	22295993	Sekong
21.	14 January 2015	Mrs. Souvanhnaly	Head of Cabinet office	Sekong LWU	55271579	Sekong
22.	14 January 2015	Mr. Kovakath	Engineer	Sekong MPWT	97437782	Sekong
23.	15 January 2015	Mr. Kong thavevanh	Head of Road –water Sector	Saravanh MPWT	23720007	Saravanh
23.	15 January 2015	Mrs. Mano luack	Technical	MPWT	95155072	Saravanh
24.	15 January 2015	Mr. Sin da shack	Head of Transportation	Saravanh MPWT	55648029	Saravnh
25.	15 January 2015	Mrs. Sengaloun	Deputy of LWU	Saravanh LWU	56167953	Saravanh
26.	15 January 2015	Mr. Phe pheng	Deputy of MPWT	Saravanh MPWT	22289666	Saravanh
27.	15 January 2015	Mrs.Som Boun	MPWT ( LWU)	MPWT (LWU)	99830337	Saravanh



## List of Villages

Attapeu Province  
National Road 18b

#	Village Name	Households	Male	Female	Population	Clinics	Schools
1	B. Xaisi	207	510	574	1084	2	1
2	B. Khanmakong	183	462	465	927	2	1
3	B. Fangdeng	239	595	626	1221	2	1
4	B. Hatxan	158	448	476	924	2	2
5	B. Vat-Nua	122	300	329	629	2	1
6	B. Vatthat	134	347	387	734	2	1
7	B. Vatlouang	170	427	467	894	2	1
8	B. Somkhot	166	466	471	937	2	1
9	B. Hatxaykhao	78	171	171	342	2	3
10	B. Sixao	81	205	242	447	2	2
11	B. Viangxai	82	208	233	441	2	2
12	B. Muang-Mai	184	410	478	888	2	1
13	B. Xekong	117	292	296	588	2	2
14	B. Xe-Gnai	145	374	390	764	2	1
15	B. Samakhi	198	510	516	1026	2	1
16	B. Xekaman-Nua	225	585	593	1178	2	1
17	B. Xekaman-Tai	64	162	156	318	2	1
18	B. Vatlouang	119	597	364	961	2	2
19	B. Saysamphan	97	276	278	554	2	2
20	B. Tanxoum	96	252	281	533	2	2
21	B. Xaisa-At	220	790	596	1386	2	1
22	B. Dontom	34	112	104	216	2	2
23	B. Houaykeo	44	119	104	223	2	2
24	B. I-Toum	129	378	379	757	2	2
25	B. Houaykeo	54	175	177	352	1	2
	Total	3346	9171	9153	18324	49	38

Attapeu Province  
Provincial Road 9001

#	Village Name	Households	Male	Female	Population	Clinics	Schools
1	B. Phoxai	291	787	838	1625	2	1
2	B. Xay	164	456	460	916	2	1
3	B. Touay	194	526	542	1068	2	2
4	B. Oudom	149	405	387	792	2	1
5	B. Dakkanat	56	117	186	303	2	3
6	B. Dakhiat	111	258	294	552	2	1
7	B. Maiphoudeng	21	46	61	107	2	2
8	B. Pakpe	30	53	73	126	2	3
9	B. Moun	72	180	172	352	2	2
10	B. Dakmo (Vangxai)	180	489	549	1038	2	2
11	B. Kongna-Mai	50	107	142	249	2	3
12	B. Tatkoum	51	154	163	317	2	2
13	B. Phiakeo	82	213	232	445	2	2
14	B. Houaykiang	30	90	95	185	2	3
Total		1481	3881	4194	8075	28	28

Saravane Province  
National Road 20

#	Village Name	Households	Male	Female	Population	Clinics	Schools
1	B. Nalek	379	1102	1114	2216	2	1
2	B. Vat-Kang	159	553	498	1051	2	1
3	B. Phonkeo	285	842	812	1654	1	1
4	B. Nakokpho	316	906	887	1793	2	1
5	B. Lak 2	572	1820	1725	3545	2	1
6	B. Nagnong	58	198	185	383	2	2
7	B. Naviang	60	167	202	369	2	2
8	B. Khanthalat	126	370	369	739	2	2
9	B. Nathoun-Gnai	45	123	137	260	2	2
10	B. That-Noy	52	136	161	297	2	2
11	B. Hathouay	133	361	397	758	2	2
12	B. Na-Khok	126	399	421	820	2	2
13	B. Phonthan	84	213	258	471	2	2
14	B. Phonbok	63	204	210	414	2	1
15	B. Taopoun	100	349	367	716	2	1
16	B. Nakhoysao	149	495	508	1003	2	1
17	B. Nathankouay	97	295	307	602	2	2
18	B. Nathanko	69	240	212	452	2	2
19	B. Soung	174	539	576	1115	2	2
20	B. Phao-Gnai	231	698	698	1396	1	1
21	B. Nalat	69	237	229	466	2	2
22	B. Maknao-Nai	26	80	89	169	2	3
23	B. Maknao-Nok	57	224	209	433	2	3
24	B. Sangkeo	30	81	82	163	2	3
25	B. Thongpapak-Nai	32	96	101	197	2	2
26	B. Naxai-Gnai	92	278	293	571	2	2
27	B. Nongsano	35	134	140	274	2	2
28	B. Phonthong	54	181	189	370	2	2
29	B. Naxai-Noy	84	262	304	566	2	3
30	B. Maixaisamphan	56	175	177	352	2	3
31	B. Sapon	177	607	651	1258	2	1
32	B. Kokpo	34	119	109	228	2	3
33	B. Naxaikokphao	72	580	252	832	2	3
34	B. Donkhao	30	110	107	217	2	3
35	B. Dongko-Tai	36	99	108	207	2	2
36	B. Chong-Gnai	20	67	60	127	2	3
37	B. Leunthon	43	128	124	252	2	1
38	B. Leunbok	41	128	126	254	2	3
39	B. Dongko-Kang	33	129	112	241	2	2
40	B. Dongko-Nua	62	231	230	461	2	2
41	B. Bengxekong	146	351	446	797	1	1
42	B. Khiangkhong	83	245	283	528	2	2
43	B. Senvang-Noy	100	301	296	597	2	3

44	B. Houakhouaset	102	268	307	575	2	3
45	B. Senvang-Gnai	169	477	485	962	1	2
46	B. Bengxaset	72	182	202	384	2	2
47	B. Khonleng	38	135	126	261	2	2
48	B. Thongpapak-Nok	17	49	57	106	2	3
49	B. Laongam	159	392	450	842	2	1
50	B. Nonkham	158	467	432	899	2	1
51	B. Nondua	171	509	491	1000	2	3
52	B. Houaynamsan	146	361	397	758	2	3
53	B. San-Thong	92	282	307	589	2	2
54	B. Khouaset	92	275	261	536	2	1
55	B. Chiangtangle	49	155	145	300	2	3
56	B. Sanumna	50	132	163	295	2	2
57	B. Nongtakai	94	246	261	507	2	2
58	B. Ngiou	90	285	282	567	2	1
59	B. Phonouan	112	298	327	625	2	2
60	B. San-Dong	45	131	140	271	2	2
61	B. Samoemnon	33	86	95	181	2	3
62	B. Samoem-Nok	39	126	112	238	2	2
63	B. Bak-Noy	25	72	73	145	2	3
64	B. Bak-Gnai	77	185	207	392	2	2
65	B. Vangpuay	77	201	236	437	2	1
66	B. Temebeng	29	73	77	150	2	3
67	B. Temesangthong	132	412	407	819	2	2
68	B. Phopoum	97	277	256	533	2	2
69	B. Mouanteup	43	108	113	221	2	3
70	B. I-Leung	41	125	127	252	2	3
71	B. Takit-Noy	88	275	247	522	2	3
72	B. Thongko	74	237	221	458	2	3
73	B. Ten	60	180	171	351	2	2
74	B. Phao	52	128	149	277	2	1
75	B. Hokong-Beng	46	122	117	239	2	3
76	B. Sok	52	149	140	289	2	2
77	B. Hokong-Nai	167	486	502	988	2	1
78	B. Paktho	80	236	223	459	2	3
79	B. Dong-Noy	101	264	258	522	2	2
80	B. On-Beng	110	263	267	530	2	2
81	B. Houayhoun-Tai	91	325	345	670	2	2
82	B. Non-Soung	69	202	199	401	2	3
83	B. Nondou	171	458	467	925	2	2
84	B. Houakhoua	47	155	133	288	2	3
Total		8147	24642	24736	49378	164	176

Saravane Province  
Provincial Road 6901

#	Village Name	Households	Male	Female	Population	Clinics	Schools
1	B. Taphankhoumthadan	84	221	220	441	2	3
2	B. Taphan-Tai	83	210	194	404	2	3
3	B. Taphan-Kang	75	192	216	408	2	1
4	B. Hongsaythong	52	182	128	310	2	2
5	B. Pakxanom	88	226	247	473	2	2
6	B. Nonggnao	57	164	172	336	2	3
7	B. Nongxano 2	84	241	216	457	2	2
8	B. Leungnoktha	54	133	141	274	2	2
9	B. Phouangsavan	151	601	408	1009	2	3
10	B. Phouangmalai	47	141	125	266	2	2
11	B. Kengthan	73	202	199	401	2	2
Total		848	2513	2266	4779	22	25



Sekong Province  
National Road 16

#	Village Name	Households	Male	Female	Population	Clinics	Schools
1	B. Phon	275	950	896	1846	1	1
2	B. Chounla	184	596	614	1210	1	1
3	B. Thateng-Tai	242	726	748	1474	1	1
4	B. Nonnongva	133	374	401	775	2	1
5	B. Nongbong-Houaykhiao	136	451	427	878	2	1
6	B. Beng	86	281	344	625	2	1
7	B. Thateng-Nua	254	732	721	1453	2	1
8	B. Houayxay	222	672	729	1401	2	1
9	B. Houa-Xe	210	641	649	1290	2	1
10	B. Kapu	140	450	418	868	2	1
11	B. Kamkok	226	729	696	1425	2	1
12	B. Nonsamphan	28	95	95	190	2	1
13	B. Tiou	76	256	281	537	2	2
14	B. Chakam-Mai	41	152	122	274	2	2
15	B. Chakam-Gnai	78	190	223	413	2	2
16	B. Chakout	63	175	181	356	2	2
17	B. Kafe	54	184	216	400	2	2
18	B. Kokhai	62	200	196	396	2	2
19	B. Nongbouasai	33	106	119	225	2	2
20	B. Nonglao	50	151	156	307	2	3
	Total	2593	8111	8232	16343	37	29

Sekong Province  
District Road 7615

#	Village Name	Households	Male	Female	Population	Clinics	Schools
1	B. Donxa	110	406	442	848	2	1
2	B. Thongvay	193	643	737	1380	1	2
3	B. Chakamlit	18	57	52	109	2	2
4	B. Vang-Mai	50	174	179	353	2	2
5	B. Nongkan	66	228	217	445	2	1
6	B. Lakkhao	50	159	142	301	2	2
Total		487	1667	1769	3436	11	10





Sekong Province  
National Road 16

#	Village Name	Households	Male	Female	Population	Clinics	Schools
1	B. Phon	275	950	896	1846	1	1
2	B. Chounla	184	596	614	1210	1	1
3	B. Thateng-Ta	242	726	748	1474	1	1
4	B. Nonnongva	133	374	401	775	2	1
5	B. Nongbong-l	136	451	427	878	2	1
6	B. Beng	86	281	344	625	2	1
7	B. Thateng-Nu	254	732	721	1453	2	1
8	B. Houayxay	222	672	729	1401	2	1
9	B. Houa-Xe	210	641	649	1290	2	1
10	B. Kapu	140	450	418	868	2	1
11	B. Kamkok	226	729	696	1425	2	1
12	B. Nonsampha	28	95	95	190	2	1
13	B. Tiou	76	256	281	537	2	2
14	B. Chakam-Ma	41	152	122	274	2	2
15	B. Chakam-Gn	78	190	223	413	2	2
16	B. Chakout	63	175	181	356	2	2
17	B. Kafe	54	184	216	400	2	2
18	B. Kokhai	62	200	196	396	2	2
19	B. Nongbouas	33	106	119	225	2	2
20	B. Nonglao	50	151	156	307	2	3
	Total	2593	8111	8232	16343	37	29

Attapeu Province  
National Road 18b

#	Village Name	Households	Male	Female	Population	Clinics	Schools
1	B. Xaisi	207	510	574	1084	2	1
2	B. Khanmakor	183	462	465	927	2	1
3	B. Fangdeng	239	595	626	1221	2	1
4	B. Hatxan	158	448	476	924	2	2
5	B. Vat-Nua	122	300	329	629	2	1
6	B. Vatthat	134	347	387	734	2	1
7	B. Vatlouang	170	427	467	894	2	1
8	B. Somkhot	166	466	471	937	2	1
9	B. Hatxaykhac	78	171	171	342	2	3
10	B. Sixao	81	205	242	447	2	2
11	B. Viangxai	82	208	233	441	2	2
12	B. Muang-Mai	184	410	478	888	2	1
13	B. Xekong	117	292	296	588	2	2
14	B. Xe-Gnai	145	374	390	764	2	1
15	B. Samakkhi	198	510	516	1026	2	1
16	B. Xekaman-N	225	585	593	1178	2	1
17	B. Xekaman-T	64	162	156	318	2	1
18	B. Vatlouang	119	597	364	961	2	2
19	B. Saysampha	97	276	278	554	2	2
20	B. Tanxoum	96	252	281	533	2	2
21	B. Xaisa-At	220	790	596	1386	2	1
22	B. Dontom	34	112	104	216	2	2
23	B. Houaykeo	44	119	104	223	2	2
24	B. I-Toum	129	378	379	757	2	2
25	B. Houaykeo	54	175	177	352	1	2
	Total	3346	9171	9153	18324	49	38

Saravane Province  
National Road 20

#	Village Name	Households	Male	Female	Population	Clinics	Schools
1	B. Nalek	379	1102	1114	2216	2	1
2	B. Vat-Kang	159	553	498	1051	2	1
3	B. Phonkeo	285	842	812	1654	1	1
4	B. Nakokpho	316	906	887	1793	2	1
5	B. Lak 2	572	1820	1725	3545	2	1
6	B. Nagnong	58	198	185	383	2	2
7	B. Naviang	60	167	202	369	2	2
8	B. Khanthalat	126	370	369	739	2	2
9	B. Nathoun-Gi	45	123	137	260	2	2
10	B. That-Noy	52	136	161	297	2	2
11	B. Hathouay	133	361	397	758	2	2
12	B. Na-Khok	126	399	421	820	2	2
13	B. Phonthan	84	213	258	471	2	2
14	B. Phonbok	63	204	210	414	2	1
15	B. Taopoun	100	349	367	716	2	1
16	B. Nakhoysao	149	495	508	1003	2	1
17	B. Nathankou	97	295	307	602	2	2
18	B. Nathanko	69	240	212	452	2	2
19	B. Soung	174	539	576	1115	2	2
20	B. Phao-Gnai	231	698	698	1396	1	1
21	B. Nalat	69	237	229	466	2	2
22	B. Maknao-Na	26	80	89	169	2	3
23	B. Maknao-Nc	57	224	209	433	2	3
24	B. Sangkeo	30	81	82	163	2	3
25	B. Thongpapa	32	96	101	197	2	2
26	B. Naxai-Gnai	92	278	293	571	2	2
27	B. Nongsano	35	134	140	274	2	2
28	B. Phonthong	54	181	189	370	2	2
29	B. Naxai-Noy	84	262	304	566	2	3
30	B. Maixaisam	56	175	177	352	2	3
31	B. Sapon	177	607	651	1258	2	1
32	B. Kokpo	34	119	109	228	2	3
33	B. Naxaikokph	72	580	252	832	2	3
34	B. Donkhao	30	110	107	217	2	3
35	B. Dongko-Tai	36	99	108	207	2	2
36	B. Chong-Gnai	20	67	60	127	2	3
37	B. Leunthon	43	128	124	252	2	1
38	B. Leunbok	41	128	126	254	2	3
39	B. Dongko-Kar	33	129	112	241	2	2
40	B. Dongko-Nu	62	231	230	461	2	2
41	B. Bengxekon	146	351	446	797	1	1
42	B. Khiangkhor	83	245	283	528	2	2

#	Village Name	Households	Male	Female	Population	Clinics	Schools
43	B. Senvang-Nc	100	301	296	597	2	3
44	B. Houakhoua	102	268	307	575	2	3
45	B. Senvang-Gr	169	477	485	962	1	2
46	B. Bengxeset	72	182	202	384	2	2
47	B. Khonleng	38	135	126	261	2	2
48	B. Thongpapa	17	49	57	106	2	3
49	B. Laongam	159	392	450	842	2	1
50	B. Nonkham	158	467	432	899	2	1
51	B. Nondua	171	509	491	1000	2	3
52	B. Houaynam	146	361	397	758	2	3
53	B. San-Thong	92	282	307	589	2	2
54	B. Khouaset	92	275	261	536	2	1
55	B. Chiangtang	49	155	145	300	2	3
56	B. Sanumna	50	132	163	295	2	2
57	B. Nongtakai	94	246	261	507	2	2
58	B. Ngiou	90	285	282	567	2	1
59	B. Phonouan	112	298	327	625	2	2
60	B. San-Dong	45	131	140	271	2	2
61	B. Samoemno	33	86	95	181	2	3
62	B. Samoem-Ni	39	126	112	238	2	2
63	B. Bak-Noy	25	72	73	145	2	3
64	B. Bak-Gnai	77	185	207	392	2	2
65	B. Vangpuay	77	201	236	437	2	1
66	B. Temebeng	29	73	77	150	2	3
67	B. Temesangtl	132	412	407	819	2	2
68	B. Phopoum	97	277	256	533	2	2
69	B. Mouanteu	43	108	113	221	2	3
70	B. I-Leung	41	125	127	252	2	3
71	B. Takit-Noy	88	275	247	522	2	3
72	B. Thongko	74	237	221	458	2	3
73	B. Ten	60	180	171	351	2	2
74	B. Phao	52	128	149	277	2	1
75	B. Hokong-Ber	46	122	117	239	2	3
76	B. Sok	52	149	140	289	2	2
77	B. Hokong-Nai	167	486	502	988	2	1
78	B. Paktho	80	236	223	459	2	3
79	B. Dong-Noy	101	264	258	522	2	2
80	B. On-Beng	110	263	267	530	2	2
81	B. Houayhoun	91	325	345	670	2	2
82	B. Non-Soung	69	202	199	401	2	3
83	B. Nondou	171	458	467	925	2	2
84	B. Houakhoua	47	155	133	288	2	3
	Total	8147	24642	24736	49378	164	176



Saravane Province  
Provincial Road 6901

#	Village Name	Households	Male	Female	Population	Clinics	Schools
1	B. Taphankhoi	84	221	220	441	2	3
2	B. Taphan-Tai	83	210	194	404	2	3
3	B. Taphan-Kar	75	192	216	408	2	1
4	B. Hongsaytho	52	182	128	310	2	2
5	B. Pakxanom	88	226	247	473	2	2
6	B. Nonggnao	57	164	172	336	2	3
7	B. Nongxano 2	84	241	216	457	2	2
8	B. Leungnokth	54	133	141	274	2	2
9	B. Phouangsav	151	601	408	1009	2	3
10	B. Phouangma	47	141	125	266	2	2
11	B. Kengthan	73	202	199	401	2	2
	Total	848	2513	2266	4779	22	25

Sekong Province  
District Road 7615

#	Village Name	Households	Male	Female	Population	Clinics	Schools
1	B. Donxa	110	406	442	848	2	1
2	B. Thongvay	193	643	737	1380	1	2
3	B. Chakamlit	18	57	52	109	2	2
4	B. Vang-Mai	50	174	179	353	2	2
5	B. Nongkan	66	228	217	445	2	1
6	B. Lakkhao	50	159	142	301	2	2
	Total	487	1667	1769	3436	11	10

Attapeu Province  
Provincial Road 9001

#	Village Name	Households	Male	Female	Population	Clinics	Schools
1	B. Phoxai	291	787	838	1625	2	1
2	B. Xay	164	456	460	916	2	1
3	B. Touay	194	526	542	1068	2	2
4	B. Oudom	149	405	387	792	2	1
5	B. Dakkanat	56	117	186	303	2	3
6	B. Dakhiat	111	258	294	552	2	1
7	B. Maiphoudeng	21	46	61	107	2	2
8	B. Pakpe	30	53	73	126	2	3
9	B. Moun	72	180	172	352	2	2
10	B. Dakmo (Vangxai)	180	489	549	1038	2	2
11	B. Kongna-Mai	50	107	142	249	2	3
12	B. Tatkoum	51	154	163	317	2	2
13	B. Phiakeo	82	213	232	445	2	2
14	B. Houaykiang	30	90	95	185	2	3
	Total	1481	3881	4194	8075	28	28

	ROAD NAME	KM	VILLAGES	TOTAL_HH	MALE	FEMALE	TOTAL_PERS	PERS/ KM	HOSPITAL	SCHOOL
Attapeu	18B	111.9	25	3,346	9,171	9,153	18,324	164	49	38
	9001	76	14	1,481	3,881	4,194	8,075	106	28	28
Saravane	20	56	84	8,147	24,642	24,736	49,378	882	164	176
	6901	23.5	11	848	2,513	2,266	4,779	203	22	25
Sekong	16	54	20	2,593	8,111	8,232	16,343	303	37	29
	7615	23.2	6	487	1,667	1,769	3,436	148	11	10
Total		345	160	16,902	49,985	50,350	100,335	291	311	306

#REF!

	ROAD NAME	KM	VILLAGES	TOTAL_HH	MALE	FEMALE	TOTAL_PERS	PERS/ KM	HOSPITAL	SCHOOL
Saravane	16	54		2,593	8,111	8,232	16,343	303	37	29
	7615	23.3		487	1,667	1,769	3,436	147	11	10
Sekong	18b	111.9		3,346	9,171	9,153	18,324	164	49	38
	9001	76		1,481	3,881	4,194	8,075	106	28	28
Attapeu	18b	56		8,147	24,642	24,736	49,378	882	164	176
	6901	23.5		848	2,513	2,266	4,779	203	22	25
Total		345		16,902	49,985	50,350	100,335	291	311	306

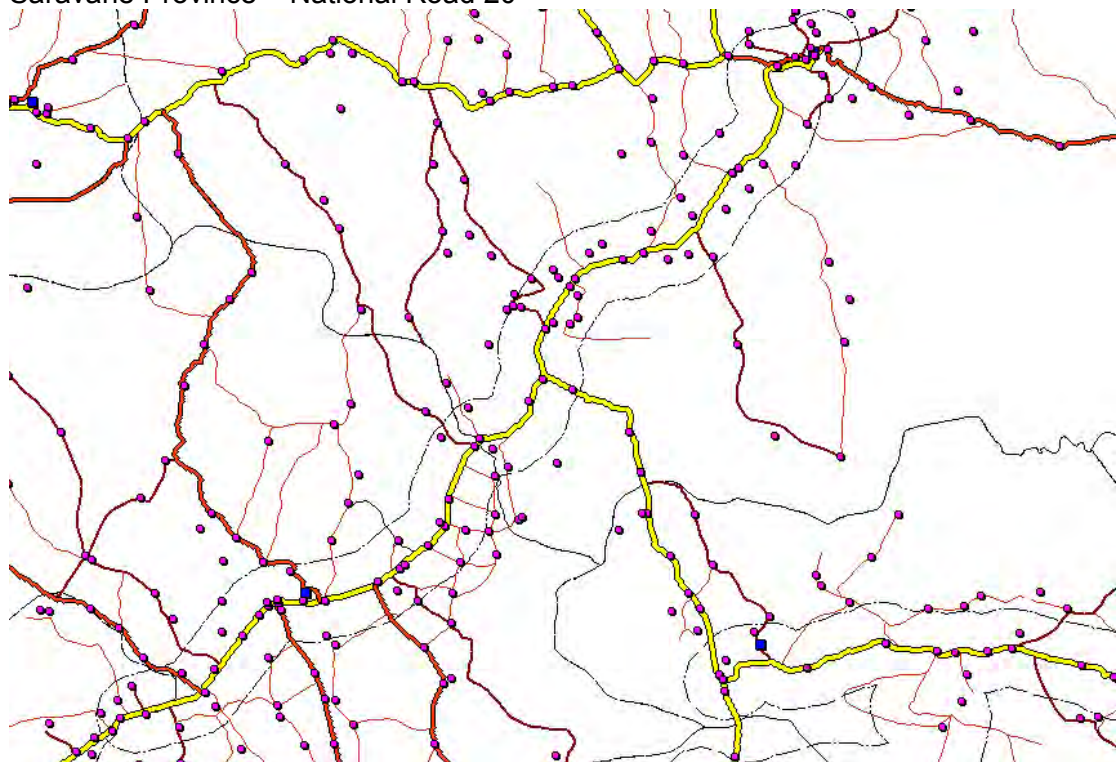


### Villages with Buffer zone

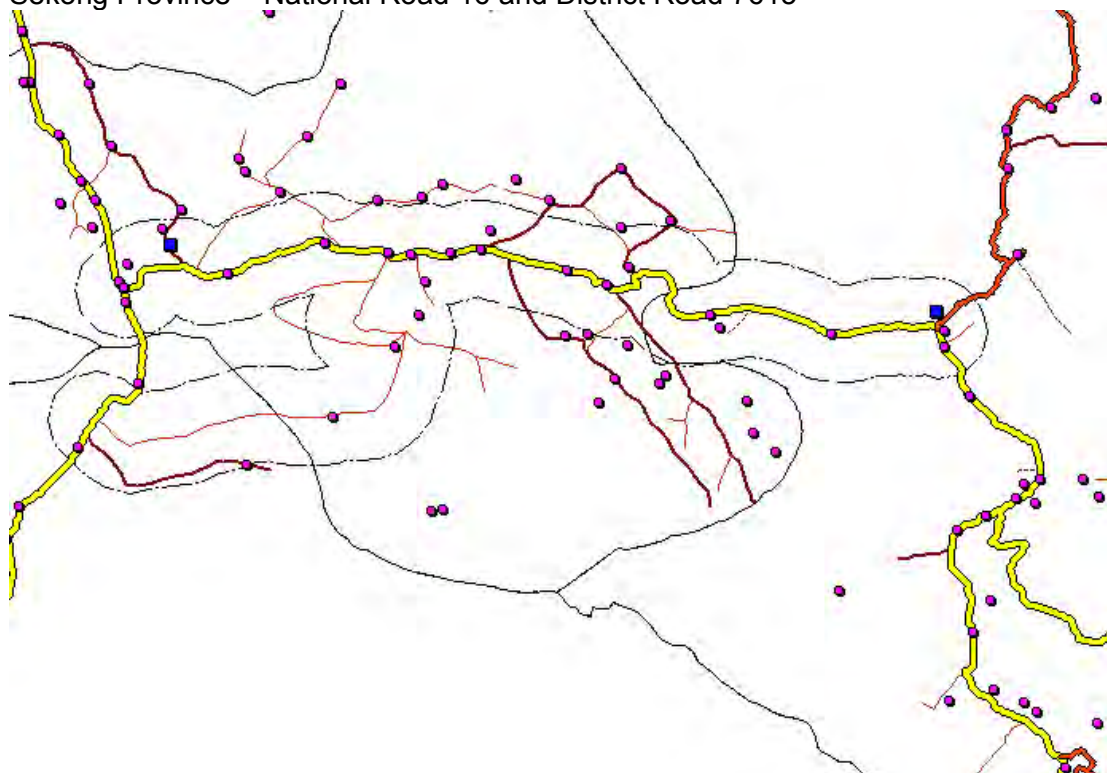
Attapeu Province – National Road 18b, and Provincial Road 9001



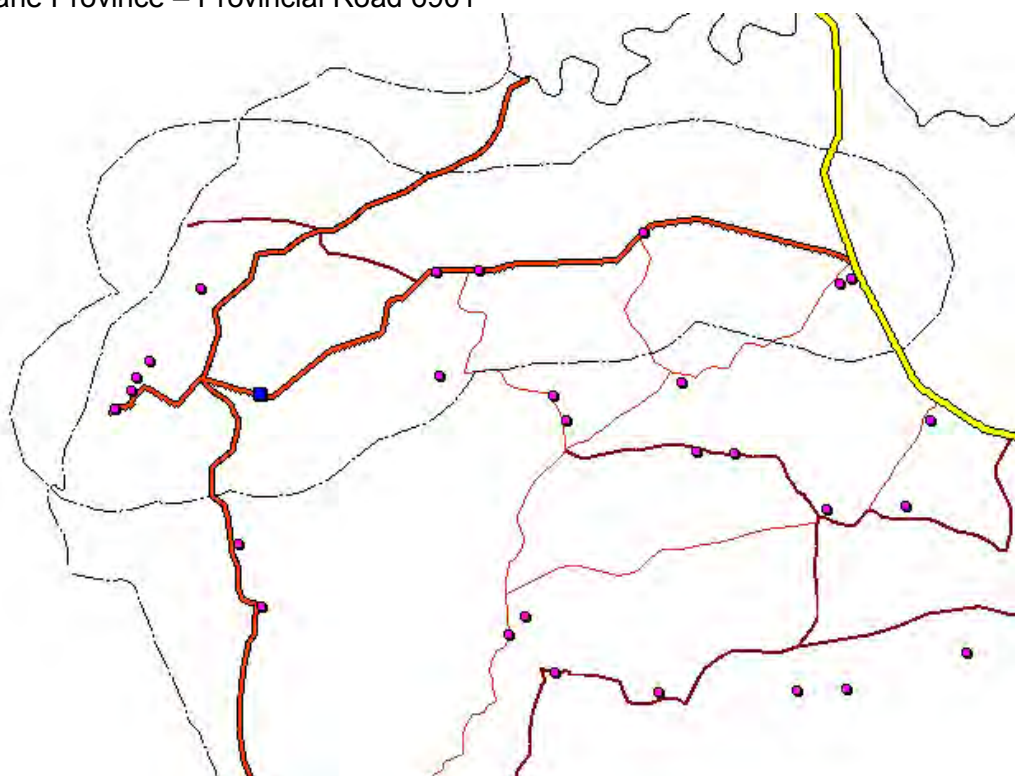
Saravane Province – National Road 20



Sekong Province – National Road 16 and District Road 7615



Saravane Province – Provincial Road 6901



## HIV/Aids Awareness Campaign budget

<i>HIV/AIDS and Trafficking Awareness &amp; Prevention</i>		Unit	Rate USD	Number	Total
<b>A</b>	<b>Contractor Awareness Training</b>				<b>52100</b>
	Information/ Education/ Communication (IEC) Materials	LS	5000	1	5000
	STI test kits and STI treatment packs	number	5	1500	7500
	Establish Health Education Post (including STI/HIV) at camps	number	500	6	3000
	Training Sessions/ presentations by NGOs/ sub-consultant	number	1000	36	36000
	Condoms (boxes of 500)	number	100	6	600
<b>B</b>	<b>Implement HIV/AIDS/STI Awareness and Prevention in Project Area</b>				<b>152000</b>
	Stipend for Peer Educators (2 per village with at least one female)	persons	350	150	52500
	Training of Trainer Workshops for peer educators (each road)	number	2000	18	36000
	IEC Materials to communities	villages	500	75	37500
	Workshop for villages on HIV/AIDS/ Trafficking prevention	number	2000	6	12000
	Awareness raising activities in secondary schools by peer educators	number	500	18	9000
	Condoms to local clinics (boxes of 500)	number	100	50	5000
<b>C</b>	<b>Technical Assistance (NGO/ Sub-consultant)</b>				<b>27000</b>
	<b>Design, Management &amp; Delivery</b>				
	KAPB Surveys (one each year during implementation)	LS	6000	3	18000
	Monitoring & Reporting (each year during implementation)	LS	3000	3	9000
<b>D</b>	<b>Subtotal</b>				<b>231100</b>
	Contingencies (10%)				23110
	<b>Total</b>				<b>254210</b>





## **Annex U – Indigenous Peoples Plan, IPP**



# Indigenous Peoples Plan

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March 2015

## Lao PDR: Road Sector Governance and Maintenance Project

Prepared by {complete and accurate name of government agency or private sector project sponsor} for the Asian Development Bank. {This is an {updated} {revised} version of the draft originally posted in {Month Year} available on {<http://www.adb.org/projects/xxxxx-xxx/documents>}.}



## CURRENCY EQUIVALENTS

(as of {Day Month Year})

{The date of the currency equivalents must be within 2 months from the date on the cover.}

Currency unit	–	{currency name in lowercase (Symbol)}
{Symbol}1.00	=	\${ }
\$1.00	=	{Symbol_____}

## ABBREVIATIONS

ADB	Asian Development Bank
CPP	Communication and Participation Plan
CRM	Community road Model
CSO	Civil Society Organization
CSW	Commercial Sex Worker
DMF	Design and Monitoring Framework
DPWT	Department of Public Works and Transport
EA	Executing Agency
EMP	Environmental Monitoring Plan
FGD	Focus Group Discussion
FS	Feasibility Study
HH	Household
IA	Implementing Agency
ICB	International Competitive Bidding
IEC	Information, education and communication
IP	Indigenous People
IPDP	Indigenous People Development Plan
LECS	Lao Expenditure and Consumption Survey
LFNC	Lao Front for National Construction
LWU	Lao Women’s Union
MPWT	Ministry of Public Works and Transport
NCB	National Competitive Bidding
NGO	Non-governmental organization
NPGE	National Program for Gender Equality
NR	National Road
NSEDP	National Social and Economic Development Plan
PAM	Project Administration Manual
PCCA	Provincial Committee for Control of AIDS/HIV
PDH	Provincial Department of Health
PDPWT	Provincial Department of Public Works and Transport
PPTA	Project Preparatory Technical Assistance
PR	Provincial Road
PSA	Poverty and Social Assessment
PWT	Public Works and Transport
RIP	Road Improvement Project
RRP	Report and recommendation of the president
RSGMP	Road Sector Governance and Maintenance Project
SCS	Stakeholder communication strategy

STIs	Sexually transmitted infections
TOR	Terms of Reference
TOT	Training of trainers
VMC	Village Maintenance Committee
WTP	Willingness to Pay

### **{WEIGHTS AND MEASURES}**

{symbol 1 (full name 1)}	–	{Definition 1}
{symbol 2 (full name 2)}	–	{Definition 2}
{symbol 3 (full name 3)}	–	{Definition 3}

### **{GLOSSARY}**

{Term 1}	–	{Definition 1}
{Term 2}	–	{Definition 2}
{Term 3}	–	{Definition 3}

### **NOTE{S}**

- (i) In this report, "\$" refers to US dollars unless otherwise stated.

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## A. EXECUTIVE SUMMARY OF THE INDIGENOUS PEOPLES PLAN

1. Initial screening of potential impacts on IPs was conducted early in the project identification process, and the preparation of the project concept paper to categorize the impacts and identify subsequent approaches and resource requirements to address IP issues. A more thorough screening has been conducted as part of the PPTA, based on the social and poverty assessment survey. Information has been consulted and meetings with DPWT/ OPWT staff in the three provinces as well as village leaders along the subject roads on the likely impact of the subject roads, and activities carried out under the project. The PSA has been carried out in accordance with “ADB’s Handbook on Poverty and Social Assessment, particularly the Appendix 7 on Indigenous Peoples”.

2. The subject roads have been categorized according to the level of impacts on IPs. The level of impacts have been determined by the type, location, scale, nature, magnitude of potential impacts on IPs. The project will fall to one of the following categories:

- Category A: sub-projects expected to have significant impacts that require IPDP;
- Category B: sub-projects expected to have limited impacts that require specific action for IP in resettlement plans and/or social action plan; and
- Category C: sub-projects not expected to have impacts on IPs and therefore do not require special provision for IPs.

The impacts on IPs will be considered significant if the project positively or negatively:

**Table 1 – Assessed Indigenous Peoples Impact**

#	Condition	Assessed Impact	Action to be taken
1	Affect their customary rights of use and access to land and natural resources;	It is not expected that the maintenance of the subject roads will have any affect on the customary rights of use and access to land and natural resources of ethnic people along the subject roads	No action required
2	Change their socio-economic status;	It is expected that the socio-economic status of Ethnic groups will improve, as a result of increased trade, deriving from improved road condition. This improvement will however not be limited to Ethnic people, but to the population along the subject roads in general.	Inclusion and prioritization for participation in the community based maintenance components under the proposed project.
3	Affect their cultural and communal integrity;	It is not expected that the maintenance of the subject roads will have any affect on the cultural and communal integrity of Ethnic Groups.	No action required
4	Affect their health, education, livelihood and social security status; and/or	It is not expected that the maintenance of the subject roads will have any direct affect on the health, education, livelihood and social security status of Ethnic Groups.	No action required
5	Alter or undermine the recognition of indigenous knowledge.	It is not expected that the maintenance of the subject roads will undermine the recognition of indigenous knowledge of Ethnic Groups	No action required

3. The household survey confirms that the majority of the beneficiaries are Lao with numbers of 40,1% and other ethnic groups. During the PSA, FGDs with the Ethnic groups was undertaken in villages along the subject roads. The assessment concluded the following:

- The people see themselves first and foremost as Lao, they hold Lao citizenship and communicate through Lao language in different facets of society such as marketing, business

activities, political activities, and participation in village/district administration;

- They have inter-married with other ethnic groups including Vietnamese;
- The different ethnic groups live together in mixed communities, there is a high level of social/cultural homogeneity in the villages, and if villages are purely ethnic, they get along well with other villages of other ethnic belonging.
- There are no special agencies or government offices established in the provinces to work with non-Lao people because the non-Lao do not exhibit differences which make them any more vulnerable or in need of special assistance than the Lao;
- Amongst the different ethnic groups there is high support for the subject roads that seek to improve, upgrade and rehabilitate rural infrastructure as key and important facilities for community access to services and employment opportunities. Assessment have ascertained broad community support for the subject roads;
- There are expectations of potential benefits following the improvement of the roads, both in terms of improved access to services and for the potential financial benefits from direct employment and/or increased income through trade, and;
- There is also both the willingness and capacity to participate in design, implementation, and monitoring of the interventions. People commented on the benefits and positive impacts anticipated to result from the subject roads, and have stated there are no constraints on the ability of people to participate in project benefits as a result of ethnicity or culture.

4. Ethnic groups are in higher risk to being negatively affected by the project activities, both in terms of benefitting from the improved roads, and from taking advantage from improved governance and sustainability of the road network. For this reason, and to assure that ethnic groups along the project roads are ensures the potential benefits of the project focused is placed on these groups for the participation in community based maintenance works. Targets are not established, however conditions are included that local labor through Village Maintenance Committees are sub-contracted for community based maintenance works under the NCB maintenance contracts.

5. The social and economic profile of ethnic groups compared to the Lao is not balanced. Ethnic households are generally poorer, have fewer assets and of less value, and live in less “advanced” housed – all indicators of a higher level of vulnerability. The social safeguard for Indigenous People is therefore categorized as B.

6. Improving and expanding coverage of infrastructure and services will provide a range of benefits. The conclusions of the assessments and consultations are that while there will be benefits at both village and household level, where both Lao and Ethnic women will gain more benefit than men in a range of ways. However some of the negative impacts could disproportionately affect women and therefore these are to be addressed through measures included in the project.

## **B. DESCRIPTION OF THE PROJECT**

7. At the request of the Government Lao People’s Democratic Republic the Asian Development Bank (ADB) approved the Project Preparatory Technical Assistance (PPTA) to establish the basis for the proposed investment in infrastructure and capacity building measures for institutional strengthening in Xekong, Attapeu and Saravane Provinces

8. For undertaking the PPTA, the ADB engaged the services of Oriental Consultants (Japan), IDCJ (Japan) and Mekong Consultants Co. Ltd (Lao PDR).

9. In Lao People’s Democratic Republic the executing agency for the Road Sector Governance and Maintenance Project (RSGMP) is the Ministry of Public Works and Transport (MPWT).

10. For each of the project provinces, the major outputs of the PPTA involves: (i) the preparation of the project and (ii) developing an investment program for subject roads in the three provinces. These outputs will form an integral part of the Report and Recommendation of the President (RRP) and the Project Administration Manual (PAM).

11. The PSA cover a number of items and aspects, including assessment of safeguard issues. This Indigenous People's Plan (IPP) is one of the documents prepared to comply with ADB's policies and Lao People's Democratic Republic's law on environmental assessment.

12. The outputs of the project are (i) improved governance and effective practice for sustainable road asset management, (ii) strengthened institutional capacity at national and provincial levels of MPWT for implementation of sustainable Road Asset Management, and (iii) completed road asset maintenance and rehabilitation of sections of national and local roads. The main purpose of the IPP is to support these three project outputs though including ethnic groups living along the project subject roads.

13. The report is based on collected quantitative and qualitative data from the field level in the three provinces (Attapeu, Saravane, and Sekong), with described and analyzed poverty and socioeconomic profiles of potentially affected communities in the project areas.

14. As part of the analysis vulnerable groups in relation to the project have been analyzed, and the reasons for their vulnerability, including their exposure to risks identified in the ADB Handbook on Social Analysis (2012). The risk and vulnerability profile are furthermore elaborated, by: a) quantifying the incidence, frequency and severity of risks in the affected populations by age, gender, ethnic group and location, and b) assessing the capacity of each group to mitigate the risks.

15. As part of the risk mitigation measures, project components or design options have been identified to mitigate these risks and to improve opportunities for the vulnerable groups to access project benefits. One of these design options identified includes the involvement in the community-based maintenance groups. For this purpose relevant institutions to be involved in the design and implementation of activities have been identified, and procedures for monitoring and provide the required trainings and workshops to the involved institutions.

16. Based on the social, poverty and gender impact assessment an Indigenous People's Plan, which accounts to ethnic groups, but also related to poverty and gender aspects, has been prepared, with responsibilities, cost estimates, and indicative schedule.

17. Indigenous peoples have during the survey been identifies as more vulnerable, following the preparation of a socio-economic profile of the ethnic populations in the project, identifying existing problems perceived by the IPs, needs, demands, constraints, and capacities. The assessment covers the different culturally defined roles of men and women within the ethnic groups and relevance of these differences to the implementation of community based maintenance. In addition the institutional, personnel and financial capacities of the executing and implementing agencies and other stakeholders working with and for indigenous peoples and develop a strategy for their participation in the project, has been assessed.

18. Potentially positive and negative impacts have been identified, and a communications and participation strategy for IPs has been prepared, with measures and appropriate budget and implementation arrangements to ensure meaningful participation of IPs and involvement of NGOs/CSOs where appropriate.

19. Identify explicit IP development impact, outcomes, outputs, activities, and inputs, performance targets and indicators, data sources and reporting mechanisms, and assumptions and risks to be included in the Project's Design and Monitoring Framework.

## **C. SOCIAL IMPACT ASSESSMENT**

20. One of the main characteristics of the Lao PDR is its cultural diversity. Although there have been differing numbers given for the groups, specialists mostly agree on the ethno linguistic classification of the ethnic groups. For the purposes of the 1995 census, GOL recognized 47 main ethnic groups or categories and 149 subgroups, and the last revision of this list by the Lao Front for National Construction (LFNC) contained 49 categories, and over 160 subgroups. Thus, the official terminology for describing the diverse population of the Lao People's Democratic Republic is 'ethnic groups.' This terminology was introduced with the 1991 Constitution. The term 'ethnic minorities' is used by some to classify the non Lao ethnic groups while the term 'indigenous peoples' is not used by people in Lao PDR. The official terminology of the Lao Constitution is used in this Plan.

21. In Lao PDR all people are considered equal, irrespective of ethnic background. Although close to 50 major ethnic groups are recognized by the national census, ethnic groups are conventionally divided into three major groups, based on proto-typical location. These are (i) Lowland Lao (Lao Loum) who tend to settle in the valleys and flatlands; (ii) Upland Lao (Lao Sung) who prefer the higher altitudes; and (iii) Midland Lao (Lao Theung) who tend to inhabit the mid-level slopes. However, there are many exceptions to these stereotypic village locations and therefore such universalities need to be used with care. Over two thirds of the national population is Lao Loum, which comprise 8 ethnic groups within the Lao - Tai language family. The Upland or highland Lao make up about 10 percent of the population and comprise some 7 groups within the Chine - Tibet language family and 2 groups within the Hmong - lu Mien language family. The Midland Lao account for 25 percent of the total population and comprise some 32 groups within the Mon-Khmer language family.

22. The cultural and linguistic differences are greater among many of the midland Lao than those among the Lowland and Upland Lao. The Mon-Khmer language family comprises the largest number of ethnic groups but slightly less than one-quarter of the total population. Although there are various ethnic groups within the lowland Lao, only the upland and midland Laos are considered ethnic "groups". Lao PDR policy emphasizes the multi-ethnic nature of the nation and in many ways works to reduce the discrimination against midland and upland minorities. The use of the "three-ethnic group" emphasizes the commonality of Lao nationality "Lao First" and is widely used in the country to refer to specific ethnicity. While there is participation in the political process with a number of non Lao ethnic people holding positions in government, as yet there is no equal representation at all political levels when compared to their total numbers in the provincial populations. In Lao PDR poverty, culture, and ethnicity are closely linked. Often due to their remote location, the ethnic people have comparatively less access to government services such as health, education, agricultural extension and infrastructure. Many development plans, including infrastructure, are not planned or implemented with ethnicity as the overriding variable. As a result, development impacts can inherently be marginalizing on the isolated and pre-market ethnic economies unless adequate mitigation measures are adopted and the potential beneficiaries are consulted in project planning and implementation. Further, the higher incidence of poverty particularly among minority groups makes them more vulnerable socially and economically.

### **1) ADB and Indigenous People**

23. The term 'indigenous people' is generic and includes cultural minorities, ethnic minorities, indigenous cultural communities, tribal peoples, scheduled tribes, natives and aboriginals. The definition, as used by ADB, is encompassing and describes indigenous people as having the following characteristics: "... i) descent from population groups present in a given area before modern states or territories were created, and ii) maintenance of cultural and social identities separate from mainstream or dominant societies or cultures. Additional characteristics include i) self-identification and identification of others as being part of a distinct indigenous cultural group, and the display of desire to preserve that cultural identity; ii) a linguistic identity different from that of mainstream or dominant society; iii) social, cultural, economic, and political traditions and institutions distinct from mainstream or dominant culture; iv) an economic system oriented more toward a traditional system of production than the mainstream system; or v) a unique tie and attachment to traditional habitat and ancestral territory and natural resources."

24. The approach adopted by ADB in project and program development is to seek the greatest possible reduction in poverty amongst indigenous peoples and in cases where adverse cultural effects are unavoidable, to minimize these effects through identification of appropriate mitigation measures. Furthermore, where indigenous people are to be affected by a project, it is important to incorporate mechanisms into project planning that will ensure the equal or enhanced enjoyment of project benefits by indigenous people.

25. This approach recognizes that even programs that are aimed at improving quality of life (i.e. poverty reduction projects) do not necessarily equally reach all sectors of the community, and invariably, indigenous people - for a number of reasons - often bear a disproportionate burden of adverse social and economic effects of development. Therefore, project planning must include strategies to overcome such structural constraints and appropriate communication avenues are identified, particularly when conventional approaches to information dissemination may not be adequate. Any such strategy would also need to provide specific mechanisms for indigenous women's concerns to be identified and addressed through the project process. To this end "...development interventions that will affect indigenous peoples should ensure that they have opportunities to participate in and benefit equally from the interventions."

## 2) Characteristics of Ethnic Households in Project Area

26. There are a number of ethnic groups in the three provinces; Lao 59,9%) in the major group followed by Triang (8,8%), Harak (7,3%), Katu (6,6%), Levy (6,8%) and Shuay (2,9%). In three of the provinces, the survey respondents were all of Lao nationality while the "other" groups (including Vietnamese and Thai) revealed by the survey were accounting for 7,6% (see section 3.8.3), hence it is not possible to say, based on statistics that some groups are more dominant than others. There are however differences between the three provinces, and between the subject roads, as shown in table 2 below.

**Table 2 – Ethnicity of Beneficiary Households**

Province	Subject Road	Households in Survey		
		Lao	Ethnic	Total
Saravane	NR 20	37	4	41
		90.2%	9.8%	100.0%
	PR 6901	47	3	50
		94.0%	6.0%	100.0%
Sekong	PR 7615	19	23	42
		45.2%	54.8%	100.0%
	NR 16	34	61	95
		35.8%	64.2%	100.0%
Attapeu	NR 18b	99	9	108
		91.7%	8.3%	100.0%
	PR 9001	6	66	72
		8.3%	91.7%	100.0%

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

27. There are ethnic people living along all project roads, however the numbers are relatively larger along NR 16 and PR 7615 in Salavane and PR9001 in Attapeu.

**Table 3 – Ethnicity of Beneficiary Households**

Province	Ethnicity (%)							Total
	Lao	Triang	Harak	Lavy	Shuay	Katu	Other	
Attapeu	79,7%			7,5%	2,3%	7,5%	3,0%	100,0%
Salavane	35,8%	8,4%	2,1%	17,9%	9,5%	17,9%	8,4%	100%
Sekong	58,0%	15,5%	15,5%	0,6%			10,5%	100,0%
Average	59,9%	8,8%	7,3%	6,8%	2,9%	6,6%	7,6%	100,0%

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

28. Lao is the main language spoken in 69,4% of households and other ethnic languages are spoken in 30,6% of households. This reveals that about 10% of non-ethnic Lao speak Lao language in in their homes.

**Table 4 – Age by Ethnicity v.s Lao**

Ethnicity of household	Age group in years (%)				
	20 to 30	31 to 45	46 to 60	61 to 75	> 76
Lao	12.7%	33.9%	43.3%	9.8%	0.4%
Ethnic	13.4%	28.0%	42.7%	14.0%	1.8%
Average	13.0%	31.5%	43.0%	11.5%	1.0%

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

29. Table 4 above shows that there is now significant difference in the age distribution between Lao and Ethnic heads of households. The table 5 below suggests that the ethnic households to a lesser extent than Lao are divorced or widowed.

**Table 5 – Marital Status by Ethnicity**

Ethnicity of household	Marital Status (%)				
	Not Married	Married	Separated	Divorced	Widowed
Lao	0.0%	88.6%	0.8%	2.9%	7.8%
Ethnic	1.8%	95.1%	1.2%	0.6%	1.2%
Average	0.7%	91.2%	1.0%	2.0%	5.1%

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

30. As noted in table 6 below, overall ethnic households are larger than Lao households as 16,5% of the ethnic households consists of over 9 persons. Lao households are significantly smaller with 55,5% of households having between 2 and 5 members, while for the ethnic households the same range amounts to 39,1% of households.

**Table 6 – Ethnicity and Household Size**

Ethnicity of household	Household by number of members (%)						
	1	2 to 3	4 to 5	6	7	8	9+
Lao	0.8%	16.3%	39.2%	15.1%	14.3%	6.5%	7.8%
Ethnic	0.0%	10.4%	28.7%	20.1%	15.2%	9.1%	16.5%
Average	0.5%	13.9%	35.0%	17.1%	14.7%	7.6%	11.2%

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

31. Table 7 below shows that overall ethnic adults are less educated than Lao adults. While 32.3% of ethnic household heads have either none of incomplete primary education, among Lao heads of households the figure is 23.3%. On the other side of the spectra the Lao heads of households have in general received a higher lever of education. Among Lao heads of households 18.4% have either completed upper secondary school or tertiary education, while only 4.9% of the ethnic households have reached similar levels.

**Table 7 – Level of Education and Ethnicity**

Ethnicity of head of household	Education level (%)							
	None	Incomplete primary school	Completed primary school	Incomplete lower secondary school	Complete lower secondary school	Incomplete upper secondary school	Complete upper secondary school	Tertiary
Lao	9.4%	13.9%	25.7%	11.4%	18.4%	2.9%	9.0%	9.4%

Ethnic	4.3%	28.0%	39.0%	12.2%	11.0%	0.6%	3.7%	1.2%
Average	7.3%	19.6%	31.1%	11.7%	15.4%	2.0%	6.8%	6.1%

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

32. The provinces have a high literacy rate; 97,1% of heads of Lao household and 98.8% of ethnic heads of households are claiming to be literate. 94,7% of the Lao households stated they own the house their household lives in compared to only 95.1% of Ethnic households. For the larger proportion of households, the female headed households to a greater extent than male headed households owned the house they live in, hence a conclusion that the ethnicity would not be a factor when it comes to ownership.

33. Lao households live in houses of a generally higher standard, with walls constructed from more solid materials such as concrete and brick, with more proper roofing material, and with better flooring. Table 8 shows that overall ethnic households tend to live in less substantial houses as shown by 81.2% compared with 69.5% of ethnic households living in a house with wooden walls, 96,7% compared with 90.9% of ethnic households living in a house with corrugated iron, or cement fiber roofing. The differences are not major, but confirm the common conception that ethnic households are generally living in poorer conditions.

**Table 8 – Main Construction Materials of Houses**

Ethnicity of household	Floor			Walls				Roof	
	Wooden, rough, sawn	Wood or brick	Brick or concrete	Simple	Wooden, rough, sawn	Wood + brick	Concrete	Simple	Corrugated iron/ cement fibre
Lao	16.7%	1.2%	82.0%	2.4%	16.3%	81.2%		3.3%	96.7%
Ethnic	26.2%	2.4%	71.3%	3.0%	27.4%	69.5%		9.1%	90.9%
Total	20.5%	1.7%	77.8%	2.7%	20.8%	76.5%		5.6%	94.4%

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

### 3) Livelihood Activities, Income and Poverty

34. Livelihood activities include any activities that support a household and comprise paid and unpaid work. Table 9 below shows that ethnic households spend more time on unpaid and household work than Lao households (1.5 hours per day for Ethnic compared with 1,06 hours by Lao). However, the average number of hours of paid work per day is similar for Lao and Ethnic households with 8,16 hours carried out per day for Lao and 8,08 hours for the Ethnic households.

**Table 9 – Unpaid and Paid Workers by Ethnicity**

Type of work	Participation in work (16 years +)	
	Lao	Ethnic
Unpaid	1,06	1,50
Paid	8,16	8,08

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

35. The main source of income for beneficiary households is wages from trade (small shop/ business) (39%) and from the agriculture (24,3%) followed by government work (13,5%) and daily or casual labor (7,8%). Income from agriculture is more important to Ethnic households 35% than for Lao households (19%), while the situation is reversed when it comes to trade, as where 49% of income comes from this sources while only 17% for the Ethnic households. Considering that one key outcome from the improved roads is increase in trade, there is a greater potential among ethnic households to benefit from improved transport, which is also confirmed through the FGDs.



**Table 10 – Income by Ethnicity**

	Government or public service	Private sector	Trade (incl. small shop/ business)	Hospitality/ tourism (hotel, bar, restaurant)	Construction	Agriculture/ forestry (incl. NTFPs)	Garment industry	Transport	labor/ Daily wages
Lao	440 408 14%	179 591 6%	1 537 142 49%	30 612 1%	160 408 5%	602 040 19%	14 285 0%	23 469 1%	154 285 5%
Ethnic	261 067 12%	129 573 6%	364 634 17%	18 292 1%	250 000 12%	751 219 35%	14 634 1%	35 975 2%	303 048 14%
Total	368 496 13,5%	159 535 5,8%	1 066 992 39,0%	25 672 0,9%	196 332 7,2%	665 403 24,3%	14 425 0,5%	28 484 1,0%	213 936 7,8%

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

36. In terms of income, there are no major differences between Lao and Ethnic households although minor there is a slightly higher representation of Ethnic households in the 1<sup>st</sup> and 2<sup>nd</sup> income groups. The Ethnic households are comparatively worse off than the Lao households with 25,3% falling within the 1st income quartile and therefore most vulnerable to economic shocks.

**Table 11 – Distribution across Income Groups by Ethnicity of Households**

Ethnicity	Income group (%)			
	1	2	3	4
Lao	23.6%	25.6%	26.9%	24.0%
Ethnic	25.3%	27.2%	22.2%	25.3%
Average	23.0%	28.1%	24.7%	24.2%

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

37. In terms of ownership of other assets as an indicator of poverty, Table 12 below shows a larger proportion of Lao households than Ethnic households owning significant assets such as means of transport or household appliances. For example, of the households headed by Lao, 32.7% own a vehicle compared with 11% of the Ethnic households. In all cases listed the ownership of assets among the Ethnic households is significantly lower than among Lao households.

**Table 12 – Household Asset Ownership**

Ethnicity of household	Ownership of assets (%)							
	Vehicle	Motorbike	Bicycle	VCR/DVD player	Television	Refrigerator	Stereo/CD player	Air conditioning
Lao	32.7%	89.8%	42.9%	73.9%	90,2%	77.1%	67.8%	14.7%
Ethnic	11.0%	78.7%	34.1%	67.7%	76,8%	52.4%	54.9%	5.5%
Total	24.0%	85.3%	39.4%	71.4%	84.8%	67.2%	62.6%	11.0%

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

#### 4) Participation in Household and Community Decision Making

38. With respect to the involvement and participation of Ethnic groups in the planning and maintenance/ implementation of community infrastructure, it should be pointed out the participation in the local authority is generally very low. While 4.5% of Lao participate, only 1.2% of the Ethnic population participates. These Respondents were, however, consistent in their negative and positive responses, indicating low levels of involvement in either the planning or maintenance of infrastructure, stating that people have participated in various aspects of community development.

39. The further survey suggested that the Ethnic population is also less represented in village level development committees; with only 37.2% of ethnic respondents confirming that households are participating while 47.3% of Lao households are participating.

40. In terms of training, information and workshops being provided to villages, the households participating in the survey and through the FGDs reported that there had not been any training or awareness raising sessions on any topic. This means there is a considerable scope for provision of training and awareness raising under the project.

#### 5) Access to Infrastructure and Services and Willingness to Pay

41. With the exception of access to a private well, in terms of connections to water supply (including hot water systems) and sanitation, Ethnic households are not as well covered as Lao households, as indicated in table 13 below.

**Table 13 – Access and Connection to Utilities by Ethnicity of Household Head**

Ethnicity	Connections/ access to services and utilities (%)							
	Electricity	Hot water supply	Private well	Flush/pour toilet	Sanitation	Telephone	Bath or shower	Regular solid waste collection
Lao	96.3%	48.2%	46.1%	62.4%	38.8%	90.2%	58.8%	62.4%
Ethnic	97.6%	27.4%	47.0%	46.3%	31.1%	86.6%	27.4%	43.9%
Average	<b>96.8%</b>	<b>39.9%</b>	<b>46.5%</b>	<b>56.0%</b>	<b>35.7%</b>	<b>88.8%</b>	<b>46.2%</b>	<b>55.0%</b>

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

42. A large proportion of households considered that it is reasonable for the government to request contributions (either in cash or in-kind) in order to provide community infrastructure and services, i.e., 91.4% of Lao households and 93.9% of Ethnic households.

43. Depending on the service/utility and there is a higher WTP for improvements to roads and schools than for other services (including water supply, sanitation and markets). As shown in table 13 below overall expression of WTP is generally higher “if the services were improved”, in Ethnic households compared with Lao households. Moreover, since none of the surveyed households indicated that they would be willing to contribute more than they were currently doing if there would be no change, the conclusion is also that Ethnic households are also to a greater extent than Lao households less interested in contributing more.

**Table 14 – Willingness to Pay for Improved Services by Ethnicity of Household**

Infrastructure/ service	Ethnicity of household	Willingness to pay (%)	
		No WTP	No more than currently pay
Roads	Lao	27.3%	58.4%
	Ethnic	27.4%	51.2%
School	Lao	26.9%	58.8%

	Ethnic	29.9%	50.0%
Health center	Lao	13.1%	31.0%
	Ethnic	16.5%	25.0%
Piped water supply	Lao	12.2%	26.9%
	Ethnic	11.0%	24.4%
Sanitation	Lao	9.8%	26.5%
	Ethnic	11.0%	19.5%
Market	Lao	9.4%	23.7%
	Ethnic	10.4%	15.9%
Solid waste collection	Lao	6.9%	26.1%
	Ethnic	7.3%	15.2%

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

44. ADB's safeguard defines indigenous people (IP) as a distinct, vulnerable, social and cultural group who: i) self-identify as members of a distinct indigenous cultural group and the recognition of this identity by others; ii) have collective attachment to geographically distinct habitats or ancestral territories; iii) have customary, cultural, social or political institutions that are different from those of the dominant society and culture; and, iv) have a distinct language, often different from the official language of the country or region.

45. The PSA shows that there are Lao people of ethnic groups living in the three project provinces, as shown in table below, and there are also ethnic groups living along all six subject roads.

**Table 15 – Non-Lao Ethnic Populations Project Provinces**

Province	% of province population
Attapeu	42%
Salavane	20,3%
Sekong	64,3%
Total	40,1%

Note: Percentages may not total 100% due to rounding

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

46. The household survey confirms that the majority of the beneficiaries are Lao with numbers of 40,1% and other ethnic groups. During the PSA consultation through village introductory meetings and with ethnic villages were undertaken through meetings and FGDs in villages along the subject roads. The consultations undertaken indicate the following:

- The people see themselves first and foremost as Lao, they hold Lao citizenship and communicate through Lao language in different facets of society such as marketing, business activities, political activities, and participation in village/district administration;
- They have inter-married with other ethnic groups including Vietnamese;
- The different ethnic groups live together in mixed communities, there is a high level of social/cultural homogeneity in the provinces;
- There are no special agencies or government offices established in the provinces to work with non-Lao people because the non-Lao do not exhibit differences which make them any more vulnerable or in need of special assistance than the Lao;
- Amongst the different ethnic groups there is high support for the subject roads that seek to improve, upgrade and rehabilitate rural infrastructure as key and important facilities for community access to services and employment opportunities. Consultations have ascertained broad community support for the subject roads; and
- There is also both the willingness and capacity to participate in design, implementation, and monitoring of the investments. People commented on the benefits and positive impacts anticipated to result from subject roads, and have stated there are no constraints on the

ability of people to participate in project benefits as a result of ethnicity or culture.

47. The objective of ADB's IP safeguard is "...to design and implement projects in a way that fosters full respect for IPs' identity, dignity, human rights, livelihood systems, and cultural uniqueness as defined by IPs themselves so that they (i) receive culturally appropriate social and economic benefits, (ii) do not suffer adverse effects as a result of projects, and (iii) can participate actively in projects that affect them." In addition, the project will not involve any activities or investments that will:

- Provide for or allow commercial development of cultural resources or indigenous knowledge under the project;
- Provide for or allow commercial development of natural resources that would impact the livelihoods or cultural, ceremonial or spiritual use of land that would impact the identity or community;
- Provide for or allow restrictions in use of, or access to, protected areas and natural resources; or
- Require displacement from traditional or customary lands.

48. It is concluded from the consultations and social assessment undertaken that the policy is not triggered by the Subject roads because they will not "affect the dignity, human rights, livelihood systems, or culture of indigenous people". The project will not adversely impact on, and is designed in such a way that will respect, the identity, dignity, human rights, livelihood systems or culture of the ethnic groups in the provinces. Any impacts on ethnic groups will be the same as for the non-ethnic, and these will be mitigated through implementation of the project. The beneficiary communities are supportive of the subject roads, and can see clear and direct benefits from improved maintenance.

49. The road improvement will also benefit people along the roads at an individual and household level. As noted above trading and improved agriculture is one of women's primary sources of incomes, improving roads will improve access and mobility and generally make women's travel more convenient and comfortable.

**Table 16 - Stakeholder Feedback - Ethnic**

Key issue	Interest of the Project
Community Relations	<ul style="list-style-type: none"> <li>• Throughout the responses from FGD responses, suggest that villages have good relations with each other.</li> <li>• Throughout the FGD reported good relations between Lao and Ethnic peoples, and expressions such as "good friendship", "harmony", "never have conflict" are repeated.</li> <li>• If there are issues they are solved at local level, and the village head will deal with these.</li> <li>• There are no differences between female, male and ethnic FGD responses on this issue.</li> </ul>
Road Use	<ul style="list-style-type: none"> <li>• Male generally express they use the roads for trade and business, while women to a greater extent point out social aspects, such as visiting friends and relatives, sending children to school and access to clinics.</li> <li>• The use of the road is among the ethnic groups considered equal for women and men, in that there are no differences in that all can use the services.</li> <li>• Ethnic FGDs express in the few cases the difficulty to travel to places far away, which would suggest that they live or have relatives far from the main road network.</li> </ul>
Opportunities	<ul style="list-style-type: none"> <li>• Generally the expectations on the road improvements are positive.</li> <li>• Improvement will bring additional opportunities to the area</li> <li>• Views are generally positive towards what opportunities improved roads may bring, especially related to the prospect of being employed by contractors.</li> <li>• Several are pointing out the need for equal pay (female, male/ ethnic) for the same kind of work</li> <li>• There are no differences between female, male and ethnic FGD responses on this issue.</li> </ul>
Transport	<ul style="list-style-type: none"> <li>• Complaints focus on the availability of transport services, especially for longer</li> </ul>

	<p>distance travel.</p> <ul style="list-style-type: none"> <li>Public transport been to improve both in timing and in comfort, is however said to serve both female, male and ethnic peoples equally.</li> <li>Poor people may have lesser opportunities to use the transport services.</li> <li>There are no differences between female, male and ethnic FGD responses on this issue.</li> </ul>
Selling and markets along the roads	<ul style="list-style-type: none"> <li>It will help business if there is more transport, and that the transport is faster.</li> <li>An improved road means that traders will come to buy produce, and it is no longer necessary to transport produce to the market.</li> <li>There are no differences between female, male and ethnic FGD responses on this issue.</li> </ul>
Participation	<ul style="list-style-type: none"> <li>Most express the willingness and need to participate in the repair and maintenance of the roads.</li> <li>The majority however express that working on the roads for maintaining it requires a reasonable compensation</li> </ul>

#### **D. INFORMATION DISCLOSURE, CONSULTATION AND PARTICIPATION**

50. A Consultation and Participation Plan (CPP) and Stakeholder Communication Strategy (SCS) will be prepared for the project. The CPP details the consultations taken to date and establishes the framework for ongoing consultation and participation as the project moves into its implementation stage.

51. During the preparation of the Poverty and Social Analysis, consultations were conducted with governmental agencies, villagers, enterprises, local groups and other people to be affected by the project to discuss general concerns, and community mobilization issues, and economic development potentials. Around 40% of the participants are ethnic minority representatives and around half were women.

52. Starting from the PPTA field assessments in June 2014, a number of participatory assessment sessions, consultations, discussions and interviews were held with over 400 people, including around 40% were the minority population, 60% were the poor and around 50% were women through focus groups discussions, and village meetings. Participants included individual villagers, village leaders, representatives from mass organizations, and staff of government agencies such as the, business owner and employees. In addition to this data has been collected through a household survey, with over 400 households along the project subject roads. The assessments, surveys and discussions provided the quantitative and qualitative materials that were used to prepare the PSA, IP, EMP, and other documents to satisfy both ADB and Lao PDR policy requirements.

53. Methods and tools used include (i) field visits to collect basic information on the project impact from project beneficiaries and APs; (ii) interviews and FGDs with representatives of households, villages or communities to find potential impacts, coping strategies and support needed; (iii) interviews with government agencies, development organizations and industrial parks to identify existing programs helping the poor and ethnic minorities to harness the project benefits stimulated, and (iv) meetings were held to collect feedbacks.

**Table 17 – Consultation and Communication Plan**

<b>Time</b>	<b>Organized by</b>	<b>Participants/ number</b>	<b>Key activities</b>	<b>Key outputs</b>
June-Sept 2014	MPWT and PPTA team	MPWT, DPWT and OPWT staff. Communities along the selected subject roads	Project concept development Preparation of FS Reviewing project components and scope Estimate Aps and beneficiaries Comparing and Soliciting options balancing project costs and distribution among Provinces/Districts Selecting subject road	The proposed components were disclosed to project provinces Rural roads for maintenance were selected FS has been prepared
October-December 2014	MPWT and PPTA Team, Field social survey team	Beneficiaries, along project and relevant PWT departments. Total 410 (37 village leaders 420 household) with 40% female headed.	Socio-economic survey for PSA, EMP, Road Use and Traffic Surveys Forms including focus group discussion, key informants interviews, consultation meetings, and HH surveys (410HH and 74FGD)	Project scope and alignment Scope of maintenance interventions were refined Potential benefits and negative impacts, possible enhancement measures and mitigate measures Existing livelihood patterns of the people along the project subject roads Confirmation on no Resettlement
January 2015	EA, PPTA team,	Beneficiaries along the project roads, DPWT staff	Verification of survey findings, including interviews with beneficiaries along the project roads, and government officials	Confirmation on Survey findings including Positive and negative impacts perceived by villagers within the project impact zone Most helpful actions needed in enhancing the project benefits to and mitigation the project negative impact from the Ethnic Groups, Women and the poor

54. At the implementation stage, the IA will follow a proactive approach to ensure the ethnic communities: (i) participate in decision-making; (ii) are fully involved in implementation; and (iii) receive equitable and culturally appropriate benefits from the Project. Further consultation and participation plan is outlined in the table below:

**Table 18 – Public Participation Plan During Project Implementation**

Stage	Responsibilities	Participants	Main Activities
Q2 2017	IA	PWT line organization, LWU, Villages from along the subject roads	Dissemination as well as project information disclosure and information sharing
Q3-Q4 2017	IA	PWT line organization, LWU, local communities including various beneficiary groups (particularly ethnic groups peoples and women)	Collection of the beneficiaries' comments, suggestions, requirements etc. in terms of the project is a constant communication process. Different opinions are collected through IA then forwarded to all the related agencies
Q1 2018	IA	PWT line organization,	Any change in project implementation will be disclosed timely to relevant groups
Q2 2018- Q1 2021	External Monitor	PWT line organization, LWU, local communities including various beneficiary groups (particularly ethnic groups peoples and women)	Timely report and feedback the results to all beneficiaries, EA and ADB. Provide monitoring reports to EA and ADB

## **E. BENEFICIAL MEASURES**

55. There will be short-term job creation as a result of the project, and while this does not address longer-term job security it will provide immediate incomes to households who are in need. As part of ensuring that project benefits reached the ethnic groups in the project area, measures incorporated in the project are designed to address issues raised in consultations regarding lack of skills and the poorly skilled who dominate the under-employed.

56. The targeted inclusion of locally available labor is in line with GoL employment and labor market policies. Since the direct impact from the project interventions in terms of income generation at the local level will be limited, it is a sensible approach to include local labor in the ICB/NCB contracts. The approach would also limit the risk of HIV/Aids/STI and trafficking since labor to a lesser extent is coming from outside the project area.

57. Community Based Maintenance sub-contracts enforced under ICB/NCB are also introduced in the project as a means to provide direct benefits to the people living along the project roads. The Community Based Maintenance approach has been commonly used for road maintenance in Lao PDR. The Village Maintenance Committee approach is widely promulgated throughout the PWT line organization, where provincial department and district offices have been trained on the management and administration of VMCs.

58. During the PPTA process consultation has been carried out with the DoR, DPWTs in the three provinces, other relevant stakeholders at province level, as well as villagers living along the project roads. Meetings have been held with the Deputy Director of DoR, who has supported the inclusion of Community Based Maintenance under the project, e.g. at the start up meeting with the PPTA team on the 30 May 2014 he strongly stressed on the need for Community involvement in the maintenance works. Moreover, during the ADB review, and related field visits in November 2014 the issue of Community Based Maintenance was discussed with the DPWT Directors in Saravane and Attapeu, and with the Deputy Director in Sekong, who all confirmed that the VMC approach has been promulgated throughout their provinces, however stopped due to the lack of funding, but supported the idea should financing be provided. Further, during field visit by the social safeguard team 12-15 January 2015 to the three provinces, meetings were held with DPWT staff including DPWT Director in Sekong and Deputy Directors in Saravane and Attapeu, with the purpose of discussing Community Based Maintenance. All confirmed that the VMC concept was used in their provinces, and concurred to the concept presented to be part of the project. The KfW supported RIP project is also including the community based maintenance concept in their project, similarly has many other projects done in Laos.

59. The maintenance phase of the project will represent opportunities for income generation through i) employment (wages); and ii) provision of tools and other items to the workers.

60. The maintenance phase of the project has the potential to have a major impact on incomes and the households of poor and low income/marginal households immediately within the subject road areas, especially if the requirements of the Lao Labor Law are complied with.

61. In Article 25, the Lao Labor Law (2006 which revised Decree No. 64, 21/3/2005) states that while a project developer has the right to accept the employees it requires, the developer "...shall give priority to Lao citizens, especially persons who are targets under poverty alleviation programs." In cases where it absolutely necessary, foreign employees may be engaged by the developer, but they must be a select group and be approved by the labor administration agency. In any case in respect of engaging foreigners, the Labor Law specifies that for physical work (unskilled labor) it is not permitted to accept more than 10% of the number of total employees, while for skilled work it is not permitted to accept more than 20% of the number of total employees.

62. Therefore to comply with the Labor Law 90% of unskilled labor and 80% of skilled labor should be provided by Lao nationals. To realize the maximum benefits of job creation during the maintenance phase it will be important that the Labor Law is complied with. From this, a proportion of jobs can be set aside for women and people from poor households. Based on the household survey, it is assessed that approximately 3% of the workforce would be available for community based maintenance works, and based on estimation on labor statistics; the assumption is that 85% of these would be un-skilled.

**Table 19 – Base Assumptions about Maintenance Workforce under “Regular Contracts”**

Subject Roads	Total Population	Potential No. of available workers (3% of Total Pop)	% un-skilled	Potential No. of available unskilled workers	Month of Implementation	Type of Contract
Attapeu	54 157	1 625	85%	1 381	36	NCB
Salavane	19 779	593	85%	504	36	NCB
Sekong	26 399	792	85%	673	36	NCB
Total	100 335	3 010	85%	2 559	36	NCB

Note: Type of Contract is for the main Contractor managing the Community Based Maintenance groups

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

63. According to the Labor Law, the project should give priority to Lao nationals. Different employment arrangements can be negotiated during the procurement process, and depending on the needs, the size of foreign workforce will be decided. By adopting the Lao Labor Law and 90% of unskilled workforce being Lao, the benefits for Laos during the maintenance phase will be secured. The workers directly employed by the main contractor will be drawn from the province where the road is located for the maintenance work on the National roads, and not necessarily from the people living along the roads. However for the community maintenance it should be a condition that maintenance workers are living along the subject roads.



64. As the type of contract is going to be International / National Competitive Bidding (ICB / NCB) it is also assumed that a camp or similar will be established for the workers that are foreign or sourced from outside of the of the local areas.

65. Table 20 shows that when the Labor Law is adopted and Lao national occupy 90% of the unskilled labor under project contract, there is the potential for a total employment of up to 2592 person-month work over the maintenance phase. With Lao people filling only two-thirds of unskilled labor, total employment decreases from 110 to 60 jobs and from 2592 to 1440 person-months if only half of the unskilled workforce is Lao national.

**Table 20 – Job Creation Potential of Subject Road Interventions**

Employment scenario	Attapeu		Salavane		Sekong		Total	
	No. of Full-time opportunities	No. of person months	No. of Full-time opportunities	No. of person months	No. of Full-time opportunities	No. of person months	No. of Full-time opportunities	No. of person months
<b>Estimated total number of employment opportunities</b>	35		30		30		95	
100%	35	1260	30	1080	30	1080	95	3420
75%	26	945	23	810	23	810	71	2565
50%	18	630	15	540	15	540	48	1710

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

66. Based on data gathered during consultations, the minimum wage for unskilled laborers in is 50,000LAK/ day, however following the Lao Labor Law, minimum wage is approximately \$225/month, which is forming the base for these calculations. Using the monthly rate, the above workforce participation scenarios convert into total wages earned by local un-skilled labor suggests a direct wage generation of 769,500USD over the three year maintenance intervention period, as shown in Table 21.

**Table 21 – Direct Wage Generation Potential of Maintenance Work**

Employment scenario	Total wages (\$)			
	Attapeu	Salavane	Sekong	Total
100%	283 500	243 000	243 000	769 500
75%	212 625	182 250	182 250	577 125
50%	141 750	121 500	121 500	384 750

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

67. Assuming that the unskilled workers employed under the maintenance contracts are from the lower income groups, the potential impact would be noticeable. The project can support poverty reduction efforts if a target for provision of labor by the poor is set for the project. Assuming setting aside of 65% of the un-skilled Lao workforce for the ethnic groups, where the incidence of poverty is higher than among non-ethnic groups, using the workforce scenarios above the total employment for ethnic groups will range from 60 to 40 people providing between 1080-1260 person-months work in each of the three provinces.

68. This will provide the rural poor with earning potential in the order of US\$8,100 per household over the project over the three-year intervention period. This has the potential to make a substantial contribution to local poverty reduction, assuming that the maintenance work is not replacing other income generating activities at household level, but rather that it adds to the overall income.

69. An additional benefit of maintenance employment is the training that comes with it. Each worker will be able to seek other maintenance work, based on the experience and skills acquired on the project. This is another reason that these benefits should be retained in the province (if not in the immediate project area), rather than an influx of foreign workers who will not leave any built capacity behind after project completion.

70. In addition to the direct unskilled maintenance jobs, a substantial number of unskilled jobs will be created by the industries that supply the maintenance and building materials for the works. Quantities of sand, rock, brick, gravel, ballast, cement and specialized plants will be required for the maintenance works, which will be incremental for companies that are currently operating in the three provinces and neighbour provinces as well as other parts of the country, providing a large number of unskilled jobs that are required to produce these construction materials.

71. There will also be the spin-off to the local economy from the presence of the workers in the area. Provision of food and other necessities to the maintenance work crews is another job-creating benefit in the project area. Maintenance works benefits include both income generated during maintenance and assets that remain after the maintenance work is completed. The provincial and district governments can authorize female-headed and poor households to organize food services to the maintenance work camps. This ensures that a measure of this impact will be both pro-women and pro-poor. The local LWU can help to organize local women to carry out this function. In addition, the demand creates an opportunity for the LWU which has become increasingly involved in assisting women in starting small businesses through advising and small loan funds to capture both job and business opportunities for women.

72. It is difficult to quantify the amount spent by workers that will spin-off to the local economy, as skilled workers may have a larger proportion of their wages that are expendable (due to higher wages) than others, while some workers may actually spend very little in the project area. A conservative estimate can be derived by using the wages potentially earned by Lao workers only.

73. Using the consumption data available from LECS-4 in terms of monthly expenditure on food, clothing and footwear, and alcohol and tobacco, over the maintenance period Lao workers<sup>1</sup> could potentially generate in the order of \$66,485 under the 90% workforce scenario and \$36,936 under the 50% workforce scenario, spent on food and drinks, entertainment and other expenses in local and small businesses operating locally as indicated in table 22.

**Table 22 - Potential Spin-off to Local Economy**

% of wages expended	Total Lao wages spent under different workforce scenarios (\$)		
	100%	75%	50%
Wages spent on food (6.6%) <sup>2</sup>	50 787	38 090	25 394
Wages spent on clothing & footwear (2.4%)	18 468	13 851	9 234
Wages spent on alcohol & tobacco (2.5%)	19 238	14 428	9 619
Wages spent on entertainment (3.7%)	28 472	21 354	14 236
Total wages spent in project area	116 964	87 723	58 482

Source: ADB. 2014. Road Maintenance Project PPTA (PSA Household Survey, Unpublished)

74. As the above estimates show, the project's direct and indirect unskilled jobs will provide poor households with the means to reduce poverty, even if only as a short-term measure the employment can provide a building block in terms of i) worker expertise; ii) opportunity to accumulate some capital or repay debt; and, iii) ability to save earnings to utilize for investments in activities and/or inputs that could yield increased incomes from their existing livelihoods.

<sup>1</sup> The potential economic spin-off from foreign workers is not included in this analysis because experience on a number of other construction projects involving, for example Chinese contractors, indicates that they import a very large proportion of food (including rice), clothing, alcohol and cigarettes.

<sup>2</sup> The proportion of monthly expenditure on food, as identified in LECS-4, is 26.4%, as it is likely that some meals will be provided by the project developer with the camps, and those people who live in a reasonable proximity to the camps will go home for meals, a quarter of this figure has been used in the above calculation.

## F. MITIGATIVE MEASURES

75. The risk of spread of STIs and HIV associated with the project is a factor of three things; i) the existing prevalence and transmission rates; ii) the knowledge of the community about pathways of transmission and methods of prevention; and, iii) the aspects of the project that could exacerbate the existing situation (i.e. presence of a maintenance workforce mainly comprised of outsiders or foreigners in an area where people have low existing knowledge and awareness of the risk or ways to prevent its transmission).

76. The risks are associated with the specific subject roads, which encourages improved accessibility and mobility between border areas are inevitably triggers for commercial activities that cater to a highly mobile population such as truck drivers, etc and include maintenance workers (people from outside the local areas), traders, people from households who travel for marketing or selling, seasonal migrants moving between Thailand, Cambodia and Viet Nam, and commercial sex worker (CSWs). There are no data available on the number of CSWs operating in the local areas, but CSWs are associated with casinos and larger hotels.

77. The vulnerability of migrant workers is compounded by their mobility and their social separation from the local community, which in turn prevents them from accessing social and health care services. For example, migrant laborers often do not want to use, or are not permitted to use health clinics due to registration formalities, local medical systems, and thus STIs and possibly HIV amongst migrant workers remains unchecked. The risk of HIV and AIDS infection is therefore increased. A disproportionate number of the trafficking victims are from ethnic groups other than Lao sub-group (i.e. other seven groups in the Lao-Tai language family). In order of frequency after Lao-Tai groups (62%), the Mon-Khmer show up most in trafficking reports.

78. Mitigating the risk of spread of STIs and HIV during the maintenance phase of the project will include implementation of a small and targeted STIs and HIV awareness and prevention program (through implementation of gender mainstreaming) for the beneficiary communities and maintenance workforce. The project's awareness and prevention measures should link in with existing initiatives wherever possible. Additional measures would cover:

- Inclusion of standard FIDIC HIV and STI prevention clauses in the contract documents;
- IEC materials obtained from PCCA and adapted for the target audience, if no suitable materials exist, the NGO engaged to provide the training will produce suitable materials;
- Provision in maintenance contracts requiring the maintenance contractor to ensure the maintenance workforce attend STI and HIV and AIDS prevention workshops provided through an approved service provider. The workshops will be delivered to the workforce prior to commencement of works, the workshops will be run two times per year to ensure that new recruits have the benefit of the training;
- Provision of condoms at the maintenance work camps;
- The Contractor providing adequate health care facilities including an HIV, AIDS, and STIs education post and first aid facilities within each maintenance work camp; and
- Village-based community awareness raising about transmission of STIs and HIV, reproductive health, safe sex, and anti-trafficking. The program will be implemented in the subject road villages in each province. The community based program will be based on training-of-trainers (TOT) provided by a suitable NGO or PCCA to the village health volunteers or facilitators who will then pass on the information through workshops undertaken in small groups in the villages.

79. The impacts that can be implemented to reduce the vulnerability of women (and children) to trafficking include:

- Ensuring no trafficked labor is engaged as part of the maintenance workforce or any ancillary employment (guards, cooks, cleaners etc);

- Ensuring legal wages are paid to maintenance and ancillary workers in line with Lao Labor Law and minimum wages set in accordance with the province;
- Implementation of a preferential hiring policy by the developer that gives priority to the vulnerable, project-affected households, and local labor within the local areas and wider catchment;
- Conduct village education campaigns in collaboration with the Department of Labor and Social Affairs and NGOs working in the sector which include a trafficking awareness and prevention workshops for communities (aimed at women and children);
- The members of the maintenance workforce who do not live locally will be required to reside at the camp which should be located away from existing villages and at sufficient distance to discourage interaction with local people;
- The incorporation of awareness messages into the project components already addressing community impact issues, and codes of conduct for maintenance workers that raise concerns about service/ sex workers and child prostitution can also be a means to address some trafficking issues; and
- Awareness messages for service/sex workers and maintenance workers can be combined with anti-trafficking and safe migration messages (as migrant workers are a high-risk group for HIV and STIs).

## **G. CAPACITY BUILDING**

80. Under the project an approximate total length of national and local roads will be kept under a maintenance regime using the community based maintenance. For these roads, equipment supported corrective maintenance will be carried out by ICB / NCB contracts, while basic pre-emptive maintenance would be carried out by community maintenance groups as sub-contracts. The length in each community maintenance contract will be decided based on the availability of willing people along the roads.

81. The approach will build on the Village Maintenance Committee through the Community Road Model (CRM) concept developed under the Lao Swedish Road Sector Project 1997-2010. The Department of Roads of the MPWT has promulgated the approach in all districts of Lao PDR. Although the approach was introduced, lately it has not functioned well due to lacking resources, funding mechanism and available capacity at PWT central and local level.

82. Since road sections have already been selected for the project the participatory screening and prioritization aspects of the CRM will not be required. Moreover the CRM was built on the condition of community in-kind contribution. Following reviews of the approach, one of the conclusions for its poor performance was the lack of funding, hence for the proposed approach under the Road Maintenance Project, would be to introduce payments following a performance based system.

83. The social and poverty analysis undertaken to prepare this IPP has assessed and described the circumstances of the EGs and the anticipated poverty and economic, social and cultural potential impacts of the project. The project relates to upgrading of already existing roads, and the potential socio-economic and socio-cultural impacts resulting from the project are assessed as minimal, and adequate measures are developed to deal with these under the plan.

84. Adequate provisions to enhance the economic benefits for vulnerable groups, including ethnic groups, the poor and women have been integrated in the project design through the community maintenance component. Provisions for special mitigation measures relating to land acquisition and resettlement are not required, since no land acquisition or resettlement will take place, hence the focus will be placed on measures to ensure that vulnerable groups, including ethnic groups will receive equal treatment relating to the opportunities during project interventions.

85. The specific measures in this IPP include project benefit enhancement measures and mitigation measures to address social risks. The benefit enhancement measures are (i) regional roads development; (ii) improved local roads and transport services; (iii) improved road safety; (iv) project generated employment and income generation opportunities; (v) capacity development measures including training for road maintenance, and non-farming job skill training. The mitigation measures include (i) minimizing risk of communicable diseases including HIV/AIDS; (ii) minimizing risk of human and drug trafficking; (iii) minimization of disturbances during constructions; and (iv) coordinate with the local government on complementary poverty reduction measures to enhance the project benefits.

86. There will be short-term job creation as a result of the project, and while this does not address longer-term job security it will provide immediate incomes to households who are in need, and it will provide skills and experience for trained people to take on similar jobs outside the scope of the project. The measures incorporated in the are designed to address issues raised in consultations regarding lack of skills and the poorly skilled who dominate the under employed.

## H. GRIEVANCE REDRESS MECHANISM

87. A grievance redress mechanism is formulated to accept and record the project affected person or group of persons to appropriately respond to complaints, queries, issues and concerns regarding project implementation.

88. Prior to commencement of maintenance works or other Project activities, Project Management Unit and the contractor will institute a system that will allow for receiving/ recording and immediately responding to Project-related complaints related to the participation in Community Based Maintenance works. The field office of the Contractor shall serve as the office to receive the complaints of the project affected person or group of persons and the members of the communities living along the project roads. The contractor will install notice boards at the road maintenance sites to publicize the name and telephone numbers of the contractor.

89. The Contractor in coordination with the Project shall record and document all the complaints received from the Contractor’s field office. The contractor and the environmental officer shall immediately process and resolve the complaints, disputes or questions received about the road maintenance. Any individual, household or organization can lodge a complaint against the contractors if her/ his or their properties/ life/ business/ health is compromised or damaged by the maintenance activities.

90. The existence of the Contractor’s field office shall not impede the complainant’s access to the Government’s judicial or administrative remedies. Resolution of issues under the Grievance Redress Mechanism shall consist of the following steps:

**Table 23 – Grievance Redress Mechanism**

Grievance Resolution Step	Process
Receiving a Complaint	A complaint may be made verbally or in written form and shall be filed in the field office of the Contractor. A grievance letter can also be send to the office of the PMU with a copy to local government units. If the complainant does not know how to send a grievance letter, the assistance of third-parties, such as media or local government officials, can be tapped to send this letter to the contractor and /or to the Project office of the Province.
Receive and Register a Complaint	Once a complaint has been received, it is registered by the Project with local officials and all concerned parties notified properly. Within maximum 5 calendar days a reply in written form from the Project or contractor will be sent back to the complainant with a copy to the local officials.
Screen for Eligibility and Assess the	Project officer in close coordination with Contractor should determine if the complaint is attributable to the Project and if it is within the scope of the

Grievance Resolution Step	Process
Complaint	Grievance Redress Mechanism. It then identifies who will conduct the assessment of the problem. This may include technical officers from the Project team or its consultants and contractors.
Assess the Problem Caused by the Project maintenance activities	In case the complaint is related to the Project activities, representatives of the Project and the chosen assessment unit will visit the complainant and the site where a problem is reported. The assessment should be implemented with participation of the complainant and witnesses, such as local officials and the results of the assessment should be agreed upon and signed by the complainant, representatives of project owner/ contractor, Project, assessment unit and local officials. If one side is not satisfied with the assessment results, they can propose another method or another assessment unit to re-assess the impacts until the assessment satisfies both sides.
Select Grievance Resolution Approaches	Resolution of the grievance may be approached several ways. Some common approaches are as follows:  a. The complainant proposes a solution, based on their self-evaluation of the impact or damages;  b. The project owner/ contractor proposes a solution, based on the legal regulation and their assessment of the damages;  c. The complainant and project owner/ contractor negotiate; or  d. The two sides defer to a third party (local mediating committee), government agencies with the participation of environmental management units. In case resolution is not achieved by these bodies, both sides may request a court to decide.
Compensate Damages Caused by the Project Activities and Communicate Back to All Parties Involved	After arriving at an agreement, the contractor will immediately compensate the complainant, if appropriate. The compensation may be in money and/or in kind (for example land, construction materials, house, etc.) depending on the agreement between the two sides or by decision of courts. Compensation also includes restoration of the damaged environment caused by the project activities, if the complainant requires.
Closure	A documentation of the process is prepared and signed by the complainant, representatives of the project owner/ contractor and local PC and distributed. The process may be monitored by Community officials/organizations.

## I. MONITORING, REPORTING AND EVALUATION

91. Monitoring is the continuous process of assessment of subject road implementation in relation to agreed schedules and requirements. For social impact and indigenous peoples components, the monitoring has two purposes: a) to verify that activities have been effectively completed including quantity, quality, and timeliness and comply with the plan; and; b) to assess whether affected persons have been able to benefit, or improve, their livelihoods to their pre-project status.

92. Within the overall Design and Monitoring Framework (DMF), which has been developed as part of the PPTA and outlining the main outcomes, outputs and activities under the proposed project, there is poverty reduction aim linked to component 3, which with indicators set relating to improved livelihoods of

the people along the subject roads in particular and in the three provinces and in Lao PDR in general. The framework developed as part of the Project Administration Manual, form the basis of the benefit monitoring.

93. Monitoring and evaluation is an integral part of good project management practice. It assists the project engineer and the project director to assess the performance of the project against defined targets and make corrective measures. For the Road Sector Governance and Maintenance Project, this would include the following:

- Reviewing current monitoring, evaluation and reporting practices in MPWT, comparison against best practices and identification of gaps. Development of an implementation plan;
- Developing within MPWT capacity to undertake monitoring and evaluation (M&E) of project outcomes;
- Designing of a monitoring program and the organizational arrangements required to undertake the baseline and initial project monitoring data collection and analysis and quality management for later years; and
- Developing and implementing progressive quarterly and annual reporting.

94. The Benefit, Monitoring & Evaluation System will be developed following the indicators and targets in the DMF, whereby data is regularly collected to measure progress against defined targets. The benefit aspect will mainly target the people along the roads involved in the community based maintenance activities, in order to assess the direct benefits of the program. As a starting point a survey needs to be carried out to set the baseline. The households survey carried out under the PPTA would make a sufficient baseline in case not too much time transpires between the data collection and the start of the project.

95. The regular monitoring of defined indicators in the for key aspects of the social and environmental safeguards will be part of the project reporting cycle. Preliminary there will be no resettlement issues, since the proposed project will only maintain existing road alignments. However the proper inclusion of indigenous peoples in community the maintenance program needs to be monitored and managed. In each quarterly report updates will be made on the progress of each target indicator.

96. For monitoring of the social safeguards, in addition to the establishment of a practical system for collecting and analyzing the collected data, assessment made during the PPTA suggest that there is a considerable need to strengthen the human resource capacity within the PMU and the DPWT line organization in carrying out these tasks.

97. It is expected that during the course of the project relevant D/OPWT staff will have the required skills, and sufficient practical experience to organize and manage socioeconomic data collection and analysis. They should furthermore be familiar with survey techniques, being able to carry out basic household surveys, data input and analysis and, to ascertain that targets defined in the DMF are reached, and that the Social Safeguards are implemented and monitored. It is further expected that the PMU and D/OPWT appoint both female and male staff to be trained on these aspects.

98. The monitoring plan focuses on all three phases (before, during and after maintenance activities) of the subject roads and consists of environmental indicators, the sampling locations and frequency, method of data collection, and responsible parties. The purpose of the monitoring plan is to determine the effectiveness of the impact mitigations, and to document any unexpected positive or negative environmental impacts of the subject roads.

99. For the Social Safeguards, the EA will be in charge of implementing the monitoring program, while the international and national social consultants will provide advise, capacity building and support. The OPWTs will implement the monitoring plan. Once maintenance works are completed is completed, and the upgraded and maintenance roads are in operation the long term impact should be evaluated by the EA. In addition to this, the safeguard monitoring should also include indicators on work-site conditions and safety, both during the maintenance works and once the subject roads have been handed over.

100. Reports will include updates on the implementation of mitigation measures, and on monitoring activities during maintenance phase of the subject roads as and when required. Reporting is the responsibility of the EA and should be conducted in conjunction with the regular meetings with stakeholders as part of the stakeholder communication strategy.

## **J. INSTITUTIONAL ARRANGEMENT**

101. The IPP will be implemented in parallel with the project maintenance works during 2018–2021.

102. The DoR as executing agency (EA) is responsible to endorse the IPP, while the DPWTs in the project provinces as the project IA is primarily responsible for implementing the IPP and will coordinate with other key local governmental agencies.



## K. BUDGET AND FINANCING

**Table 24 – Indigenous Peoples Plan**

Proposed Actions	Target Group	Agencies Involved	Timing	Funding Needs & Source	Monitoring Indicators & Source
<b>A. Project Benefits and Enhancement Measures</b>					
<p>Design Features; National Roads Maintenance:</p> <p>a) 221,9 km of National roads maintained in Attapeu, Saravane and Sekong</p> <p>b) 122,7 km of Local roads maintained in Attapeu, Saravane and Sekong</p>	Communities along the roads. Around 100,000 population, including approximately 40% from ethnic groups.	DoR and DPWT	2018-2021	USD ... Million in project budget	<p>a) Sections and length (km) of National and Local roads improved and maintained</p> <p>b) Number of rural people served by improved roads, % of Ethnic Groups benefitted</p> <p>c) Number of Local roads spots fixed; number and km of Local roads maintained</p>
<p><b>Improved Road Safety</b></p> <p>a) Installation of road safety measures such as signage, traffic calming strips, pedestrian crossings</p> <p>b) Organizing educational and community awareness programs</p> <p>c) Establishing Accident database established</p>	Communities along the roads. Around 100,000 population, including approximately 40% from ethnic groups.	DoR and DPWT	2016-2021	USD 170,000 in overall project budget (ADB)	<p>a) % reduction in traffic accident</p> <p>b) No. of easy- identifiable roads safety signs installed</p> <p>c) No. of effective measures taken for speed limitation</p> <p>d) No. of local communities covered by road safety training</p> <p>e) No. of awareness building material prepared and distributed</p>
<p><b>Project Economic Benefits</b></p> <p>a) Ethnic groups, women, poor, local people community maintenance (estimated number of jobs 3420 person month) of</p> <p>b) unskilled jobs for the maintenance contractors allocated to Ethnic groups, women, poor, local people</p>	Villages along road, priorities given to poor and women from ethnic groups,	DoR and DPWT	2018-2021	USD 760,000 in overall project budget	<p>a) Number of unskilled jobs provided to local people (ethnicity and sex disaggregated data)</p> <p>b) Average purchase of local products and other resources</p> <p>c) Provisions included in the bidding documents</p>

c) Use of local resources and local construction materials					
<p><b>Capacity development measures (Ethnic Groups, Poor, Women)</b></p> <p>a) Technical training for community maintenance</p> <p>b) Administrative and financial management training for the support to the formation of community based maintenance groups.</p> <p>c) Skill training for contractor based maintenance</p>	<p>All communities along the projects roads included under the community maintenance</p> <p>Local unskilled labor employed by maintenance contractors</p>	DoR and DPWT	2016-2021	USD ... in overall project budget	<p>a) No. of training sessions held</p> <p>b) No. of Ethnic people trained</p>
<b>B. Mitigation Measures to Address Social Risks</b>					
<p><b>Cultural protection and awareness building</b></p> <p>a) Building cultural awareness and sensitivity of the (external) construction workers during maintenance period</p> <p>b) Avoiding disturbance to the sacred trees/relics through project design</p>	<p>Construction workers</p> <p>Villages with land close to the subject roads</p>	DoR, DPWT and Contractors	2016-2021	Budget included in below	<p>c) Avoidance of sacred trees and relics included in contractors' bids</p> <p>d) No. of awareness building sessions and No of workers attended the sessions</p> <p>e) No. of sacred trees/relics identified and saved</p> <p>f) No of community consultations held with EM communities on cultural issues</p> <p>g) No of documentations and disseminations undertaken</p>
<p><b>Minimizing risk of communicable diseases:</b></p> <p>a) HIV/AIDs and STI awareness <input type="checkbox"/></p> <ul style="list-style-type: none"> <li>• Contractors provide training to all workers and managers in accordance with the provision under bid contracts</li> </ul>	Contractor staff, construction workers, villagers	DoR, DPWT and Contractors	2016-2021	USD 255,000 in overall project budget (ADB)	<p>a) Contractors bids include provision for HIV/AIDS awareness training to all workers</p> <p>b) Number of workers trained</p> <p>c) Number of training programs conducted for workers</p> <p>d) Number of awareness raising material produced &amp; distributed</p>

<p>b) Malaria Prevention and control</p> <ul style="list-style-type: none"> <li>• Construction workers ensure site sanitation and improved drainages</li> <li>• Use of mosquito nets and spraying of camps</li> <li>• Treatment of affected workers</li> </ul> <p>c) Tuberculosis prevention and control among construction workers □</p> <ul style="list-style-type: none"> <li>• Annual health screening for all workers</li> <li>• Quarantine and treatment of affected workers</li> </ul>					<p>e) Number of condoms distributed</p> <p>f) Number of mosquito nets provided</p> <p>g) Number of times camps sprayed</p> <p>h) Number of workers screened for TB</p> <p>i) Number of workers quarantined and treated for TB</p>
<p><b>Minimizing risk of Trafficking of human and drugs</b></p> <p>a) A multi-sector approach in coordination with various agencies</p> <p>b) Awareness building and information sharing with a focus on Ethnic communities in coordination with the Lao Women Union</p> <p>c) Awareness building and education on anti-drug trafficking especially targeting ethnic youth</p> <p>d) Improved law enforcement including setting up check points and surveillance equipment</p> <p>e) Posters and pamphlets in bus stations, border points</p> <p>f) Human and drug trafficking prevention expert appointed</p>	<p>Contractor staff, construction workers, villagers</p>	<p>DoR, DPWT and Contractors Police station, Customs Offices, and Lao Women Union</p>	<p>2016-2021</p>	<p>Budget included in above</p>	<p>a) No. of posters in EM language or drawing</p> <p>b) Number of training program and trainees</p> <p>c) Number of check points and surveillance equipment installed</p> <p>d) Number of youths from ethnic groups provided training</p>
<p><b>Minimization of disturbances</b></p>	<p>Villages close to the</p>	<p>DoR, DPWT and</p>	<p>2018-2021</p>	<p>USD ... in overall project</p>	<p>a) Number of complaints received and</p>

<p><b>during maintenance works</b></p> <p>a) Avoidance of water sources contamination</p> <p>b) Avoidance of maintenance work at night, nearby residential areas</p> <p>c) Minimization of dusts caused by maintenance</p> <p>d) Site cleaning up on work completion</p>	<p>alignment corridor</p>	<p>Contractors</p>		<p>budget</p>	<p>resolved</p> <p>b) Length road maintenance</p> <p>c) Clearance from village committees upon completion</p>
<p><b>C. Local Government Complementary Poverty Reduction Measures</b></p>					
<p><b>Promoting employment</b></p> <p>a) Promote skill training construction and community maintenance works</p> <p>b) Provide training and assistance to help establish community maintenance groups</p>	<p>All communities along the projects roads included under the community maintenance</p>	<p>DoR and DPWT</p>	<p>2016 -2021</p>	<p>On-going government project</p>	<p>a) No of Ethnic villagers trained</p> <p>b) No. of VMCs established and included in maintenance contracts</p>
<p><b>D. Monitoring and Evaluation</b></p>					
<p><b>Monitoring &amp; Evaluation</b></p>	<p>All three project provinces</p>	<p>DoR and DPWT</p>	<p>2016 -2021</p>	<p>US\$.... as part of project consultancy budget</p>	<p>a) Quarterly and Annual Reporting to ADB</p>