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PEACE INDEPENDENCE DEMOCRACY UNITY PROSPERITY

MINISTRY OF PUBLIC WORKS AND TRANSPORT
DEPARTMENT OF ROADS

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The Southeast Asia Regional Economic Corridor and Connectivity Project(P176088)

**FEASIBILITY STUDY AND ENVIRONMENT
AND SOCIAL ASSESSMENT (ESA) STUDY FOR
IMPROVEMENT AND MAINTENANCE OF NATIONAL ROAD 2**

**National Road Climate Resilient Improvement and
Maintenance in NR2**

Ethnic Groups Engagement Plan (EGEP)

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Abbreviations and Acronyms

AHs	Affected Households
ARAP	Abbreviated Resettlement Action Plan
AVs	Affected Villages
CEDAW	Committee on the Elimination of Discrimination against Women
COC	Code of Conducts
COI	Corridor of Impact
DEA	Ethnic Affairs Department
CHS	Community Health and Safety
CSC	Construction Supervision Consultant
DOR	Department of Roads
DPC	Department of Planning and Cooperation
DPWT	Department of Public Works and Transport at Provincial Level
DRO	District Resettlement Office
EDPD	Environmental Research and Disaster Prevention Division
EG	Ethnic Group
EGEP	Ethnic Groups Engagement Plan
EGPF	Ethnic Groups Policy Framework
ESCOP	Environment Code of Practice
ESMF	Environment and Social Management Framework
ESMP	Environment and Social Management Plans
ESS	Environmental and Social Standard
E&S	Environment and Social
ESU	Environment and Social Unit
FGD	Focus Group Discussions
FPIC	Free, Prior and Informed Consent
GBV	Gender-based Violence
GDP	Gross Domestic Product
GHG	Greenhouse Gas
GOL	Government of Lao PDR
GRC	Grievance and Redress Committee
GRM	Grievance Redress Mechanism
HH	Household
HIV/AIDS	Human Immunodeficiency Virus/ Acquired Immune Deficiency Syndrome
km	Kilometer
LFNC	Lao Front for National Construction
LFND	Lao Front for National Development
LOS	Level of Service
LWU	Lao Women Unions
M	Million
MOICT	Ministry of Information, Culture and Tourism
MPWT	Ministry of Public Works and Transport
NRA	(Lao) National Regulatory Authority
NR	National Road

NSEDP	National Socioeconomic Development Plan
NTFP	Non-Timber Forest Products
OCHS	Occupational Community Health and Safety
O&M	Operations and Maintenance
OPBRC	Output- and Performance-Based Road Contract
OPWT	Provincial Public Works and Transports Office at District level
PAP	Project Affected Persons
PAH	Project Affected Household
PDO	Project Development Objective
Lao PDR	Lao People's Democratic Republic
PIU	Project Implementation Unit
PMU	Project Management Unit
PTI	Public Transport Institute
RMF	Road Management Fund
ROW	Right of Way
PRO	Project Resettlement Office
RPF	Resettlement Policy Framework
SEA	Sexual Exploitation and Abuse
STI	Sexually Transmitted Infection
UXO	Unexploded Ordinance
VAC	Violence Against Children
WB	World Bank

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Executive Summary

1. The Department of Roads, Ministry of Public Works and Transport has prepared this Ethnic Groups Engagement Plan (EGEP) for the National Road No. 2 that passes through Phongsaly, Oudomxay and Xayabouly provinces. The scope for this EGEP is for the NR2_E and NR2-W from km 0+000 to km 99+052 and km 0+000 to km 136+033 respectively as well as 8.3 kms of bypass around Xai District under **Sub-Component 1.2.** of SEARECC. The bypass is included as part of NR2-E. The preparation of the EGEP is to address the project's impacts on the ethnic Groups that exist in the project area.
2. The GOL through the Ministry of Public Works and Transport (MPWT) and with assistance World Bank (WB) and European Investment Bank (EIB) are planning to implement the road projects. These road projects will be implemented under OPBRC contract base. The main road projects of NR2 will be under Component 1 that divided into two sections as of NR2-E and NR2-W. NR2-E covers three districts as Meung Xay and Lah District, in Oudomxay Province and Khua District in Phongsaly Province. This NR2-E section is expected to be financed by EIB. NR2-W section consists of four districts such as Xay District, Houn District, Beng District and Pakbeng District in Oudomxay Province. The NR2W will be financed by WB.

Objective of EGEP

3. Objectives of the present EGEP are to design and implement the proposed Projects in a way that fosters full respect for ethnic groups' identity, dignity, human rights, economies and cultures, as defined by the ethnic groups themselves, so that they: (a) receive culturally appropriate social and economic benefits; (b) do not suffer adverse impacts as a result of the proposed Project; and (c) can participate actively in the proposed Project.
4. In line with the above objectives, the social assessment was carried out and meaningful consultations (about 100 consultations) with the affected ethnic group members of the project area were also conducted. FPIC was carried out in Pangsom Village with the village authorities and 4 affected households of the new grave yard. The findings from the social assessment and meaningful consultation process have been used to prepare this EGEP for the affected ethnic groups in the project.

Ethnic Groups in the Project Area

5. In general, Phongsaly and Oudomxay provinces consist of multi-ethnic groups with different ethno linguistics where along the NR2-E the Khmu or the Mon Khmer ethno linguistic group are dominant group of the population that represent about 53 % while along the NR2-W the Lao Tai ethno linguistic group are the majority that represent about 63%. Other ethnic groups that exist in the project area include Hmong, Phounoi, Akha, Hor, Yang, Taidam, Leu and Lao.

Potential Project Impact on Ethnic Groups

6. Overall both NR2-E and NR2-W will have positive impacts on different ethnic groups in the project areas. However, there will be some potential negative impacts of the civil works on the land, structures, trees and Crops and livelihoods of the ethnic people.
7. With the exception of some sections that need slope expansion or safety purposes, the current design alignment follows the existing carriage way between 7 to 8 meters to minimize land acquisition impacts. NR2-E will affect 252 households of which 120 AHs and 132 AHs are located in 12 villages and 19 villages respectively in Phongsaly and Oudomxay provinces. Two cemeteries (one abandoned and another one is the new one) along NR2-W in Pangsom village of the Khmu ethnic group will also be affected. The majority of the affected ethnic households along NR2-E or 65% of the AHs are the non-Lao Tai ethno linguistic groups while the Lao Tai ethno linguistic groups represent about 35% as indicated in [Table 12](#).
8. NR2-W will affect about 680 households in 60 villages along the road alignment in Oudomxay Province. About 63% of the AHs belong to the Lao Tai ethno linguistic groups such as Lao Lum, Lue, Tai Dam and Tai Khao. The Khmu and Hmong represent about 23% and 11% respectively of the AHS. Details information on the affected households are summarized in [Table 13](#).
9. Other impacts of the project on the EGs include: (i) increased human and livestock road accidents; (ii) damages to crops; (iii) health hazards such as: (a) dust and noise pollution; (b) potential to increase human and livestock diseases (c) possible to get danger from construction material storage and construction sites; (d) poor sanitation and hygiene from poor waste disposal/ management which will be health related; (iv) social problems from labour influx as well as increased connectivity such as violence against women and children and thefts.

Measures to Minimize Impacts on Ethnic Groups

10. Efforts have been made to minimize land acquisition impacts by analysis of design options to reduce the width of the COIs. The following tasks were carried out as part of the EGEP preparation: (i) a social assessment; (ii) a process of inclusive and meaningful consultation with representatives of the ethnic minority groups; (iii) an Action Plan of the EGEP, which was prepared based on the first two processes.

Proposed Action Plan for EGEP

11. The following actions are included in the EGEP:
 - Establishing project grievance redress mechanism (GRM) with participation from EGs.
 - Nominating EGEP-focal persons in PTL, District and Provincial Grievance Committees and implementation work support supervision consultant to ensure and monitor that the entitlements of the ethnic affected people are compliant and the FPIC process is carried out properly with the Khmu ethnic group in Pangsom village where the new and old cemeteries will be affected.

- Continued consultations with ethnic groups during the construction and operation and maintenance (O&M) phases of the project including meaningful consultations on a regular basis, and a process for Free, Prior and Informed Consent for removal of the affected residual bodies within the Khmu grave yard
- Participation of ethnic groups in monitoring the implementation of EGEP, Environment and Social Management Plan (ESMP) and Resettlement Action Plan (RAP).

FPIC

12. NR2W will trigger the conditions for FPIC due to the impact on 525 square meters of 2 Khmu ethnic grave yards (1 abandoned and 1 new one) in Pangsom Village at km 72+575 of both left and right sides of the NR2W. About 30 residual bodies in the abandoned grave yard and 4 in the new grave yard will need to be relocated within the grave yard that has the total area of 14,200 square meters. The affected area will be 4% of the total areas of 14200 square meters of the 2 grave yards that are located next to each other. The FPIC process has been carried out with the villagers and they have no objection with the impacts of road construction with the condition that the project must support ritual ceremonies for both grave yards before starting the civil works. See appendix 5 of RAP NR2-W on the Agreement with Pangsom Village authorities on the partial affected graveyard. NR2-E including the bypass does not trigger FPIC requirements.

Legal and Policy Framework

13. This EGEP for NR2-E and NR2-W has been prepared in line with the World Bank's Environmental and Social Standard 7 (ESS7) on Indigenous Peoples, the EIB's Environmental and Social Standard 7 (ESS7) on Rights and Interest of Vulnerable Groups that includes women, children, the elderly, the poor, ethnic, religious, cultural or linguistic minorities, or indigenous groups, some provisions of Decree 84 of the Lao Government, and the Decree on Environmental Impact Assessment (2022 that superseded the 2019 Decree) in consultation with the relevant national legislations including Ethnic Group Policy (1992), Country's constitution (amended 2015), Local Administration Law (2015), Land Law (2019), Decree No 207/GoL (2020) on the ethnic affairs and a National Guideline on Consultation with Ethnic Groups. The guidelines provide principles and processes to carry out meaningful consultations with, and obtain free, prior, and informed consent of all ethnic groups affected by developments projects in a culturally sensitive manner. The guideline consists of a) objectives and scope, b) consultation process with ethnic groups at respective stages of development projects, c) consultation approaches and methods for different ethnic groups in a culturally sensitive manner, d) expected outcomes of consultation at each stage, and e) implementation arrangement and responsibility.

Implementation Arrangements

14. The Department of Road, Ministry of Public Works and Transport (MPWT) is the implementing agency for the project with the overall management and coordination of the Department of Planning and Cooperation (DPC). The Public Works and Transport Institute (PTI) will coordinate with the provincial Department of Public Work and Transports (DPWTs) as well as the GRM in both Phongsaly and Oudomxay provinces to monitor the implementation of this EGEP.

Grievance Redress Mechanism

15. A grievance redress mechanism has been established for the project, under which grievance redress committees has also been formed for both NR2-E and NR2-W. The key actions proposed under the EGEP include the establishment of the GRM with EG inclusion, continued consultations with EGs, the nomination of EG focal points within PMU and PTI, and participatory monitoring providing adequate emphasis through the EGs. The role and responsibilities identified for the grievance committees include:

- Coordination with MPWT, village authorities and other concerned parties to create awareness of the APs on the project purpose and to mobilize for cooperation with the project.
- Monitor compensation of the affected lands, structures, and crops.
- Coordinate with the project officers in monitoring of compensation payment of the affected land, structures and crops approved by the government.
- Resolve grievances, problems and settle compensations according to legal frameworks and security.
- Report periodically on the compensation implementation to the higher authorities and to seek guidance.

Monitoring and Reporting

16. The MPWT takes full responsibility to oversee the effective implementation of the EGEP. Two monitoring and reporting approaches will be applied: (i) ongoing monitoring and reporting; and (ii) impact monitoring by external monitor.

Budget and Financing

17. All the plans and activities under the EGEP are linked to the RAP of both NR2-E and NR2-W and the preparation of the bidding and contract documents. Therefore, the estimated budget covers some activities for communication, information sharing, consultations and GRM. The estimated total cost is USD 89,900. The sources of budgeting and financing will be from Sub-component 1.2 of the SEARECC Project Management.

1 INTRODUCTION

- 1 The Government of Lao Peoples Democratic Republic (GoL) through the Ministry of Public Works and Transport (MPWT) is the implementing agency for the project with the overall management and coordination of the Department of Planning and Cooperation (DPC). The Department of Roads (DoR) will manage the project implementation and monitoring. The DoR and Public Works transport and Research Institute (PTI) will coordinate with the provincial Department of Public Work and Transports (DPWTs) in Phongsaly and Oudomxay provinces to monitor the implementation of this RAP. The Project is jointly financed by the World Bank (WB) and European Investment Bank (EIB). The Project is divided into two sections, National Road 2 East (NR2-E) that also includes the bypass and National Road 2 West (NR2-W) with WB funding NR2-W and NR2 E is expected to be financed by the EIB and EU Grant. .

1.1 Project Framework

- 2 This Project is one component amongst the 5 components under the Southeast Asia Regional Economic Corridor and Connectivity Project (SEARECC). The proposed SEARECC project will support the Government of Lao PDR (GoL) to improve regional and domestic trade and climate resilient transport connectivity along an East-West corridor in Southeast Asia, and to provide immediate and effective response in case of an Eligible Crisis or Emergency. The 5 components of SEARECC are summarised below
 - Component 1: Lao PDR and Regional connectivity enhancement;
 - Component 2: Logistics services development and border-crossing management;
 - Component 3: Strengthening institutional capacity and regulatory framework in agriculture, transport, and investments planning;
 - Component 4: Project Management; and
 - Component 5: Contingency Emergency Response.

1.2 The Nature, Size, Location, and Importance of the Project

- 3 As a part of the regional and domestic connectivity, National Road 2 (NR2) is a main transport corridor that connects Lao PDR with Vietnam and Thailand. The NR2 corridor is one of the government's key investment priorities, as it was submitted to be a part of the Master Plan for ASEAN Connectivity (MPAC) and was identified as one of the 19 initial pipeline projects across ASEAN countries. Figure 1 gives an illustration of NR2 Corridor and its regional setting.



Figure 1. Project Location

- 4 A pre-feasibility study (PFS) has identified the need to improve (including widening, rehabilitation, and reconstruction) the existing NR2, in Northwest Lao PDR, Oudomxay & Phongsaly province. NR2 is about 295 km in length, comprising NR2 West (NR2-W, 145 km) and NR2 East (NR2-E, 150 km).
- 5 Government of Lao PDR intends to improve the NR2, using as an Output- and Performance-Based Road Contract (OPBRC), with a 10-year contract life, including an estimated 3-year construction phase. An OPBRC approach, in line with the ones adopted for NR13 North and South, is envisaged for the Project.
- 6 The Project is aligned to Lao national policies and is also important from a regional development perspective, as it provides a link from Thailand to Vietnam through Northern Lao PDR. NR2 is one of the few remaining routes of the Asian Highway Network (AHN) which still falls below the minimum ASEAN Highway Standards. The road improvement is also seen as necessary to support the daily livelihood of local communities who rely on it and to allow them to potentially benefit from future economic growth resulting from the Lao - China HSR station located at Muang Xai, Oudomxay Province.

- 7 The main objective of the EGEP preparation is to ensure that the proposed project fully meets the objective of WB and EIB Environmental and Social Standard 7 (ESS7) and policies.
- 8 The objectives of WB's ESS7 are:
- To ensure that the development process fosters full respect for the human rights, dignity, aspirations, identity, culture, and natural resource-based livelihoods of Ethnic Peoples¹.
 - To avoid adverse impacts of projects on Ethnic Peoples or, when avoidance is not possible, to minimize, mitigate and/or compensate for such impacts
 - To promote sustainable development benefits and opportunities for Ethnic Peoples in a manner that is accessible, culturally appropriate and inclusive.
 - To improve project design and promote local support by establishing and maintaining an ongoing relationship based on meaningful consultation with the Ethnic Peoples affected by a project throughout the project's life cycle.
 - To obtain the Free, Prior, and Informed Consent (FPIC) of affected Ethnic Peoples as described in ESS7; and
 - To recognize, respect and preserve the culture, knowledge, and practices of Ethnic Peoples, and to provide them with an opportunity to adapt to changing conditions in a manner and in a time- frame acceptable to them.
- 9 The objectives of EIB's ESS7 are:
- Affirm, respect, and protect the rights and interests of vulnerable individuals and groups within the designated operational scope, throughout the project lifecycle. Such rights include the right to non-discrimination, the right to equal treatment between women and men and the rights of indigenous peoples;
 - Adopt a gender-sensitive approach to the management of environmental and social impacts, that takes into account the rights and interests of women and girls, men and boys, including specific attention to the differentiated burden of impacts that women and girls might face;
 - Identify and avoid adverse impacts of EIB operations on the lives and livelihoods of vulnerable individuals and groups, including women and girls, minorities and indigenous peoples. Where avoidance is not feasible, to reduce, minimise, mitigate or effectively remedy impacts;
 - Ensure that vulnerable individuals and groups are duly and early on identified in EIB operations and that engagement is meaningful, taking into account individuals' and communities' specificities, and delivered in an appropriate form, manner and language; and
 - Enable vulnerable groups, including women and girls, minorities and indigenous peoples to benefit from EIB-financed operations.
- 10 Both World Bank and EIB require Free, Prior and Informed Consent (FPIC) from ethnic groups in a project when the following circumstances apply:

¹ This is the term used (along with ethnic groups) for social groups that meet the characteristics of ESS7. The are the ethnic groups belonging to "none Lao Tai ethno linguistic groups, namely Khmu of the Mon-Khmer ethno linguistic groups, Hmong and Iew Men of the Hmong-Iew Men ethno linguistic groups, Phounoi and Hor of the Sino Tibetan ethno linguistic groups

- Have adverse impacts on land and natural resources subject to traditional ownership or under customary use or occupation. Examples of the adverse impacts include:
 - Potential tension with communities, including customary communities' areas and their ancestral territories located near forest areas.
 - Reduced or loss of access to forest areas used for subsistence livelihood purposes.
- Cause relocation of Ethnic Peoples from land and natural resources subject to traditional ownership or under customary use or occupation; or
- Have significant impacts on Ethnic Peoples cultural heritage that is material to the identity and/or cultural, ceremonial, or spiritual aspects of the affected Ethnic Peoples' lives.

11 Based on the above requirements for the FPIC NR2E will not trigger FPIC while NR2W does due to the impact on 525 square meters or 4% of the total area of 2 Khmu ethnic grave yards (1 abandoned one and 1 new one) in Pangsom Village at km 72+575 of both left and right sides of the NR2W. About 30 residual bodies in the abandoned grave yard and 4 residual bodies in the new grave yard need to be relocated within the existing grave yard that has the total area of 14,200 square meters. The FPIC process has been carried out with the villagers and they have no objection with the impacts of road construction with the condition that the project must support ritual ceremonies for both grave yards before starting the civil works. See appendix 5 on the Agreement with Pangsom Village authorities on the partial affected graveyard

2 Project description

12 This section of the report describes the proposed project including its background, objective, location, benefits and impacts.

- Project Background, introducing the need for the project and the overarching Project objectives.

Project Background

13 National Road 2, NR2, was first constructed with assistance from the People's Republic of China in the 1970s and a subsequent upgrade financed by the World Bank was completed in 2003 - 2004. The road was not designed for potential volumes of traffic that would be induced by improvement of connectivity to China through the new high speed rail connection which is now operational and connects with NR2 at Muang Xay.

14 There has been a significant increase in heavy trucks from neighboring countries over the last few years. Damage from floods, climate and terrain issues have also accelerated the deterioration of the road. Other than maintenance and emergency repairs, no major reconstruction has taken place since the upgrades financed by the World Bank. The decline in the road conditions has adversely impacted the livelihoods of the local ethnic population in Oudomxay, who rely on the road for regular transport.

15 Accordingly, the GoL through the MPWT and with assistance of World Bank and European Investment Bank (EIB) are planning to implement the upgrading of NR2 (and other local road projects). These road projects will be implemented under OPBRC contract base. The main

road project - NR2 will be divided into two sections; NR2E and NR2W. NR2E section will be financed by EIB, NR2W will be financed by WB. The Project aims to develop the economic corridor in three main components: (i) climate resilient transport corridor development; (ii) productive sector enhancement and skill development; and (iii) institutional strengthening, policy reforms, and capacity building. This EGEP focuses on component 1.

Project Objective

- 16 The objective of the Project is to improve access to social services and markets (leading to improved livelihoods and poverty alleviation) and enhance the efficiency of the road network and transport in the project area and north part of Lao PDR. It will also improve connectivity to the sub-region and provide improved links between Thailand, Vietnam, China and Lao PDR. The road works will improve both international, north-west and north-east of Lao PDR connectivity, through the provision of improved ride quality and the construction of drainage structures, upgrade and reconstruct badly damaged road sections and lessen the effects of flooding, and road safety.

Project Location

- 17 NR2 is located in the north of Lao PDR that connects Vietnam on the east at Panghok border crossing point in Phongsaly Province and Thailand at Nam Ngeun border crossing point in Xayabouly Province. Since the road sections across the Nam Ou to Panghok border crossing point and the section across the Mekong River to Nam Ngeun border crossing point have been improved in recent years and are still in a good condition, the improvement and maintenance of NR2E covers three districts as Muang Xai and Lah District, in Oudomxay Province and Khua District in Phongsaly Province, while the NR2W covers 4 districts in Oudomxay province as Muang Xay, Beng, Houn and Pakbeng districts.

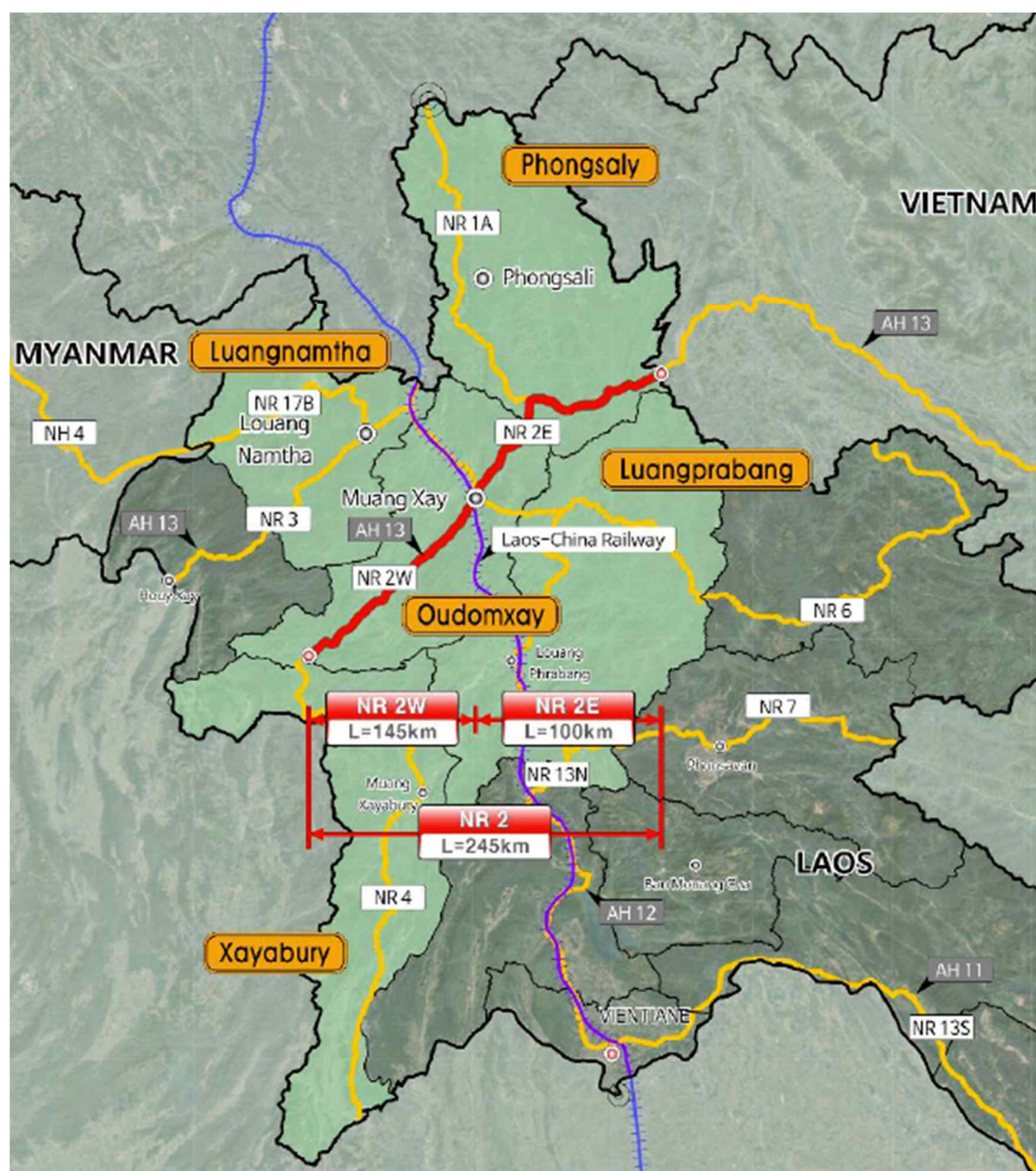


Figure 2. Road Alignment, NR2E & NR2W

- 18 **NR2E** - NR2E covers three districts as Muang Xai and Lah District, in Oudomxay Province and Khua District in Phongsaly Province. The alignment is 99.1km in length and divided into two contracts, or 'Package' Package 1: National Road 2 East (Km 0+000 to Km 52+200) & Package 2: National Road 2 East (Km 52+200 to Km 99+052) as shown in Figure 3 & Figure 4 & 오류! 참조 원본을 찾을 수 없습니다.. The Muang Xai Bypass, 8.3km, is also included within the scope of NR2E works (Figure 5). This portion of NR2E to be rehabilitated does not extend to the border with Vietnam, stopping more than 50km from the border.
- 19 **NR2W** section, from km 0+000 to km 99+052 and km 0+000 to km 136+033 consists of four districts as Muang Xai District, Houn District, Beng District and Pakbeng District in Oudomxay Province. The alignment is divided into two contracts, or 'lots' as shown in Figure 6 & Figure 7. This portion of NR2W to be rehabilitated does not extend to the border with Thailand, stopping more than 35km from the border.

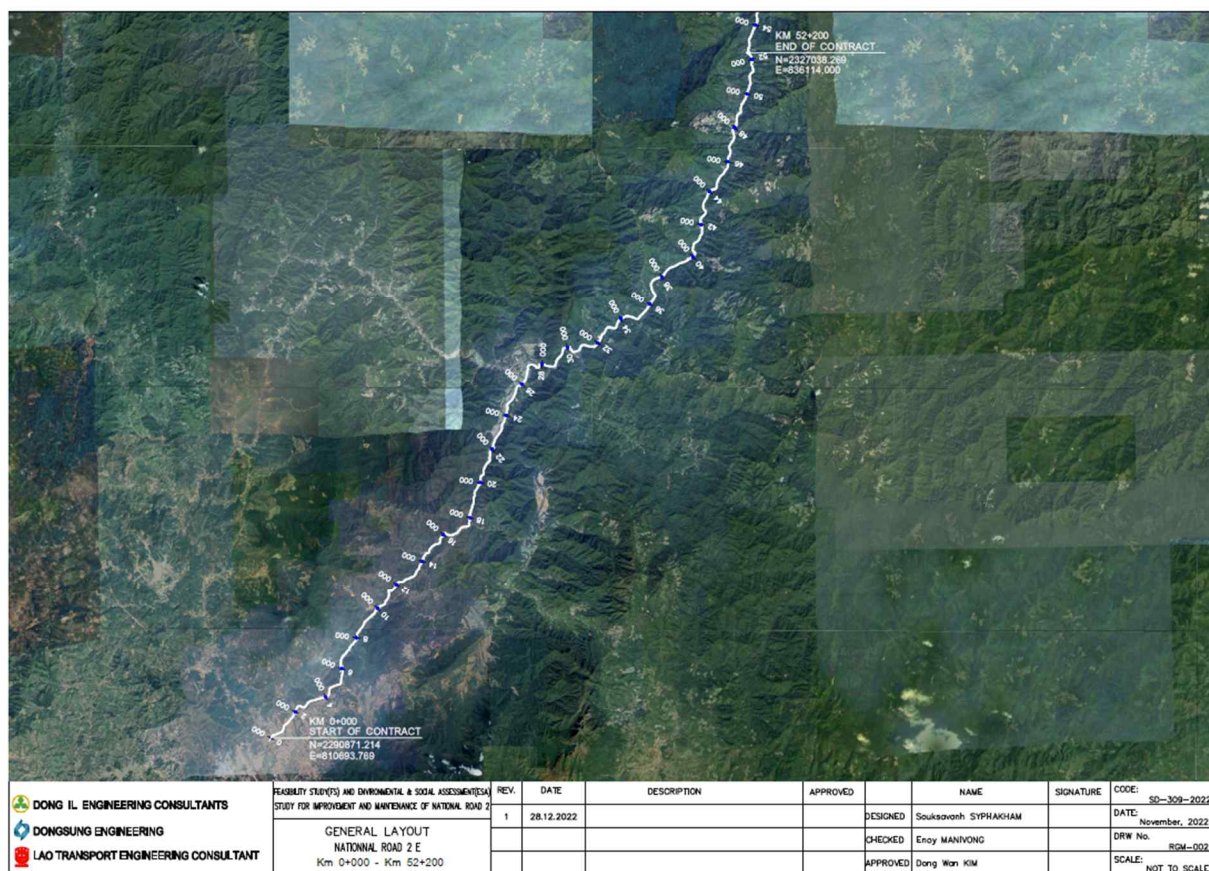


Figure 3. NR2E - Contract 1

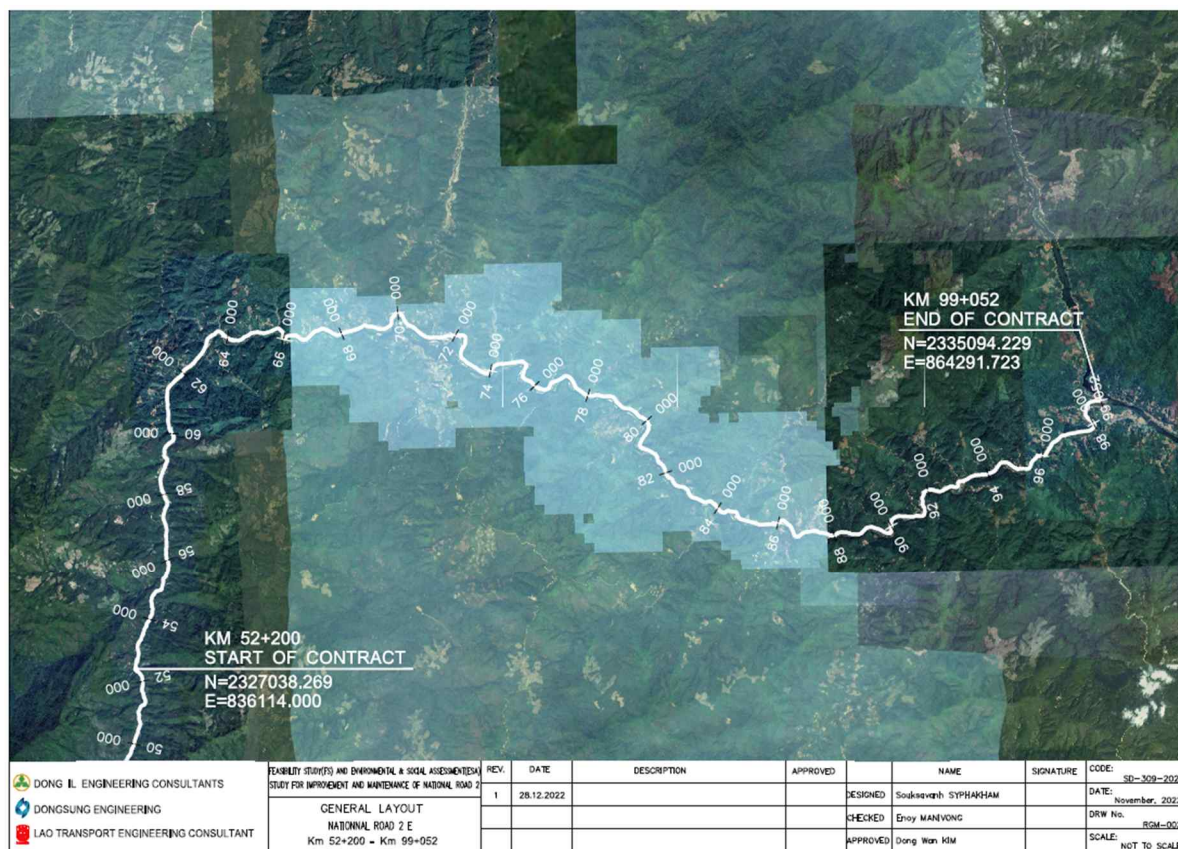


Figure 4. NR2E – Contract 2



Figure 5. Muang Xai Bypass

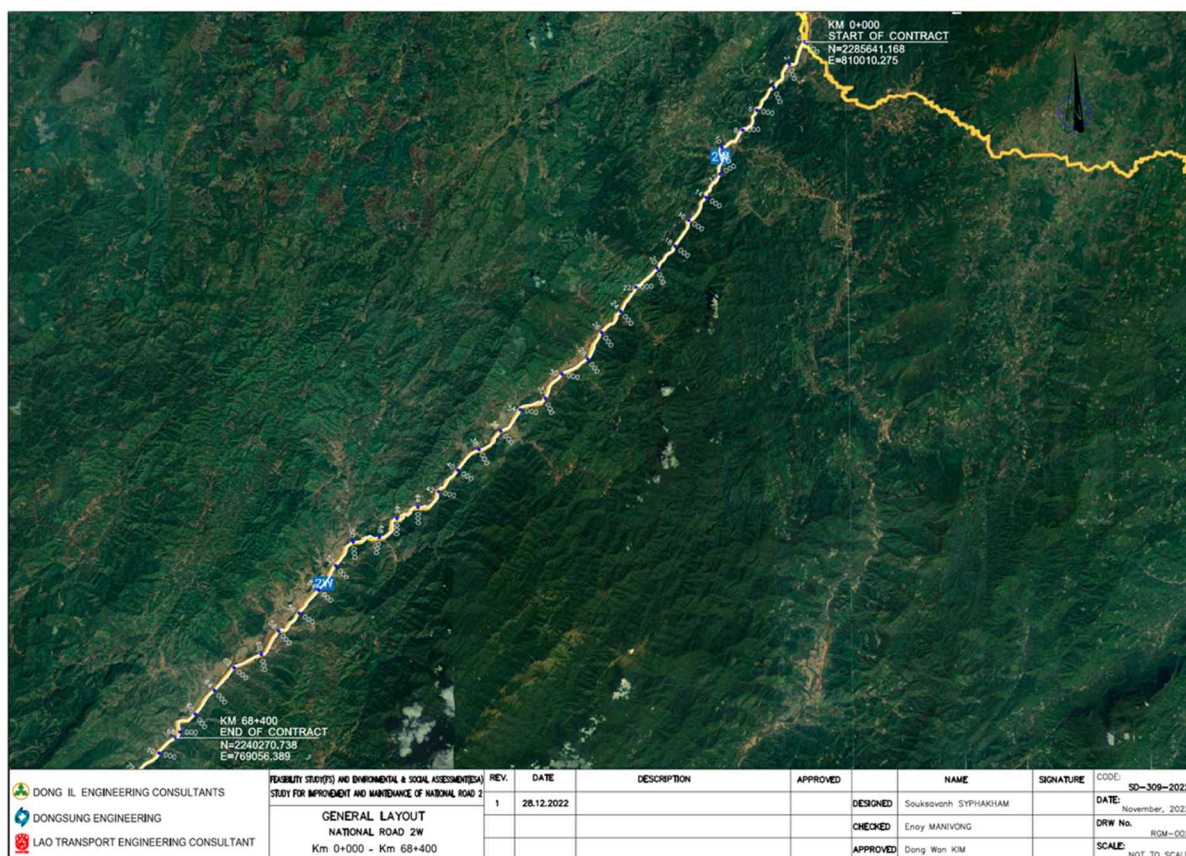


Figure 6. NR2W-Contract 1

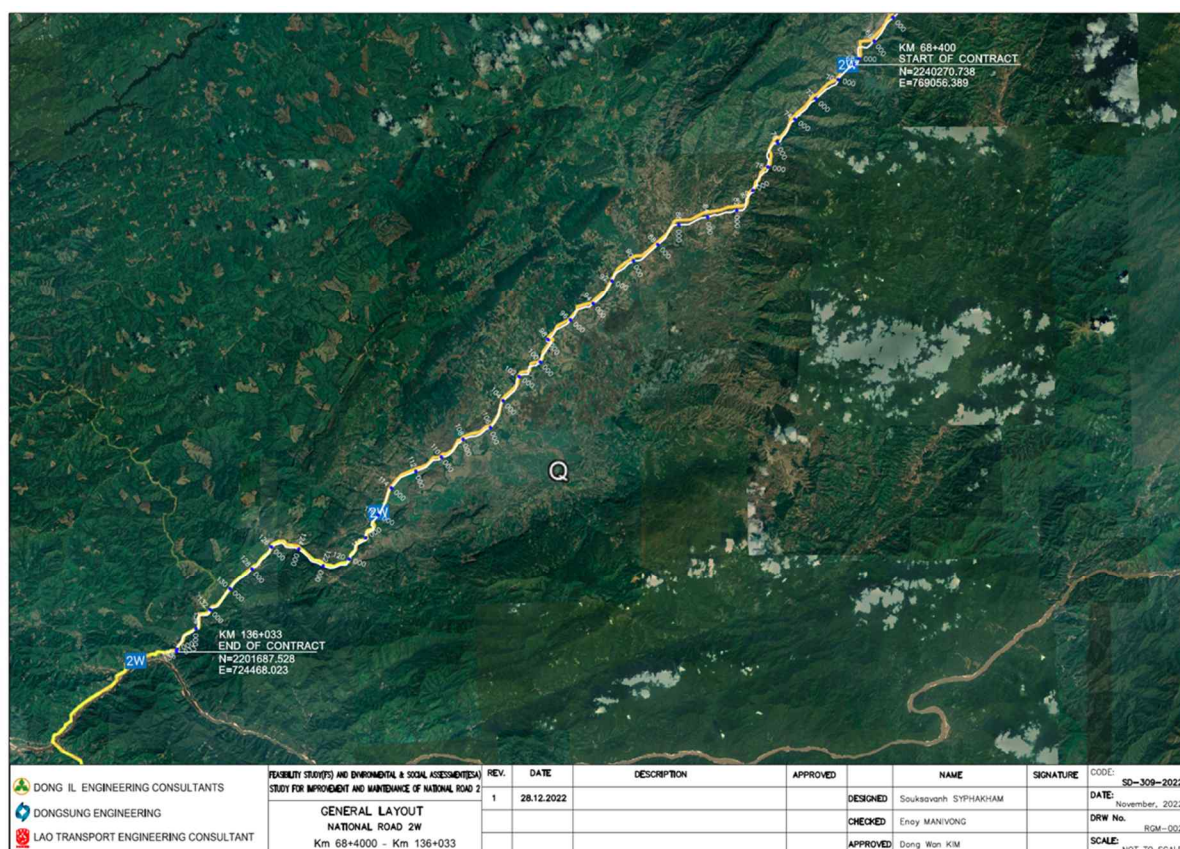


Figure 7. NR2W – Contract 2

2.1 Project benefits and potential impacts

20 The project will bring long term positive impacts to the communities and country including (i) reduced flooding through improved drainage canal and bridge construction, (ii) minimizing the Greenhouse Gases (GHGs) emission through less auto traffic on the road (wider road), (iii) increasing road safety through improved road conditions, clear divided lanes, installing more appropriate traffic rule signs and available pedestrian crossing areas (iv) increasing of jobs during construction (v) improving access to markets as well as hospitals, education, financial institution facilities, including by minimizing transport times.

21 The proposed project has the potential to create negative impacts as follows:

1) Air Quality and Climate Change

- Dust during the construction: from construction trucks, cement, soil for the construction, etc.
- Emissions from the machines and trucks during the construction.
- Smoke from burning of cleared vegetation and waste.
- Vehicles exhaust emission from transport of construction materials, machines and equipment which increased the greenhouse gas emission.

2) Geology and Soil

- Excavation of construction materials (rock, clay, sand) from local quarries and borrow areas and associated impacts;
- Modification of terrain by cut and fill along the local road, which raises potential impacts related to the stability of cuttings and embankments, and erosion of dispersive soils and clays as a result of cut and fill activities;
- Deposition of road- and vehicle-derived pollutants (typically copper, lead, zinc, hydrocarbons, oils) on soils proximal to the roadside;
- Temporary disturbance and erosion of soils in the broader right of way during construction;
- Contamination of soils due to spills or leaks of hydrocarbons, oils, greases, tar, asphalt and other pollutants during construction.

3) Water Quality

- Chemical/waste oil from the construction could be leaked to the earth or stream.
- The construction could use too much water from the community water source.
- Solid waste from associated camp activities such as human scraps, packaging and wastepaper
- The water treatment at the construction camp may not be managed appropriately.

4) Erosion and sediment transport

- Earthworks and the exposure of large areas of soil and subsoil following vegetation clearance and soil stripping during the construction.
- Higher runoff generated within project corridor.
- Exposed surfaces areas and slopes created, leading to the increase of sediment content in surface waters.

5) Socio-economic impacts (including those expressed in focus groups and household survey)

- The construction work imposes difficulties for people to access to their properties and for them to keep up with their daily businesses.
- The family incomes of people whose shops are along the road could be disturbed and reduced during construction.
- The construction work could be too noisy for people living along the main road, especially for the older people and children.
- There could be more road accidents during construction, and after construction due to increased vehicle speed.
- Road construction could interrupt community religious and public places such as temples and graveyards.
- Community Health and Safety impacts as a result of labour influx, including an increase in communicable diseases and increase in Gender-Based Violence
- Impacts to project workers as a result of health and safety, worker's conditions and terms of employment.
- Impacts to ethnic groups belonging to "non-Lao Tai ethno linguistic groups, namely Khmu of the Mon-Khmer ethno linguistic groups, Hmong and Iew Men of the Hmong-Iew Men ethno linguistic groups, Phounoi and Hor of the Sino Tibetan ethno linguistic groups along the NR2-E and NR2-W, such as violence against women and children.

- 22 Measures to mitigate these impacts are described in the project's Environment and Social Management Plan (ESMP). Impacts to structures and other assets are further described in the Resettlement Action Plans (RAP) for both NR2-E and NR2-W. Meanwhile, this EGEP has been prepared since there are Ethnic Groups present in the proposed area of the Project, and are affected by the Project. In Lao PDR the term Ethnic Minorities is not used by the Lao government but the term ethnic group is being used and it refers to a distinct, vulnerable, social and cultural group possessing the following characteristics in varying degrees:
- (a) Self-identification as members of a distinct indigenous cultural group and recognition of this identity by others;
 - (b) Collective attachment to geographically distinct habitats or ancestral territories in the Project area and to the natural resources in these habitats and territories;
 - (c) Customary cultural, economic, social or political institutions that are separate from those of the dominant society and culture; and
 - (d) a distinct language, often different from the official language of the country or region.
- In considering these characteristics, national legislation, customary law and any international conventions to which the country is a party may be taken into account.
- 23 Since different ethnic groups belonging to “non-Lao Tai ethno linguistic groups, namely Khmu of the Mon-Khmer ethno linguistic groups, Hmong and Iew Men of the Hmong-Iew Men ethno linguistic groups, Phounoi and Hor of the Sino Tibetan ethno linguistic groups – possessing some of the characteristics described above - exist in the project area, therefore ESS7s of both WB and EIB are applicable to the project and in response to this Standard, the present EGEP has been prepared.

3 Legal and institutional framework concerning Ethnic Groups

3.1 Country's Constitution (amended 2015)

- 24 Lao PDR does not have specific legislation for its ethnic groups. However, the former 1991 Constitution and current adjusted Constitution of 2015 (chapter four, articles 34-51) guarantee that all Lao people have fundamental rights and obligations to develop the country. The Constitution defines Lao PDR as a multi-ethnic State, with equality among all ethnic groups.
- 25 Article 8 states that: “The State pursues the policy of promoting unity and equality among all ethnic groups. All ethnic groups have the right to protect, preserve and promote the customs and cultures of their own tribes and of the nation. All acts of creating division and discrimination among ethnic groups are forbidden. The State implements every measure to gradually develop and upgrade the economic and social level of all ethnic groups”.

- 26 Article 13 states that the country's economic system is for the purpose of improving the living standards, both materially and spiritually, of Lao PDR's multi-ethnic people.
- 27 Article 19 emphasizes the importance of building schools to provide education for all, especially in areas inhabited by ethnic minority groups.
- 28 Article 35 guarantees that Lao citizens are all equal before the law irrespective of their gender, social status, education, beliefs and ethnic group.

3.2 Local Administration Law of Lao PDR (amended 2015)

- 29 Article 35 guarantees that Lao citizens are all equal before the law irrespective of their gender, social status, education, beliefs, and ethnic group.
- 30 The local administration law states that the role of the local administration is to represent the locality and be responsible to the government to administer political, socio-economic and cultural affairs, human resource management, natural resource and environment management, national and local defense and security; and others as assigned by the government. The 4 articles – 14, 27, 40 and 53 under the administrative law define the specific role and responsibility of the provincial governor, mayor, chief of district and head of the villages that are *“To motivate, promote and facilitate the participation of the Lao Front for National Construction, mass organizations, social organizations and all economic entities and ethnic people in the socio-economic development of the village; and to preserve and promote good national traditions and cultures of the multi-ethnic Lao people; to discourage negative occurrences and superstitious beliefs; to promote education within the community; and to educate the community to be responsible for hygiene and sanitation.”* ¹⁴ [SEP]

3.3 Decree No 207/GoL (20/03/2020) on Ethnic Affairs

- 31 The 207 Decree provides principles, regulations and measures for the management, monitoring of the ethnic affairs, protection the rights and legitimate benefits of different ethnic groups according to the Constitution and laws of Lao PDR. Article 17 on the policy to have access to the information provides that information dissemination to different ethnic groups must be in their language or through the interpreter, printing materials or social media. Article 18 on policy for access to the laws and juridical process encourage and promotes the organizations and individuals to provide free support to and represent the poor, vulnerable or disable ethnic people in accessing information, legal counselling and documentation works

3.4 Ethnic Groups Policy (1992)

- 32 The Resolution of the Political Bureau Concerning the Affairs of Various Ethnic Groups, especially the Hmong Minority (Hmong Policy 1981) adapted in 1981 was the first explicit statement of policy on ethnic groups since the founding of the Lao People's Democratic Republic in 1975. The policy also attempted to improve the living conditions of Hmong people, and to increase national security for the country as a whole. In 1992, the policy was

adjusted and developed into a resolution of the Administrative Committee of the party to become The Ethnic Minority Policy under the Resolution on Ethnic Affairs in the New Era, which applies to all ethnic groups throughout the country. There are no specific articles in it, rather it is an agreement on the principles that all ethnic groups should have improved access to services and that all discrimination must be eradicated.

33 The general policy of the GoL concerning ethnic groups was designed to:

- (i) Build national sentiment (national identity);
- (ii) Realize equality between ethnic groups;
- (iii) Increase the level of solidarity among ethnic groups as members of the greater Lao family;
- (iv) Resolve problems of inflexible and vengeful thinking, and economic and cultural inequality;
- (v) Improve the living conditions of the ethnic groups step-by-step; and
- (vi) Expand, to the greatest extent possible, the good and beautiful heritage and ethnic identity of each group and their capacity to participate in the affairs of the nation.

34 The policy calls for protection against and eradication of dangerous diseases and to allow ethnic groups to enjoy good health and a long life. The GoL is expected to provide appropriate investments to enlarge the health care network by integrating modern and traditional medicine.

35 The collection of data on the ethnicity of government employees, retired ethnic officials, the handicapped, and families of those killed in action is another activity called for in the policy.

36 Disseminating information in the remote areas is mandated, through many methods, especially, radio broadcasting in minority languages. The plan calls for engagement of specialist officials who speak minority languages and who possess knowledge of science, production, and socioeconomic problems. The question of where these persons are found is not addressed.

37 The Ethnic Committee under the National Assembly is charged with the responsibility to draft and evaluate proposed legislation concerning ethnic groups, lobby for its implementation and implementation of socioeconomic development plans. Ethnic groups' research is the responsibility of the Institute for Cultural Research under the Ministry of Information, Culture and Tourism (MoICT). The lead institution for ethnic affairs is the mass (political) organization, the Lao National Front for Construction, which has an Ethnic Affairs Department.

3.5 The 9th National Socioeconomic Development Plan (2021-2025)

38 The activities indicated in the 9th National Socioeconomic Development Plan for 2021-2025 (NSEDP) are focused on the three transformative results aiming to; end maternal mortality, end unmet need for family planning, including among adolescent girls and end gender-based violence and harmful practices such as early marriage; ensure youth receive age-appropriate comprehensive sexuality education through school curriculums nationwide and innovative adolescent youth friendly services; implement policies and Gender equality Law; establish a referral pathway and make dignity kits available in humanitarian emergencies, increase investments for adolescents, especially young women through the “Noi framework” of 2030. The 2030 Noi Framework provides a platform for partners to address challenges Lao girls (10-19 yrs old) face in education, sexual and reproductive health, nutrition, employment and gender equality, as well as their opportunities to participate in decisions that matter to them. Tracking indicators in these areas, partners will work together to ensure young girls today grow up to be productive citizens living fulfilling lives by 2030 in line with the Sustainable Development Goals (SDGs).

3.6 Land Law (2019)

39 According to the revised Land Law 2019, land in Lao PDR is the national community property, where the State represents the owner of the rights in the management of land in a centralized manner across the country. The State grants the rights on long-term and secured land use to individuals, collective groups and organizations of Lao citizens (Article 3). The State acknowledges and protects the customary land use rights of individuals. The acquisition of customary lands refers to land acquisition and use by Lao citizens through exploration, development, protection and regular land use for more than 25 years, prior to the effectivity of the Land Law and without the need to provide document certifying the acquisition, except for a document from village administrative authorities and of the owners of nearby land certifying continuous land acquisition and use, without any disputes or in case with disputes, being already settled (Article 130).

3.7 National Guideline on Consultation with Ethnic Groups

40 The guideline on consultation with ethnic groups was launched by the Lao Front for National Development (LFND formerly known as LFNC), in 2013, in line with the National Guideline on Public Involvement, 2012. It aims to ensure that all ethnic groups who benefit from or are adversely affected by a development project, without regard to the source of funding, are fully engaged in a meaningful consultation process at all stages from preparation into implementation. The guideline also aims to ensure that the potentially affected ethnic groups are fully informed of project objectives, as well as their potential positive and adverse impacts on their livelihood and their environment and provided with opportunities to articulate their concerns. The guidelines provide principles and processes to carry out meaningful

consultations with, and obtain free, prior and informed consent (FPIC) of all ethnic groups affected by developments projects in a culturally sensitive manner. The guideline consists of:

- a) objectives and scope,
- b) consultation process with ethnic groups at respective stages of development projects,
- c) consultation approaches and methods for different ethnic groups in a culturally sensitive manner,
- d) expected outcomes of consultation at each stage, and e) implementation arrangement and responsibility.

3.8 Law on Grievance Redress or the revised Law on Handling Petitions 012/NA

41 The Law on Grievance Redress or the revised Law on Handling Petitions 012/NA approved on December 5, 2014 and the President in 2015 provides provisions of objectives, principles and process of applying and handling different types of grievance, petition and complaints that may be raised by citizens. The Grievance Redress Law divides grievances into three categories as follows:

- a. Proposals is to be applied to and resolved by concerned authorities.
- b. Grievance is to be applied to and resolved by judicial institutions and court
- c. Petition is to be applied to and resolved by Provincial and National Assembly.

42 The Law on Handling of Petitions 012/NA, 2015, which has superseded the old version of Law on Grievance dated November 5, 2005 applies and protects rights and interest of all citizens and entities, state organizations, community and individuals with the aim to ensure justice, social security and order.

3.9 The Law on Gender

43 The Law on Preventing and Combating Violence Against Women and Their Children (VAWC), No. 56/NA 2014 defines the principles, rules and measures for preventing and combating VAWC by prevention, protection, provision of assistance to victims of violence and handling of such violence to protect the rights and legitimate interests of women and children; aims to eliminate all forms of VAWC, uphold the roles and dignity of women and children, achieve gender equality, and contribute to developing society in order to maintain peace, public order, solidarity, justice and civilization, and protect and develop the country. The Law is designed to specifically address VAWC that results in or is likely to result in danger, harm, or physical, psychological, sexual, property or economic suffering by women and children.

- 44 Gender mainstreaming has been included by the Lao government's National Assembly during as indicated in its National 9th NSEDP 2021-2025 and the 2030 Noi framework, with the emphasis on the protection of the rights of adolescent girls. The aims are to ensure gender equality and empower women in politics, economics, sociocultural affairs and family decision-making; reduce considerably discrimination and violence against women. These includes recommendations of the Committee on the Elimination of Discrimination against Women (CEDAW) and Implementation of the national action plan for prevention and elimination of violence against women and children.

3.10 Relevant International Agreements

- 45 The Constitution of Lao PDR has been amended to incorporate human rights principles outlined in the international treaties and conventions of which Lao PDR is a signatory party. Chapter four, articles 34 to 51 explain the basic rights of Lao citizens. In addition, basic rights as delineated in international instruments are included in many other national laws, such as the Law on the Protection of the Rights and the Interests of Children, 2006. The GoL set up the National Human Rights Research Centre in Vientiane, whose main objective is to support, encourage, and implement human rights within the country. Its mandate also considers the carrying out of research on ethnic groups. The Centre was approved by Decree No. 95, dated 11/07/06 and by Prime Minister's Decree, No. 137, dated 24/07/2006. Lao PDR has been a member of the International Labour Organization (ILO) since 1964. Lao has ratified eight ILO Conventions, including five of the eight ILO core Conventions. Convention 169 on Indigenous Peoples has not been ratified.

Table 1. International treaties and conventions in Lao PDR

No	Name of Convention	Date of Signature	Date of Ratification/ Accession
1	International Covenant on Civil and Political Rights	7 December 2000	29 September 2009
2	Convention on the Rights of Persons with Disabilities	15 January 2008	29 September 2009
3	International Convention for the Protection of All Persons from Enforced Disappearance	29 September 2008	Not yet ratified
4	International Convention on the Protection of the Rights of All Migrant Workers and Members of Their Families	Not yet signed	Not yet ratified
5	Convention against Torture and Other Cruel, Inhuman or Degrading Treatment or Punishment	21 September 2010	26 September 2012
6	Convention on the Rights of the Child		8 May 1991 (a)
7	Convention on the Elimination of All Forms	17 July 1980	14 August 1981

3.11 Institutional Responsibility

46 Several government agencies and mass organizations have responsibility specifically on ethnic affairs. The Ethnic Committee under the National Assembly is responsible for reviewing, and evaluating proposed legislation related to ethnic groups. Department of Ethnic and Religious Affairs under Ministry of Home Affairs is responsible for drafting and consulting legislations and policies related to ethnic groups, monitoring and addressing the ethnic issues in Lao PDR. Under the Ministry of Information, Culture and Tourism, the Institute for Cultural Research is responsible for research related to ethnic groups. And the mass organization the Lao Front for National Development has an Ethnic Affairs Department which is considered to be the leading force for ethnic groups. The Department's mission includes "mobilizing, protecting and promoting the benefits of all ethnic groups" and "relaying the requirements, frustrations and real desires of all Lao people to the higher officials."

47 The overall development of ethnic groups lies with the Lao Front for National Development (LFND). According to the Law on Lao Front for National Development, No. 01/NA, dated 08 July 2009, the main roles of the LFND are:

- 1) To construct and to improve forces of the entire people and act as an umbrella organization guarding the solidarity of Lao ethnic people.
- 2) To educate, train and encourage all Lao ethnic people to participate in the mission to protect and develop the nation.
- 3) To enhance the ownership, protect the culture and traditions, rights and legitimate interests of Lao ethnic people and races.
- 4) To be a center for public awareness, desires and opinions of Lao ethnic people.
- 5) To act as a central coordination body for all parties.

In addition, the LFND also has the responsibility to:

- 1) Focus the solidarity of Lao ethnic people both domestic and international.
- 2) Propose drafts of laws and legislation in according to its roles and responsibilities.
- 3) Advertise, educate, encourage and enhance the ownership of Lao ethnic people in the implementation of guidelines, policies, the constitution and national socio-economic development plans.
- 4) Act as a repository for proposals and ideas for the development of Lao ethnic people of all religions, genders, and ages and communicate these to the responsible organizations.
- 5) Propose candidates for elections to political organizations, the National Assembly and other organizations according to regulations.
- 6) Participate in improvement of the state power of People's Democratic Regime, monitor and inspect activities of the state administrative apparatus, the National Assembly and other organizations in line with the regulations.

- 7) Protect the rights and legitimate interests of the party's organizations for the Lao ethnic people and participate in mediation of disputes in according to its roles.
 - 8) Contribute to the protection and enhancement of the traditions of patriotism and culture of the Lao ethnic people.
 - 9) Convey knowledge, lessons, and experience and fine traditions of the Lao ethnic peoples to new generations.
 - 10) Enhance friendly relations and cooperation between Lao Ethnic People and People of Nations in the region and internationally.
- 48 The LFND consists of seven departments and one center, including 1) Office Department, 2) Organization Department, 3) Inspection Department, 4) Class and Civil Society Department, 5) Ethnic Affairs Department, 6) Obligations of Religion Department, 7) Propaganda Department, and 8) Training Center. It is important to note that the Ethnic Affairs Department (DEA) acts as the secretariat of LFNC central Committee to mobilize, protect and promote the benefits of all ethnic groups, to advertise and disseminate the Party's policies, regulations and laws, and the national socio-economic development plan to all ethnic groups and to communicate the requirements, frustrations and real desires of all ethnic people to the higher officials, in order to strengthen the solidarity and equality of ethnic people across the country.²
- 49 The APs eligible for compensation and assistance under the Project include the following:
- Those APs whose land is affected (permanently or temporarily) by the Project, whether they own or have title to the land or not including; (a) those who have formal legal rights to land (including customary and traditional rights recognized under the laws of Lao PDR); (b) those who do not have formal legal rights to land at the time the census, but have a claim to such land or assets - provided that such claims are recognized under the laws of Lao PDR or become recognized through a process identified in the resettlement plan; and (c) those who have no recognizable legal right or claim to the land they are occupying (non-titled users); APs under the first two types above shall be compensated for the affected land and assets upon land. APs under the third type shall not be compensated for the affected land; only for the affected assets upon land and are entitled to assistance if they have to be relocated. APs without legal title on land and required to be relocated will be provided replacement land at no cost or cash sufficient to purchase replacement land;
 - Those APs whose houses or structures are in part, or in total, affected temporarily or permanently by the Project;
 - Those APs whose businesses are affected in part, or in total, (temporarily or permanently) by the Project;
 - Those APs whose livelihoods, employment or hired labor is affected, temporarily or permanently, by the Project; and
 - Those APs whose crops (annual and perennial) and/or trees are affected in part, or in total, by the Project.

² http://www.lfnc.gov.la/lfncs/englishs/gov_ethnic.php

- Those APs with temporary loss of access to residences, business/livelihood sources and common property.

Entitlement Categories of Affected Persons

50 In the context of the Project, different categories of people using or occupying land and/or assets in the Project area may be affected and, as a consequence, be designed as APs. The categories of APs are determined on the basis of: (i) Lao law and practice to define legal users including unregistered users; (ii) WB's policies regarding APs with affected structures; and (iii) a review of the conditions that are likely to apply in the Project area.

Table 2. Project Categories of Entitled Affected Persons

No.	Categories of APs
1.	Land: Legal users include individuals, households or organizations with recognized land use rights evidenced by (i) documents such as a registered land title/certificate, survey certificates, land tax receipts, residency certificates and documents supporting customary land use rights; or, (ii) having applied for and awaiting receipt of recognized land use rights documents, e.g., registered Land Title. Legal users also include (iii) unregistered users that have written permission of village authorities to occupy and/or use land.
2.	Land: Non-legal users include individuals, households or organizations without legal, possessory or recognized land use rights
3.	Primary and secondary structures: Owners of houses, shops and other structures whether or not a) there is recognized land use rights or b) a permit was issued to construct the structure.
4.	Commerce and/or Business: Owners of businesses whether or not the businesses are registered.
5.	Lease or promissory users: Users/occupants that lease or have permission to use affected land and/or affected structures (houses, shops, market stalls, etc.) whether or not a) the land and/or structures are owned by private parties or the State or b) the tenancy is based on a formal lease or permission of the owner.
6.	Laborer and/or Employees: Agricultural laborers, non-agricultural laborers and employees temporarily or permanently affected by the Project
7.	Crops and Trees: Persons/households whose crops (annual/perennial) and trees are affected by the Project.
8.	Use and/or access to private and common property: Persons or households who stand to lose access to private or common property resources and community assets (temporarily or permanently) due to the Project.

4 Social Assessment and Consultations

4.1 Social Assessment (SA)

51 According to ESS7 of WB on the indigenous people and ESS7 of EIB on the rights and interest of vulnerable groups that include indigenous groups, if the indigenous people are present in or have a collective attachment to the project area, the borrower undertakes a social

assessment to evaluate the project's potential positive and adverse effects on the indigenous people, and to examine project alternatives where adverse effects may be significant. The purpose of the SA is to:

- 1) Review the institutional framework applicable to ethnic groups living in the affected community. For example, are there communal authorities or decision-making structures and what is their relationship with local authorities?
- 2) Collect and analyze relevant baseline information on the cultural, socio-economic, and political characteristics of the impacted indigenous communities, and if relevant on the land and territories they traditionally occupy and natural resources they depend on. This may be particularly relevant if the livelihoods of ethnic groups are dependent on natural resources that may be impacted by civil works financed by the project.
- 3) Using this baseline information, key project stakeholders will be identified within the affected communities, and a culturally appropriate process for consulting with the ethnic groups during sub-project preparation and implementation will be identified with those stakeholders.
- 4) An assessment, based on meaningful consultation, with the affected ethnic group communities, of the potential adverse and positive effects of the sub-project. This assessment should be sensitive to the unique vulnerabilities of ethnic group communities, considering their distinct circumstances, ties to the land and natural resources, and potentially limited access to development opportunities compared to other groups.
- 5) The identification and evaluation, based on meaningful consultation with the affected ethnic group communities, of measures necessary to avoid adverse effects, or if such measures are not feasible, the identification of measures to minimize, mitigate, or compensate for such effects, and to ensure that the ethnic group receive culturally appropriate benefits under the sub-projects.

4.2 Consultations and Information Disclosure

4.2.1 Consultations

- 52 Consultations along both NR2-E and NR2-W were conducted 3 rounds from June 2022 to August 2023 with the total number of more than 100 consultations in the villages along the road alignment in Phongsaly and Oudomxay provinces at the provincial/ district and village levels in order to assess social risks and impacts to ethnic groups. The first round consultation has been done from 15 July 2022 to 15 September 2022. The second round consultation has been done from 18 January 2023 to 15 February 2023 and the third round consultation was carried out from 1 to 20 August 2023.
- 53 Participants at these consultations included village representatives, government authorities and potential affected representatives of ethnic groups, Lao Women's Union, youth groups and individual villagers. Main objective of the consultation to inform about the project objectives, preliminary design, tentative time for project implementation and gather data on

the affected villages and individual potential project affected people and the nature of the impacts at the project areas.

- 54 [Table 3](#) summarizes the findings of these consultation sessions. In summary, the meetings indicate that compensation issues are the key issues such as Loss of shelters, shops and alternative income sources, to Develop a fair and applicable unit rate for compensation of the affected assets, avoid land use acquisition as much as possible, to find new land for the relocated households and businesses and, vulnerable households should receive more attention for livelihood restoration. Road safety is a key issue for the community, as is the possibility for employment as part of the construction phase. For further information relating to the stakeholder engagement process, including information such as meeting photos and attendance lists, the reader is referred to the Stakeholder Engagement Plan.

Table 3. Consultation Summary

No	Date	Department/ Organization	Number of Participants	Relevance Sub- project Activity	Key Questions/Points Discussed and Follow-up	Project Concerning Issues	Recommendation /Suggestion
NR2E							
Xay District							
1	20- 22/07/22	1. District Administration Office, 2. District Internal Affair, 3. Provincial Agriculture and Forestry Office (PAFO), 4. District of Agriculture and Forestry Office (DAFO), 5. District Education Office, 6. Provincial Office of Natural Resources and Environment (PONRE), 7. District Office of Natural Resources and Environment (DONRE), 8. District State Enterprise of	18	- Road improvement; - Capacity building; - Institutional arrangement; - Stakeholder and community engagement.	- ES Project experience? - Project activities including positive and negative impact on road construction, - Local livelihoods activities; - Impacts and Challenges - Needs Opportunities	- Poor road conditions due to natural disaster and heavy truck use; - Assets losses and limitation of income sources; - Land acquisition and land use losses may occur; - Dust and noise disturbances; - Biodiversity: tree cutting; - Road safety along after construction; - Officials are not familiar with the new ESS. - Female employees need to be	- Upgrade and improve quality of road; - Design safety road conditions; - Speed limit, lights installation where possible and safety barrier installations; - Find new land and avoid land use acquisition as much as possible; - Develop a fair and applicable unit rate for compensation of the affected assets; - Create more employment for local people including female as first priority; - Promote compensation for business loss during construction period; - Pay more attention to compensate vulnerable PAHs to secure HH condition during

No	Date	Department/ Organization	Number of Participants	Relevance Sub- project Activity	Key Questions/Points Discussed and Follow-up	Project Concerning Issues	Recommendation /Suggestion
		Pipe Water Supply; 9. District State Enterprise of Electric du Laos; 10. Provincial Traffic Police, and 11. Provincial Statistics Office.				considered. - Female staff are mostly assigned to work on admin jobs. - Fair compensation on affected assets; - Trigger poor quality of life for vulnerable people and family; - Loss of shelters, shops and alternative income sources.	construction; - Capacity building opportunities for implementing agencies including PAFO, DAFO, PONRE, DONRE, DPWT, PPTW, PONRE, Traffic Police Officers, Local Women's union. Involvement of Women's Union in the work and other agencies for capacity building during project implementation.
Lah District							
2	3-4/08/22	Same authorities as in Xay district	14	- Same authorities as in Xay district	- The same questions as in Xay District	- Similar concerns have been raised as in Xay District	- Similar recommendations and suggestions as in Xay District.
Khua District, Phongsaly province							
3	4-8/8/22	1. Same authorities as in Xay district	Same authorities as in Xay district	- Same authorities as in Xay district	- Same authorities as in Xay district	- Same authorities as in Xay district	Similar recommendations and suggestions as in Xay District.
NR2W							
Beng District							

No	Date	Department/ Organization	Number of Participants	Relevance Sub- project Activity	Key Questions/Points Discussed and Follow-up	Project Concerning Issues	Recommendation /Suggestion
2	26-31/07/22	1. Same authorities as in Xay district	Same authorities as in Xay district	- Same authorities as in Xay district	Same authorities as in Xay district	- Same authorities as in Xay district	- Similar recommendations and suggestions as in Xay District.
Houn District							
2	2-14/09/22	1. Same authorities as in Xay district	Same authorities as in Xay district	- Same authorities as in Xay district	- Same authorities as in Xay district	- Same authorities as in Xay district	- Similar recommendations as in Xay District.
Pakbeng District							
2	24-25/08/22	1. Same authorities as in Xay district	Same authorities as in Xay district	- Same authorities as in Xay district	- Same authorities as in Xay district	- Same authorities as in Xay district	- Similar recommendations as in Xay District.

55 Additional consultations with affected villagers, government office representatives (District Admin Office, DONRE, DPWT, DAFO, Village LWU) and village authorities (Lao Front For National Development, Village Security) was completed as part of the social surveys of the Project area.

56 The comments highlighted in bold represent those that are considered specific to the project, i.e. may not have been considered a specific project impact without the comments being raised during the consultations, and as such these topics have been given specific attention in this EGEP, they include:

NR2E (including Bypass):

General comments:

- Ethnic group people will need to have clear message and communication on the project information including the time line for the civil works, when working in their villages.
- It is important for the contractor and other concerned parties to consult with village authority before implementing any project activities including civil works in their villages.

Compensation issues:

- How will the project handle the affected assets along this road?
- Loss of assets associated with direct and indirect impacts of the road improvement must be compensated.
- Compensation of loss must be appropriate and must follow the same principles for every affected household with no discrimination.
- If there were land acquisition, the government should cover the costs for issuance of the new land titles.
- Some families will need to have special assistance because they are poor or have disable persons or are female headed households with no active labor.

Employment opportunity:

- It will be good if local people can work in this project to get income, not to go to work elsewhere. To provide opportunity to work with this road project for the local labours in order to reduce import of migrant labors into the project area.
- Female labor should also be taken into account, because it is hard to find employment in the project area.

Safety issues:

- The existing road is narrow on mountainous area, traffic is difficult on both sides of the road.
- More attention should be played on road safety and traffic management during construction phase.
- The road should have the road light for securing safety issues at night.

- The villagers must be trained in road safety
- If tragic accident were to happen during the construction due the risk and obstacle for driving. Who will be responsible for the losses?
- The road construction along the school and temple needs to be cautions because of students are learning and Monks or novices are studying.
- To have zebra line for safety reasons when crossing the road.
- To set up measures for prevention of the outbreak of COVID-19.

NR2W

General comments:

- In some areas the ethnic people do not understand about objective of the project. In rural areas, ethnic people still do not understand about the civil work, infrastructure development of roads, environmental changes, families have difficulty in livelihood development.
- To start civil as soon as possible because the road is being deteriorated.
- Civil works will cause delay in travel time.
- This road project must ensure with its quality for climate change.
- To develop landfill for solid waste generated in the district town
- The road sections in the Pakbeng District town should be improved further (the village alley at the edge of Kammok, the alley from Pak Bang to Hua Namlin, the alley going up to Phu Vieng Primary School to facilitate children going to school).

Compensation issues:

- The project is not as good as it should be because it will affect the property of the ethnic people who build their houses and shops on the side of the road.
- It may affect agricultural land, cultivated land, residential land and or people's houses.
- The project area is mountainous, about 99% of the houses and shops are built along the road in the mountainous valley. Limited land and space are available for building new houses.
- Most of the houses have been built for many year and are in the unstable conditions vulnerable to damage from civil works.
- Number of household will have dust, vibrations shaking as health impact on quality of lives.
- Compensation of loss must be fair at replacement costs for building or fixing the affected assets/structures.
- The issues of land acquisition along the grave yard has been raised by the participants, they have asked for the support for proper organization of religious ceremony for removal of the residual bodies to other location
- In case of problems or errors during construction period that will have to be compensated due to errors by contractor or project.

Employment opportunity:

- Many projects use foreign labour that there is social discrimination in terms of workers.
- To use local labor most of the time.
- Lack of laws and regulations enforcement for fair payment and opportunity of employment for local people, there may have illegal workers come to works.

Safety issues:

- Traffic will be difficult such as small road, narrow road with potholes, no traffic lanes, no instructions signs and road signs are not available.
- To improve the construction conditions and widen the road to facilitate the flow of traffic to prevent accidents.
- To install traffic lights and speed signs to prevent accidents.
- . Traffic will be difficult such as small roads, narrow roads with potholes, no traffic lanes, no instructions signs and road signs are not available.
- Number of households will have dust, vibrations shaking as health impact on quality of lives.
- The road lights and road sign for safety reasons are very important.

Table 4. General Comments about the NR2E Improvement Project

Description	Bypass	Xay	Lah	Khua
Positive impacts	<ul style="list-style-type: none"> - This road improvement project will help traffic in Mung Xay more convenient; - This will create long term benefits for investment and tourism; - Local people/farmer can get better market both domestics and international buyers. - This project will make it possible to reduce traffic accident and save more lives. 	<ul style="list-style-type: none"> - The expansion of roads has a positive effect on the development of the infrastructure of the city and the province, - This project will reduce gap of living conditions, especially between the city to the countryside, - The traffic flow of incoming and outgoing will be more comfortable and faster, between the provinces, road accidents will tend to decrease. 	<ul style="list-style-type: none"> - This road improvement project will help people to travel more comfortable. - It is believed that this road will cause less traffic accident. - The project needs to ensure community health is protected by watering to reduce dusts in the community, - This road will encourage people to travel and culture exchange when infrastructure allow them to explore new places including the nation, village, town, society. 	<ul style="list-style-type: none"> - This road project will help people having a prosperity life, - The traffic becomes more in order and be more convenient to travel to nearby provinces and neighbouring countries. - The local people will enjoy with trading local products to outsiders because all kind of transportation are available and are able to go faster.
Negative impacts	<ul style="list-style-type: none"> - During construction, it will be dangerous for drivers and road users. - Warning signs are needed, light need to be installed in sensitive areas. - Ethnic group people will need to have clear message and communication, when working there in rural areas, - It is important to consult with village authority 	<ul style="list-style-type: none"> - The existing road is narrow on mountainous area, traffic is difficult on both sides of the road. - Construction works have had limitation and face a challenge over climate and disaster in the rainy season. - The travel is delayed during the construction in the city to the countryside, - There will impacts on the quality of life and health of 	<ul style="list-style-type: none"> - When construction begins, it effects on waterways, and forests by newcomers. - Many activities of the construction work will be affected, creating concern for the society noise pollution, air, and greenhouse gases, see dust protection to avoid disease. 	<ul style="list-style-type: none"> - Some families will need to have special assistance because there are vulnerable of disability, - Some of people living along are female headed households and will lose income during construction works.

Description	Bypass	Xay	Lah	Khua
	before implementing any activities in the project areas.	people living along the road. - The development of the infrastructure of the road will change in existing economic environment, - Some families have difficulties in livelihood development		
Comments or questions to the road project?	- It will be good if local people can work in this project for get income, not to go to work elsewhere. - How will the project handle the affected assets along this road? - If tragic accident were to happen during the construction due the risk and obstacle for driving. Who will be responsible for the losses?	- Fully support the improvement of NR2-E - Loss of assets for direct and indirect impacts of the road improvement must be compensated - Compensation of loss must be appropriate - The villagers must be trained in road safety - Feeder roads in the villages must be maintained - It is important to have the road expanded. - The road should have cover with asphalt as the high-quality road. - The road should have the road light for safety reason at night.	- If water distribution networks were affected, the project must restore it - If relocation would be needed the affected people would need support to find suitable plot of land for building their new houses, especially for those who do not own other property than the affected one. - The road width must follow the standard in the in the district development plan - During the civil works the villagers must be provided with access to their houses and sop along the road alignment. - It is very important to have the warning sign and light to install for better traffic and road safety. - It is important to propose contractor to project loan	- If there were land acquisition, the government should cover the costs for issuance of the new land title - Compensation must follow the same principles with no discrimination - Request to improve feeder roads to the southern village, building new school as well as to the fields and touristic area. - To have zebra line for safety reasons when crossing the road. - To provide opportunity to work with this road project for the local labours in order to reduce import of migrant labors to the project area. - Female labor should also be taken into account, because it is hard to find employment in the project area. - To set up measures for

Description	Bypass	Xay	Lah	Khua
			<p>information, and project information for the ethnic people to understand.</p> <ul style="list-style-type: none"> - To build feeder roads in the villages - It is requested to have traffic sign to avoid accident and to make traffic flow smoothly moving. - The road construction along the school and temple needs to be cautions because of school students, monks or novices are studying. - 	<p>prevention of the outbreak of COVID-19.</p> <ul style="list-style-type: none"> - The road safety and traffic management during construction need to play more attention, -

Table 5. Comments about the NR2W Improvement Project by Local People

Description	Xay	Beng	Houn	Pakbeng
Positive point	<ul style="list-style-type: none"> - The expansion of this road will have effect on the development of the infrastructure of the city and the province; - Especially it is easier to travel from countryside to main city; - It could make traffic more comfortable and less time consuming. - It will reduce number of traffic accident. 	<ul style="list-style-type: none"> - People can travel more comfortably conditions. - It will be better for big vehicle and fast transportation. - This will make traffic easy to connect to provinces, so the country can develop continuously; - The economy will become better, and the delivery of goods both domestically and abroad becomes more convenient. 	<ul style="list-style-type: none"> - More convenient travel; - Easier access to health services; - It will save time; - It will be good wide roads and safety; - This road will have the traffic sign for road users more comfortable and safer in use; - All sensitive and risks areas of roads should enough traffic lanes, or widening roads warning, control and information signs need to be installed. 	<p>It is seen that it is good for convenient transportation, wide roads;</p> <p>It will make communication between villages more convenient; When patients who will come to use the services of district hospitals and small hospitals will be comfortable;</p> <p>It will be quick, save time in traveling and vehicles used in long groups, in the road construction;</p> <p>It will be a good aspect such as the transportation of goods, facilitating for tourists, will be more convenient traffic.</p>
Weak point	<ul style="list-style-type: none"> - It will cause delay in travel time during civil works period. - In some areas the ethnic people do not understand about objective of the project. - In rural areas, ethnic people still do not understand about the civil work, infrastructure development of roads, environmental changes, families have difficulty in 	<ul style="list-style-type: none"> - The improvement and repair of the road project is still delayed; - It is not as good as it should be, affecting the property of the people who build their houses and shops on the side of the road; - The laws and regulations is still difficult for fair payment and opportunity of employment for local people; 	<ul style="list-style-type: none"> - It is mostly a mountainous area, it may end up in the budget and there are many problems with drainage, buildings, and very valuable assets. - In case of problems or errors during construction period that will have to be compensated due to errors by contractor or project; - There may have illegal workers come to works. 	<ul style="list-style-type: none"> - It may affect agricultural land, cultivated land, residential land and or people's houses. - Number of household will have dust, vibrations shaking as health impact on quality of lives; - The project area is mountainous, about 99% of the houses and shops are built in along the road in the mountainous valley. There

Description	Xay	Beng	Houn	Pakbeng
	living and economy.	<ul style="list-style-type: none"> - Many projects use foreign labour that there is social discrimination in terms of workers; - There are still some problems that need to be researched and solved. 	<ul style="list-style-type: none"> - Traffic will be difficult such as small road, narrow road with potholes, no traffic lanes, no instructions signs and road signs are not available. - Potential impacts on people's houses and there is a lot of dust. 	<p>are limited land and space available for constructing new houses.</p> <ul style="list-style-type: none"> - It will be difficult to build, and to find new suitable locations, most of the houses have been built for many year ago and are in the unstable conditions vulnerable to damage from civil works.
Is there any comments or questions to the road project?	<ul style="list-style-type: none"> - The contractor must not use power over the local ethnic people - This road project must ensure with its quality for climate change. - The road lights and Road sign for safety reasons are very important. - To organize road safety training to the ethnic villagers - In the case there are affected assets on people's property; compensation need to be considered for both direct and indirect impacts. - The villagers must be consulted on the resettlement impacts - To promote agriculture and 	<ul style="list-style-type: none"> - I would like the project to improve the road quickly and improve the technical standards. - If assets to be affected, the compensation must be given to the affected person as appropriate. - The issues of land acquisition along the grave yard has been raised by the participants, they have asked for the support for proper organization of religious ceremony for removal of the residual bodies to other location - To start civil as soon as possible because the road is worn out. 	<ul style="list-style-type: none"> - To improve the football yard for the youth in the village - To support building of permanent school, village office, expansion of feeder road network within the district town - To improve the yard in front of the community hall - To improve gravity feed water supply system - To put road signs and speed signs and road signs in critical spot; - The road design should follow the international standards; - Compensation of loss must be fair; - To improve the construction conditions and widen the road to facilitate the flow of 	<ul style="list-style-type: none"> - Compensation of loss must be fair; - The roads connect sections in the district town should be improved further (the village alley at the edge of Kammok, the alley from Pak Beng to Hua Namlin, the alley going up to Phu Vieng Primary School to facilitate children going to school); - To install traffic lights and speed signs to prevent accidents. - To improve the roads according to international standards. - To develop landfill for solid waste generated in the district town

Description	Xay	Beng	Houn	Pakbeng
	livestock raising for the ethnic people - The Environmental impacts assessment will need to be implemented.	- To use local labor most of the time.	traffic to prevent accidents, - Compensation must be at replacement costs for building or fixing the affected assets/structures	

4.2.2 The gender perspective

- 57 During the consultations, all male and female participants have been informed about the road design of having drainage, protection, and improve surface of road and widening in the area where it is applicable, preliminary project timelines has also been disseminated. Both male and female participants support this NR2-E and NR2-W improvement and maintenance.
- 58 Record of consultation meeting participation in the ESIA reveals that representation of gender in the meetings is not balance between men and women especially along the NR2-W where female representation was 35% while male representation was 65%. Amongst the 4 districts of NR2-W, Houn District has the least female representation of only 28% in the consultation meeting. Though female representation in consultation meeting along NR2-E is better than NR2-W, similar to NR2-W amongst the four sections of the NR2-E representation of women in consultation meeting in the villages along the bypass section was only 28%. This has reflected that the ethnic women has unequal rights to decision making roles at both family and community levels. During the RAP implementation as well as the construction phase the project needs to pay more attention to ensure participation of women in the consultation meetings as well as in different committees such as GRM following the target set in the Gender Action Plan.
- 59 Concerns of male and female participants at the consultation meetings are similar with regard to compensation issues such as compensation must be fair, at replacement costs, vulnerable households must receive special assistance, relocated households must receive assistance in finding a new suitable plot of land for building the new houses and etc. With regard to safety issues the women are more concern about the safety of the children who live along the road and while going to school while the men are more concerned about the car accident. With regard to employment opportunities the men are more concerned about contractor hiring migrant workers that may limit their opportunities to work with the project, about fair payment of labor while the women raise the issue of employment opportunity with the project.
- 60 The answer from the consultation team was that their concerns will be addressed in the RAP and ESMP for the contractor and concerned parties to follow during the construction phase. With regard to the start of the civil works, it will depend on the bidding procedures.

4.2.3 Free, Prior and Information Consent

- 61 ESS7 and ESS10 of EIB provide the principle of free, prior, informed consent (FPIC) whereby an affected community of indigenous peoples (in Lao PDR the term ethnic people is being used) arrives at a decision in accordance with their legal provisions, cultural traditions and practices which is similar to ESS7 of WB requires Free, Prior and Informed Consent (FPIC) from ethnic groups in a project when the following circumstances apply:
- Have adverse impacts on land and natural resources subject to traditional ownership or under customary use or occupation. Examples of the adverse impacts include:
 - Potential tension with communities, including customary communities' areas and their ancestral territories located near forest areas.
 - Reduced or loss of access to forest areas used for subsistence livelihood purposes.
 - Cause relocation of Ethnic Peoples from land and natural resources subject to traditional ownership or under customary use or occupation; or

- Have significant impacts on Ethnic Peoples cultural heritage that is material to the identity and/or cultural, ceremonial, or spiritual aspects of the affected Ethnic Peoples' lives.

62 The section at km 72+575, about 60 by 6 meters on the left side and about 55 by 3 meters on the right side of the road in Pangsom Village of Beng District, Oudomxay Province along NR2-W will have significant impacts on the Khmu grave yards as it will be relocation of about 4 residual bodies within new grave yard and about 30 residual bodies from the old grave yard that has already been abandoned by the villagers. Thus, FPIC will be applied for NR2-W. NR2-E does not trigger FPIC requirement based on the above criteria.

Table 6. FPIC Process

FPIC Process	Action Taken by the Project/Consultant Team
The scope of FPIC applies to Project design, implementation arrangements and expected outcomes related to risks to, and impacts on, the affected Indigenous Peoples;	Screening process have been performed to identify whether FPIC is required for both NR2-E and NR2-W. During DMS survey and public consultations it has been found that 2 Khmu grave yards in Pangsom village of Beng District (1 abandoned and a new one close to each other) will be affected by the project as it will involve relocation of 4 residual bodies in the new grave yard within the grave yard with the total area of 14.2 ha along the alignment of NR2-W. In August 2023 FPIC process has been carried out with the Khmu affected people in Pangsom village of Beng District to get their consensus on how to remove the spirits of their relatives to the new location within the grave yard. See minutes of meeting in the appendix 5 of the RAP NR2-W
FPIC builds on the process of meaningful consultation and requires good faith negotiation between the Client and these affected Indigenous Peoples	Preliminary survey has been conducted and consultation meeting have been organized in May 2022 with the Khmu people in Pangsom village. Information provided during the consultation meeting in Pangsom village included the project objectives, the preliminary design, tentative time schedule for project implementation, project impacts and impacts mitigation measure. The issues of land acquisition along the grave yard has been raised by the participants, they have asked for the support for proper organization of ritual ceremony for removal of the residual bodies to other location. Ritual ceremony will include community public ceremony to inform all spirits within the grave yard on their disturbance during the construction period as well as individual ceremonies for each affected household that need to remove the death bodies to other location within the 14.2 ha of grave yard. Public ceremony will involve all people in the village while individual ceremonies will involve only affected households. The recent consultation was carried out in August 2023. After organizing ritual ceremony, the villagers would allow the project to clear the land and if the remains are found, they would like to be informed for identification of the new plots for reburying the remains. They would need support for digging, moving and reburying the remains in addition to the ritual ceremony. See Lao version of the minutes of meeting in the appendix 5 of the

FPIC Process	Action Taken by the Project/Consultant Team
	RAP NR2-W. Prior to commencement of the civil works a subsequent consultation will be organized during the RAP implementation for the consensus in organizing the ritual ceremony.
The Client documents: the mutually accepted process of consultation between the Client and these Indigenous Peoples; evidence of support of these Indigenous Peoples on the outcome of the negotiations.	The minutes of consultation meeting with the villagers in Pangsom village have been documented. Further detailed consultation on how to organize the religious ceremony need to be organized with the villagers in Pangsom Village as well as the affected households. The outcome of the meeting will be recorded and documented
FPIC does not require unanimity and may be achieved even when individuals or groups within or among these affected Indigenous Peoples explicitly disagree with support for the Project.	The representatives of Pangsom village, probably the village headman and the representative of the village front for national development will sign the agreement with the resettlement committee on the support for allowing civil works in the section along the grave yard area. The RC will also sign the agreement with heads of the individual affected households on compensation for the cost for organizing ritual ceremonies for relocation of the residual bodies.

63 Further consultation activities may require translators so that information can be in local language and accessible for all participants

5 Ethnic Groups in the Project Area

5.1 Ethnic Community Profile and Classification

64 Lao PDR is a cultural-diverse country. Although the Lao language is the official language, other ethnic languages are still used among different ethnic groups. Most ethnic groups do not have the written language and their traditional customs and religious beliefs vary according to the ethnic groups they belong to. Buddhists form the majority and they mainly belong to the general Lao peoples. Lao PDR is a multi-ethnic country with 50 ethnic groups divided into four main language family groups including Lao-Tai, Mon-Khmer, Chino-Tibetan and Hmong-Iew Men. Lao Tai speaking people account for approximately 65% of the population. Other family groups are generally considered ‘ethnic minority’ groups. The largest include Mon-khmer and Hmong-Iew Men making up 30% and 5% of the population respectively.

65 In order to adapt to the new changes and bring forth unity among various ethnic communities in Lao PDR, the LFNC identified about 50 ethnic categories and more than 160 ethnic sub-categories. The official terminology uses in the Constitution for describing the diverse population of the Lao PDR has been “Banda Phao” or “all ethnic communities”, while the name of the groups is normally used to classify the ethnic groups. According to LFNC, the Lao ethnic communities are categorized into four ethno-linguistic communities as below:

66 The “Lao-Tai” (also referred to as “Tai-Kadai”), which includes the dominant “Lao ethnic communities” and the “lowland Tai” speaking communities. The “Lao-Tai” consists of eight ethnic sub-communities as in the following table.

Table 7. List of Ethnic Community under Lao-Tai Linguistic Group

S. No.	Sub-Ethnic	S. No.	Sub-Ethnic	S. No.	Sub-Ethnic
1	Lao	4	Tai	7	Phutai
2	Leu	5	Nhuane	8	Yang
3	Xaek	6	Tai neua		

67 The second linguistic group is “Austro-Asiatic, also called Mon-Khmer” group, which consists of 32 ethnic sub-groups as in the following table on the next page:

Table 8. List of Ethnic Groups under Mon-Khmer Linguistic Family

S. No.	Sub-Ethnic	S. No.	Sub-Ethnic	S. No.	Sub-Ethnic
1	Khmu	12	Phong	23	Bid
2	Pray	13	Thene	24	Lamed
3	Xingmoon	14	Eudou	25	Samtao
4	Katang	15	Makong	26	Taoey
5	Yru	16	Triang	27	Katu
6	Yae	17	Brao	28	Kriang
7	Hahak	18	Oey	29	Suay
8	Jeng	19	Kadang	30	Pako
9	Nhaheun	20	Lavy	31	Nguane
10	Kmer	21	Toum	32	Tri
11	Moy	22	Kree		

68 The “Hmong- Iew Men” group which consists of two ethnic subgroups: Hmong and Iew Men (Iew Men is also called Yao) as in the following table.

Table 9. List of Ethnic Group under Hmong-Iew Men Linguistic Family

S. No.	Sub-Ethnic	S. No.	Sub-Ethnic
1	Hmong	2	Iew Men

69 The “Chinese-Tibetan” (also referred to as “Sino-Tibetan”), which includes the Chinese and Tibeto-Burman Ethnic Community and consists of 7 ethnic subgroups in the following table.

Table 10. List of Ethnic Groups under Sino-Tibetan Linguistic Family

S. No.	Sub-Ethnic	S. No.	Sub-Ethnic	S. No.	Sub-Ethnic
1	Akha or Ko	4	Phunoi	7	Lolo
2	Sila	5	Lahou		
3	Hor	6	Hayi		

5.2 Affected Ethnic Groups the Districts along NR2-E and NR2-W

- 70 Most Ethnic Groups in Lao PDR are poor and disadvantaged. Despite the efforts made by the GoL institutions to improve the socioeconomic conditions of these peoples, many of them still lag behind other Lao peoples especially in terms of poverty rates, literacy and health. Many ethnic groups still cannot speak and read Lao language and thus unable to effectively make use of schools and health clinics, which have only Lao speaking staff. Most of the ethnic groups are staying in the remote areas of the country and difficult to reach for proper village development. Most of these peoples live on subsistence agriculture while efforts are being made by GoL and development partners to promote additional practices on handicrafts and local trade.
- 71 Lao PDR is a multi-ethnic country with 50 ethnic groups divided into four main language family groups including Lao-Tai, Mon-Khmer, Sino-Tibetan and Hmong- Iew Men. Lao Tai speaking people account for approximately 65% of the population. Other family groups are generally considered ‘ethnic minority’ groups. The largest include Mon-khmer and Hmong-Iew Men making up 30% and 5% of the population respectively.
- 72 Typically, the Lao-Tai reside in the agriculturally productive lowland areas and are also primary residents of urban areas. The Mon-Khmer traditionally lives in midland rural areas, whilst the Hmong- Iew Men is generally found in the upland and highland mountains in the north. Further information is presented in Table 11 **below**.

Table 11. Language Family Description Ethnic sub-groups in the Project Area

Language Family	Description	Ethnic sub-groups in the Project Area
Leu	The “Lao-Tai” (also referred to as “Tai-Kadai”), which includes the dominant “Lao ethnic communities” and the “lowland Tai” speaking communities. The “Lao-Tai” consists of eight ethnic sub-communities. Tai Leu or the Tai Lü people are an ethnic group of China, Laos, Thailand, Burma and Vietnam. They speak a Southwestern Tai language.	Lao , Leu, Xaek, Tai, Nhnane, Tai Neua, Phoutai, Yang
Mon-Khmer	The Mon-Khmer (often referred to as Lao Theung) traditionally live in the middle hill areas, are animist, tend to practice swidden agriculture, utilize forest products and are relatively isolated from the dominant lowland culture - although there has been assimilation and integration for centuries. This linguistic family includes 32 ethnic groups and related sub-groups. Their language links them to the Mon (Menam Region) and the Khmer (Cambodia).	Khmu, Makong
Hmong-Iew Mien	Most Hmong-Mien speakers belong to the Miao and Yao nationalities, two minority ethnic groups in China, although not all Miao or Yao people	Hmong

Language Family	Description	Ethnic sub-groups in the Project Area
	<p>speakers in China primarily inhabit Guizhou, Hunan, and Yunnan provinces and the Zhuang Autonomous Region of Guangxi, although smaller numbers live in Sichuan, Guangdong, Hubei, and Jiangxi provinces and on the island of Hainan. Under pressure from the dominant Han Chinese population, waves of Hmong and Mien speakers migrated to Southeast Asia during the 19th and early 20th centuries. Another wave of migration followed the end of the Vietnam War in the 1970s, when tens of thousands of Southeast Asian Hmong and Mien emigrated to the United States, France, French Guiana, and Australia.</p>	
Phunoi and Hor	<p>The “Chinese-Tibetan” (also referred to as “Sino-Tibetan”), which includes the Chinese and Tibeto-Burman Ethnic Community. Phunoi dialects have a place to the Southern Loloish (Hanoish) a branch of the Sino-Tibetan dialect family. Most Bisoid dialects are talked in Phongsaly Territory, northern Laos, with littler numbers of speakers living in China (Yunnan), Vietnam (Lai Châu Territory), Myanmar (Shan State), and northern Thailand.</p>	Akha/Ko, Sila, Lahou, Hayi and, Lolo

Source: Linguistic Survey of Phongsaly, Lao PDR. (Institute for the Study of Languages and Cultures of Asia and Africa (ILCAA)). Results of Population and Housing Census 2015 (Lao Statistics Bureau) and Chazee, 1999 and NSC, 2015.

73 NR2-E and NR2-W comprise a wide range of ethnic groups, some of which appear is clusters along the alignment. In general, the Mon Khmer Linguistic Family group is the dominant group in the Project Area, comprising 65% of the population. Villages dominated by the Mon Khmer Linguistic Family group are generally located in the lower highland zone. Several sub-groups including the Hmong, Leu and Lao Loum also reside in the Project Area. The remaining population consists of ethnic minority groups comprising of the Hmong, Leu and Lao ethnic group from the Hmong Iew Men and Lao-Tai.

5.3 Socio-economic Census of Affected Households

5.3.1 Affected Households

74 NR2-E will affect 252 households of which 120 AHs and 132 AHs are located in 12 villages and 19 villages respectively in Phongsaly and Oudomxayprovinces. The majority or 65% of the AHs are the non-Lao Tai ethno linguistic groups while the Lao Tai ethno linguistic groups represent about 35% as indicated in the following table.

Table 12. Affected Households by Ethno Linguistic Group along NR2-E

No.	District	No. of Village	No. of Affected households					
			Total	Lao Lum & Lue	Khmu	Hmong	Phunoi	Hor/ Chinese/ Vietnamese
1	Bypass (Xay)	5	63	31	10	12	7	3
2	Xay	2	10	6	4	0	0	0
3	La	12	59	11	46	1	0	1
4	Khua	12	120	39	74	0	6	1
	Total	31	252	87	134	13	13	5

75 NR2-W will affect about 428 households in 60 affected villages along the road alignment in Oudomxay Province. About 63% of the AHs belong to the Lao Tai ethno linguistic groups such as Lao Lum, Lue, Tai Dam and Tai Khao. The Khmu and Hmong represent about 23% and 11% respectively of the AHS. Details information on the affected households are summarized in the following table.

Table 13. Affected Households by Ethno Linguistic Groups along NR2-W

No.	District	No. of Village	Lao Lum, Lue, Yang, Tai Kao & Tai Dam	Khmu	Hmong	Hor, Phounoi / Chinese
			HH	HH	HH	HH
1	Xay	6	65	41	6	5
2	Beng	28	189	26	30	7
3	Houn	23	153	68	34	6
4	Pakbeng	3	21	23	5	1
	Total	60	428	158	75	19

Sources: DMS January 2023

5.3.2 Religions of Affected Households

76 About 59% of the AHs by NR2-E believe in animist. They practice some spiritual activities for protection and lucks from spirits of their ancestors. When sickness, illness or bad luck happens, they organize ritual ceremony, slaughter animals and offer alcohol to the spirits of their ancestors to help the family to overcome the bad lucks and illnesses.

Table 14. Religions in the Affected Households along NR2-E

No.	District	No. of households		
		Total	Buddhist	Animist
1	Bypass (Xay)	63	37	26
2	Xay	10	5	5
3	La	59	21	38
4	Khua	120	40	80
	Total	252	103	149

77 Approximate 66% of the AHs by NR2-W practice Thevarada Buddhism. The go to the temple to offer food to the monks, practice meditation and believe in karma and in life after death.

Table 15. Religions in the Affected Households along NR2-W

No.	District	No. of Affected Households		
		Total	Buddhist	Animist
1	Xay	117	70	47
2	Beng	252	196	56
3	Houn	261	159	102
4	Pakbeng	50	22	28
	Total	680	447	233

Sources: DMS January 2023

5.3.3 Education Level

78 Almost 2.3% of the heads of the AHs along NR2E do not have any formal education while about 43.2% and 17% has completed only primary level and secondary education respectively. The household heads of the AHs among Hmong Iew linguistic group are the most with no education, followed the Sino Tibetan and Mon-Khmer groups while none of the Lao Tai ethno linguistic group are all educated with different levels of at least primary level. This communication with the ethnic groups must be in the ethnic language in order to ensure meaningful consultation with the PAPs.

Table 16. Education level of AHs Heads along NR2E by Ethno Linguistic

	Lao Tai Ethno lin- guistic Group	Mon-Khmer ethno linguis- tic group	Hmong Iew Mien linguis- tic group	Sino Tibetan linguistic group	Total
Primary	35.0%	55%	23%	26.7%	43.2%

	Lao Tai Ethno lin- guistic Group	Mon-Khmer ethno linguis- tic group	Hmong Iew Mien linguis- tic group	Sino Tibetan linguistic group	Total
Lower secondary	8.3%	18%	38%	20.0%	16.5%
Higher secondary	28.3%	9%	8%	26.7%	17.0%
Bachelor	11.7%	5%	0%	0.0%	6.3%
Medium level vocation	3.3%	0%	8%	6.7%	2.3%
High level vocation	13.3%	10%	15%	13.3%	11.9%
Adult education	0.0%	1%	0%	0.0%	0.6%
No education	0.0%	2%	8%	6.7%	2.3%
Total	100.0%	100.0%	100.0%	100.0%	100.0%

Sources: DMS January 2023

- 79 The heads of different ethnic AHs along the NR2-E seem to have better access to the education than those along the NR2-W. Approximately 7% of the AHs heads along NR2-W have no education and similar to the NR2-E the Hmong Iew linguistic group has the largest proportion of household head with no education followed by Mon-Khmer and the Sino Tibetan ethno linguistic groups.

Table 17. Education level of AHs Heads along NR2-W by Ethno Linguistic

	Lao Tai Ethno lin- guistic Group	Mon-Khmer ethno linguis- tic group	Hmong Iew Mien linguis- tic group	Sino Tibetan linguistic group	Total
Primary	36.0%	46.6%	49.3%	31.3%	39.8%
Lower secondary	28.2%	21.2%	12.7%	31.3%	25.0%
Higher secondary	17.5%	16.4%	11.3%	12.5%	16.5%
Bachelor	5.1%	2.1%	0.0%	6.3%	3.9%
Master	0.2%	0.0%	0.0%	0.0%	0.2%
Medium level vocation	0.5%	0.0%	1.4%	0.0%	0.5%
High level vocation	9.0%	2.7%	5.6%	12.5%	7.3%
Adult education	0.0%	0.7%	0.0%	0.0%	0.2%
No education	3.4%	10.3%	19.7%	6.3%	6.8%
Total	100%	100%	100%	100%	100%

Sources: DMS January 2023

5.3.4 Main Occupations

80 The majority of the heads of the AHs by NR2-E are cash crops farmers (maize, rice, cassava, cardamom, rubber trees) that represent about 34% followed by small scale business operators and government officers that represent about 29% and 20% respectively while 16% are retired and 1% are collectors of non-timber forest products. Types of business operation include guest house, restaurant operation, drinking water processing, motorbike repair, trading of local food souvenirs and groceries.

Table 18. Main Occupations of the Affected People along NR2-E

	Government Officer	Farmer	Business Operator	Retired/elderly	NTFP collectors	Total
By pass	27%	8%	41%	23%	2%	100%
Xay	22%	0%	11%	67%	0%	100%
Lah	15%	52%	25%	6%	2%	100%
Khua	16%	53%	22%	9%	0%	100%
Total	20%	34%	29%	16%	1%	100%

Sources: DMS January 2023

81 The majority of the heads of the AHs by NR2-W are also farmers (maize, rice, cassava, rubber) that represent about 54% followed by small scale business operators that represent about 23% while 16% work with the government offices, 3% are the employees of the private companies and 4% are the retired people.

Table 19. Main Occupations of the Affected People along NR2-W

District	Government Officer	Farmer	Business Operator	Private sector employee	Retired	Total
Xay	19%	51%	21%	5%	4%	100%
Beng	14%	63%	16%	3%	3%	100%
Houn	17%	47%	28%	3%	4%	100%
Pakbeng	17%	46%	38%	0%	0%	100%
Total	16%	54%	23%	3%	4%	100%

Sources: DMS January 2023

5.4 Poor and Vulnerable Households

82 The Resettlement Policy Framework of the Southeast Asia Regional Economic Corridor and Connectivity Project (P176088) defines that disadvantaged/ vulnerable households are the following groups: 1) households below the poverty line established by the GoL, 2) households headed by elderly with no means of support; (3) female headed households, especially those below the poverty level; (4) households with a disabled member; (5) Ethnic groups; (6) children; and (7) landless without means of transport. In the project areas of NR2-E, vulnerable groups are group of affected persons who are likely to be more adversely affected by land acquisition than others and who are likely to have limited ability to re-establish their

livelihoods or improve their status with the following criteria defined in Decree 348/GOL, dated 16/11/2017:

- Have no safe and strong housing
- Have no assets and equipment necessary for their livelihoods and income generation;
- Have no labour, stable income or employment;
- School age family members not receive lower secondary school education;
- Have no access to clean water and stable sources of energy;
- Have no access to primary public health services;

83 Based on the above criteria, Along the NR2-E, 10 affected households are classified as vulnerable households as summarized in the **Table 20**.

84 Approximately 30% of the vulnerable households are female headed households. 10% of the affected vulnerable households will have their fruit trees while 20% will have their shop porches affected and another 70% will have their houses affected. Most affected house are of bamboo or wooden structure that can be moved to other allocated plot of land but the AHs will receive full compensation at replacement cost for the affected houses. Amongst those 7 affected houses 6 need to be relocated and those vulnerable households need assistance to find a new plot of land to build their new houses.

Table 20. Actual impacts on vulnerable households along NR2-E

No.	IOL Code	Station (Km)	L/R	Gender	Age	Status	Ethnic	Religio	HH member s	Female	Affected Assets
I By pass (Xay) NR2E											
1	DX 032	3+890	L	Female	44	Widow	Khmu	Animist	5	4	Shop porch
2	DX 055	4+340	L	Male	42	Divorced	Khmu	Animist	1	0	Shop porch
II La District NR2E											
1	SMKX 002	14+260	R	Male	47	Married	Khmu	Buddhist	4	2	Bamboo house/Hut (relocation to public land)
2	HPH 013	38+100	L	Female	36	Divorced	Khmu	Animist	5	3	Wooden house (Partly affected)
3	HK 024	48+825	L	Male	66	Divorced	Khmu	Animist	2	0	Wooden house (relocation)
III Khua NR2E											
1	HN 015	57+040	R	Male	20	Never married	Khmu	Animist	3	1	Bamboo house/Hut (relocation to public land)
2	LX 002	70+300	R	Male	58	Married	Tai Dam	Buddhist	5	2	Bamboo house/Hut (relocation and has other plot of land)
3	CHG 001	77+800	R	Male	28	Married	Khmu	Animist	3	2	Bamboo house/Hut (relocation to public land)
4	CHG 003	77+825	R	Male	63	Divorced	Khmu	Animist	2	1	Concrete+bamboo house (relocation to public land)
5	HM 021	93+00	R/L	Female	69	Widow	Khmu	Animist	1	1	Mango & longan tree

Sources: DMS survey August-September 2022, February & August 2023

85 Along NR2-W, 10 affected households are classified as vulnerable households as summarized in **오류! 참조 원본을 찾을 수 없습니다.** Table 21. Amongst the vulnerable households 20% are head by a disable person and 80% are the households headed by a widow or divorced person. Amongst the 10 vulnerable households 3 households need to be relocated, 1AH has other plot of land to move to and 2 AHs can rebuild their new houses on the remaining area of the affected plot, one AH asked for the assistance to expand the land or fill in the land behind the affected plot for building the new houses.

Table 21. Actual impacts on vulnerable households along along NR2W

No.	IOL Code	Station (Km)	L/R	Age	Status	Ethnic	Family member	Female	Affected Assets
I	Xay District NR2W								
1	NM 005	8+880	L	67	Widow	Lao	5	2	Fence
2	NH 023	11+500	L	40	Divorced	Lao	6	3	Fence
3	HH 008	14+150	R	57	Widow	Khmu	5	2	Fence
4	HH 016	14+375	R	57	Disable	Khmu	5	2	House porch, garage, fence, coconut and tamarin trees
II	Beng District								
1	PN 003	27+530	R	47	Widow/ disable	Lao	3	2	Porch, rice barn
2	NM 032	35+050	L	84	Widow	Lue	3	1	House (Bamboo) has other plot of land
3	THK 032	60+525	L	48	Widow	Lao	1	1	Fence
4	KKH 003	61+325	L	38	Divorced	Khmu	6	3	Porch
III	Houn District								
	None								
IV	Pakbeng								
1	XXN 004	117+510	L	45	Widow	Hmong	1	1	House (Wooden). Need assistance to develop the land behind the affected plot
2	DSA 022	133+040	L	48	Divorced	Lao	2	0	House (concrete). Can be rebuilt on the same plot of land

Source: DMS Survey, 05 Aug-15 Sep 2022, January & August 2023

6 Adverse and Positive Impacts of the Project

6.1 Positive Impacts

86 NR2-E and NR2-W will create social benefits: These include (1) Improvement of the economic conditions of beneficiary households; (2) Increase household income and hence, reduce

poverty due to (a); potential commercialization of agricultural and non-agricultural production expected to increase in the areas; (b) The buyers can come to collect and buy local products in place with reasonable prices thanks to the improved condition of road; (3) Savings on labor, time and local materials for the beneficiary households from the frequent repair of the road particularly during the wet season; (4) Increased empowerment of ethnic groups and women through their representation in other committees that will be established through the project implementation and project activities.

- 87 The project can also provide individual households (HH) benefits. Beneficiary households and local people are expected to save time spent to access public services such as health centers, high schools, banks, agricultural technical service center located in the district and provincial towns. The road users could also benefit from improved access to economic domains as they would transport their agricultural and non-agricultural products (such as tea products, jobs tea and, non-timber products and animals' products) to the districts market. More chance for children in community can travel to school and return home safely by this road project. More convenient type of vehicles as bike can be used proper to travel in short distance or can event travel to the main city easier. All those positive impacts mentioned will continue HHs improved livelihood and income to finance education for children and HH member health care.
- 88 The results from consultations indicated that the local authorities and communities, including ethnic groups and women, along the project areas expressed full support NR2 improvement and maintenance. Their high expectation is that the road works will happen soon. The communities suggested that additional consultation should be made during the preparation of construction stage. This is to ensure that their views and expectations are considered.

6.2 Negative Impacts

- 89 In general points, road rehabilitation works may disrupt the communities in the vicinity of the right of way as there are expected to be an influx of workers, increased traffic of heavy machines and possible conflicts with the local population.
- 90 Concerns were also raised over Occupational Community Health and Safety (OCHS) including risks associated with potential influx of migrant labors. Consultations with communities suggested that key concerns are increase in dust, noise, residential entry, parking of trucks and laydown machinery. These lead to community safety during improvement and rehabilitation of construction works. The negative impacts during improvement and rehabilitation will be mainly short-term, localized, and limited scope. The measures and mitigations can be pointed out through the application of specific requirements identified in the ESMP. Below paragraphs briefly discuss the key issues and proposed measures to mitigate the potential risks and negative impacts of the proposed Project during preconstruction, construction, and operations phases. Results from the assessment suggested that most of the potential negative impacts are considered direct and short term with some risk on long term impacts on socio-economic, and noise/vibration.
- **Potential negative impacts during preconstruction phase**
- 91 The proposed works to be financed under the project will be carried on fence-to-fence approach and may involve minor realignments and insignificant expansion. The impacts will include

small amount of structures/fences which will have limited impacts on the ethnic groups. Preparation and implementation of RAP and EGEP will be carried out to address and mitigate potential negative impacts during both construction and operational phases and they can be highlighted as follows:

- **Potential negative impacts during construction phase**

- 92 Potential risks and negative impacts of the proposed road improvement and rehabilitation activities on local communities and local environment will be limited to road safety, temporary disruptions of local traffic, and limited impacts on air quality, noise and vibration, and change of landslide/erosion. These impacts will be short-term, localized, and can be mitigated through the application of specific requirements identified in the ESMP for both NR2-E and NR2-W.
- 93 Key negative impacts during the proposed rehabilitation works will include, but not limited to, the following activities: (i) establishment and operation of worker camps, including disposal of waste generated from the camp; (ii) establishment and operation of construction materials and equipment yards and access roads, including access tracks/haulage routs; (iii) workers safety and hygienic conditions including hiring skilled workers from outside of the locality and other environmental issues due to workers; (iv) water for staff and workers consumption and construction, including interruption of water supply; (v) storage of hazardous materials (including wastes); and (vi) other typical construction activities such as handling of fuels, oil spill and lubricants, cutting of trees in the right of way, excavation of drainage channels, disposal of excavated material, loss of fertile soil and vegetation and impacts on natural vegetation and embankment erosion along the watercourse, dust and smoke emissions, noise pollution, excavation of borrow areas, rehabilitation of borrow pits, encountering archaeological sites during earth works, aesthetic/scenic quality, etc.
- 94 Other potential social risks associated with possible labor influx of migrant workers mobilized include Community Health and Safety (CHS) issues, Gender-based Violence (GBV) and Violence Against Children (VAC) and other incidences of Sexual Exploitation and Abuse (SEA) that may occur during the contraction as well as maintenance phases.
- 95 NR2-W will have relocation impacts of the residual bodies in the Khmu grave yard in Pangsom village. Relocation will involve removal of the residential bodies from the affected area to other area within the cemetery which has the total area of about 14.2 ha while the affected area is only about 525 square meters.

- **Potential impacts during road operations and maintenance phase**

- 96 Potential negative impacts during O&M phase will mainly focus on increasing risks on road safety and increasing noise, vibration, and quality of new road to resist on potential change of landslide /erosion after completion of the rehabilitation works. However, the main objective of the proposed project is to minimize the large and long-term impacts to community and environmental as main risks. Social risks associated with outside workers and equipment mobilized or retained for road maintenance works are expected to remain during the operation phase including CHS issues, GBV and VAC. Nonetheless, to further mitigate the potential negative impacts on road safety risk and the change of landslide /erosion. Additional efforts will be integrated to limit other potential impacts and mitigation measures can be discussed.

- **Ethnic Group**

- 97 Main common negative impacts of all ethnic groups discussed when road has been maintained and during construction period under other road maintenance and improvement projects include (i) increased human and animals road accident; (ii) loss of assets (temporally or minor); (iii) health hazards such as: (a) dust and noise pollution; (b) potential to contact human' diseases as covid-19 (c) possible to get danger from construction material storage and construction sites; (iv) social problems due to (a) in connection between people from outside and local people, this may trigger opportunity of health problem as ethnic groups met lack of basic knowledge on Human Immunodeficiency Virus/ Acquired Immune Deficiency Syndrome Sexually Transmitted Infections (HIV/AIDS/STI) prevention and protection; (b) possible to increase illegal trades, (c) violence against women and children, thief and human trafficking.

6.3 Summary of Impacts and Mitigation

- 98 The summary of NR2-E and NR2-W impacts and the associated mitigation measures is provided in table below.

Table 22. Impacts and their Mitigation

Main Themes	Impacts	Proposed Actions	Responsible Persons	When
Environment and health issues	<ul style="list-style-type: none"> The construction will create more dust, noise, dirt and traffic disruption 	<ul style="list-style-type: none"> These issues have been addressed and mitigation measure has been defined in the IEE and ESMP already. 	<ul style="list-style-type: none"> MPWT/DOR DPWT, Environmental unit 	Initial measurements have been taken.
Violence against women and children	<ul style="list-style-type: none"> The influx of construction workers may create violence against the ethnic women and children 	<ul style="list-style-type: none"> To address this issue and include mitigation measures in the IEE and ESMP Stakeholder Engagement Plan address this issue 	<ul style="list-style-type: none"> MPWT/DOR DPWT, Environmental unit 	Initial measurements have been taken.
Impacts to structures	<ul style="list-style-type: none"> There has been avoidance of impacts by taking a Fence-to-Fence approach and there is no demolition, loss of stores, etc. Minor impacts still remain as fences, kitchens and other small structures. 	<ul style="list-style-type: none"> These issues have been addressed and mitigation measures have been already defined in the IEE and ESMP. The detail information of affected structures has been included in the results of the survey inventory of loss, the mitigation measure and compensation procedures included in the ARAP and ESMP. 	<ul style="list-style-type: none"> MPWT/DOR DPWT, EDPD/DPWT Impact calculation team. ARAP team. Head of village clusters. Village authorities. GRM Committees. 	Initial measurements have been taken.
Road safety	<ul style="list-style-type: none"> Accident, insufficient warning sign and road safety management plan may lead to road accident. 	<ul style="list-style-type: none"> These issues have been addressed and mitigation measures have been defined in the IEE and ESMP already. 	<ul style="list-style-type: none"> MPWT/DOR DPWT, EDPD/DPWT Environmental unit 	Initial measurements have been taken.

Main Themes	Impacts	Proposed Actions	Responsible Persons	When
	<ul style="list-style-type: none"> Accidents and/or incidents would occur at construction sites such as fall in holes, smash into stockpile of dirt or soil/gravel, house inaccessibility, etc. Accidents or incidents often occur during construction. Warning and restrictive signs should be installed where applicable. Traffic conditions may be more difficult during construction. 			
Demarcation of affected area	<ul style="list-style-type: none"> Unclear demarcation of the affected area 	<ul style="list-style-type: none"> The detail information of affected structure has been included in the results of the inventory of loss, the mitigation measure and compensation procedures included in the ARAP and ESMP. 	<ul style="list-style-type: none"> MPWT/DOR Environmental unit ARAP team. 	Initial measurements have been taken.
Residential entry and drainage system/network	<ul style="list-style-type: none"> Access into/out from the villages is difficult during the construction. Road condition needs to be upgrade for the entrance-exit road of the 	<ul style="list-style-type: none"> These issues have been addressed and mitigation measures have been defined in the IEE and ESMP already. 	<ul style="list-style-type: none"> MPWT/DOR 	Initial measurements have been taken.

Main Themes	Impacts	Proposed Actions	Responsible Persons	When
	community and small road within the affected communities.			
Timeline of construction phase	<ul style="list-style-type: none"> The construction phase should finish in a short timeframe or as soon as possible. If the construction is delay it will be affected local business, safety and local communities. 	<ul style="list-style-type: none"> These issues have been addressed and mitigation measures have been defined in the ARAP, IEE, ESMP, EGEP, and Design of the project. 	<ul style="list-style-type: none"> MPWT/DOR DPWT, EDPD/DPWT Contractor 	Initial measurements have been taken.
Affected Households	<ul style="list-style-type: none"> Unclear information about the detailed information of project activities, beneficiaries, impacts in each road section. 	<ul style="list-style-type: none"> The detail information of affected structure has been included in the results of the survey inventory of loss, the mitigation measure and compensation procedures included in the RP, EGEP and ESMP. 	<ul style="list-style-type: none"> MPWT/DOR DPWT, EDPD/DPWT RAP team 	Initial measurements have been taken.
Information Sharing and awareness raising	<ul style="list-style-type: none"> Accessibility to laws and regulation relevant to the project is required by relevant stakeholder groups. 	<ul style="list-style-type: none"> These issues have been addressed and mitigation measures have been defined in the IEE, ESMP, ARAP, and EGEP. 	<ul style="list-style-type: none"> MPWT/DOR DPWT, EDPD/DPWT EGEP and ARAP team Head of village clusters. Village authorities. 	Initial measurements have been taken.

6.4 Engagement Plan

99 The key actions and tasks proposed as part of the present EGEP are discussed in this Chapter.

6.4.1 Key Actions under EGEP

100 The key actions proposed under the present EGEP comprise of establishment of the GRM with EG inclusion, continued consultations with EGs, nomination of EG focal point within PMU, and participatory monitoring. Importantly, the provisions in the EGEP, in particular in terms of consultations, need to be taken into consideration when implementing the ESMP.

101 Further consultations will need to be conducted by covering below points:

- Affect cemeteries/temples or other cultural heritage
- Language barrier, if translation is required by key ethnic group people.
- Awareness on GBV, and human trafficking.

6.4.2 Grievance Redress Mechanism (GRM) with EG Participation

102 To ensure ethnic participation in grievance resolution, the GRM committee must include ethnic group members. Ethnic women need to be promoted to ensure that the GRM committee will function for the benefit of both ethnic men and women, during the project period. The ethnic focal persons at both PMU, PTI have been appointed and are the same person responsible for the social safeguards issues, in addition, representative from LFND at the provincial, district as well as village levels will be responsible that the voice of the ethnic people are heard by the project. The social safeguard consultant of ISWS will also be assigned to be responsible for ensuring that this EGEP is being compliant with during the RAP implementation as well as civil works period.

103 The comprehensive GRM and its steps and functions including roles and responsibility of each body are outlined in the GRM section of the RAP. Different ethnic groups in Lao PDR have their own spoken languages. However, the ethnic groups do not have written language. Lao letter is the only written language that different ethnic people use for communication. Thus, The GRM process as well as grievance resolution flow chart will be translated into Lao language and will be disseminated via community loudspeaker, community meetings and printed out on poster and posted at the village offices, community halls, markets or temples where community members can easily see it.

104 Verbal complaints will be accepted and the ethnic complainant will be assisted so that the complaint can be registered in writing. In addition, complaints can be anonymous if desired by the complainant.

105 The committee members in each district composed of the following parties:

- Deputy Chief of the District

- Deputy Director of DPWT of Luangprabang Province
- Head of District PWT Office
- Head of District Office for Natural Resources and Environment
- Head of District Agriculture and Forestry
- Chairman of District Lao Front for National Construction
- Chairman of District Lao Women Union

106 The role and responsibilities identified in these directions for the establishment of the grievance committees in each district include:

- Coordination with MPWT, village authorities and other concerned parties to create awareness of the APs on the project purpose and to mobilize for cooperation with the project.
- Monitor compensation of the affected lands, structures and crops
- Coordinate with the project officers in monitoring of compensation payment of the affected land, structures and crops approved by the government
- Resolve grievances, problems and settle compensations according to legal frameworks and security
- Report periodically on the compensation implementation to the higher authorities and to seek guidance.

107 Village grievance committee will also be established in every affected village that will be composed of the following parties:

- Village chief
- Village authority member, who is responsible for the economic/tax collection issues
- Village Lao Women's Union
- Village Front for National Construction
- Two Representatives from the APs (one man and one woman)
- Two representatives from the ethnic APs (in the villages where there are ethnic Aps)

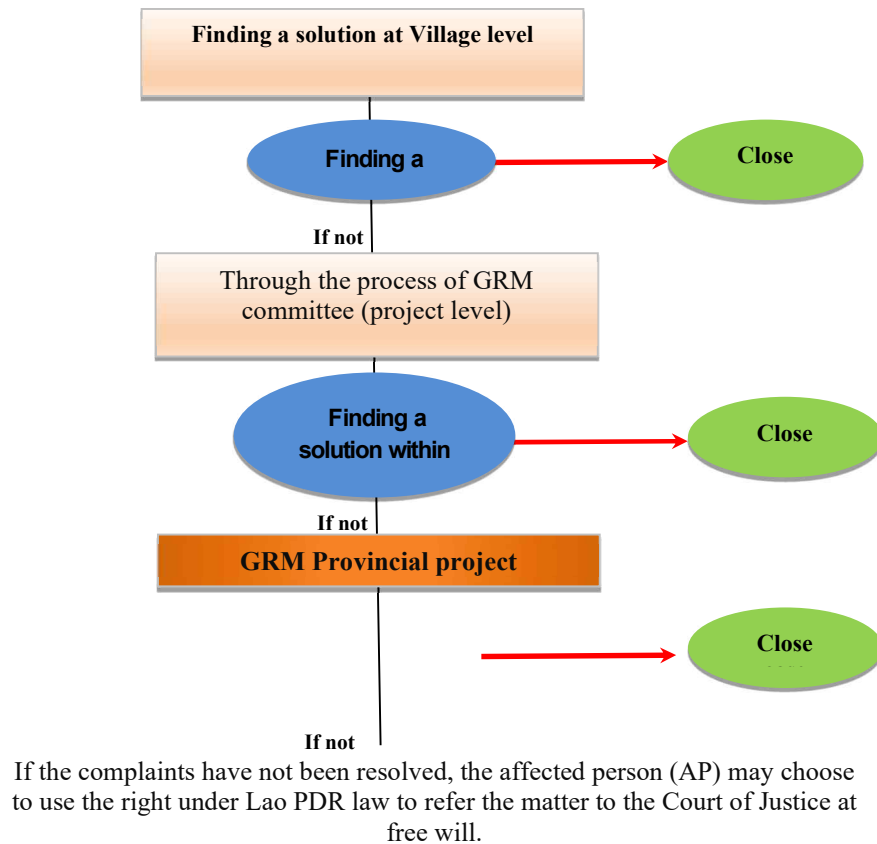


Figure 8. Grievance Resolution Flow Chart

6.4.3 Nomination of EG Focal Persons

108EGEP-focal persons have been nominated at both PMU, EDPD/PTI as well as at DPWT of both Phongsaly and Oudomxay Provinces, members of GRM and RCs include representation of the ethnic groups. Furthermore, the ToR of the social safeguard specialist of ISWS will include assurance the implementation of this EGEP. These focal persons will maintain regular liaison with the EGs, monitor the EGEP implementation closely and devise remedial actions in case of any issue involving EGs. The list of contact persons for grievance procedures at the provincial level is summarized in the following Table.

Table 23. List of contact people for GRM

No.	Name	Office	Telephone
I	Oudomxay Province		
1	Ms. Amphone Sengdala	Pakbeng District Propaganda and Education Office	020 54022540
2	Ms Chi Khounsangouane	Houn District Propaganda and Education Office	020 55921975
3	Mr. Bounhiem Keokhounthong	Beng District Propaganda and Education Office	020 96597999
4	Mr. Somchanh Mounkasing	Xay District Propaganda and Education Office	020 22567898
5	Mr. Boualom	Oudomxay CMU, DPWT	020 22370 773
6	Mr. Vongdeuan	La PWT	02023233212

No.	Name	Office	Telephone
II	Phongsaly Province		
1	Mr. Sengdeuane	Phongsaly DPWT	02059663553
2	Mr Oudone Soukdalavong	Phongsaly DPWT	02055887654
3	Mr. Vongphet Phoukhami	Khua PWT	02097333780

6.4.4 Participatory monitoring:

109 During the project construction, there must be ethnic group representatives (Khmu, Hmong and Phounoi with gender consideration) participating in the monitoring of EGEP implementation.

6.4.5 Institutional arrangement

110 The strategic oversight of the project will be provided through the MPWT management structure, led by the Minister. The Department of Roads (DoR) will manage the project implementation and monitoring. The DoR and Public Works transport and Research Institute (PTI) will coordinate with the provincial Department of Public Work and Transports (DPWTs) in Phongsaly and Oudomxay as well as the district and provincial GRM to monitor the implementation of this EGEP, in addition to RAP and ESMP of the NR2-E and NR2-W.

7 Monitoring and Reporting

111 Monitoring and reporting are key components of the EGEP implementation to ensure that:

- The approved proposed actions are implemented, and the women or/and female head households receive sufficient support from the project,
- The appropriate budget is allocated to the implementation of EGEP sufficiently,
- The GRM committee is functioned and able to deal with complains effectively or if the case needs to be solved at the higher level,
- The EGEP is fully implemented.

112 The MPWT takes full responsibility to oversee the effective implementation of the EGEP. Two monitoring and reporting approaches could be applied:

7.1 Ongoing Monitoring and Reporting:

113 The implementation of the EGEP must be part of and included into the overall project contract and project monitoring and reporting system.

114 The PTI will work closely with the provincial Department of Public Work and Transports (DPWTs) and GRM committee members at the district and village level to conduct the internal monitoring by collecting information and assessing all EGEP activities implemented to identify their achievements and issues/problems encountered. The internal monitoring should be done monthly.

7.2 Impact Monitoring:

115The impact monitoring should be an integral part of the project contract. The focus of the impact monitoring will be on (i) impacts on affected ethnic households and communities in terms of their livelihood/living standard, (ii) men and women have equal right to receive and access to the project support, and (iii) management of grievance, disputes and conflicts.

116The impact monitoring could be done by conducting a formal focus group discussion (FGD), which could be done annually by external monitoring team as part of the external monitoring in social safeguard as well as environmental monitoring in collaboration with the provincial and district PWT and GRM committee members at all levels to set up the monitoring team and carry out the FGD.

7.3 Participatory Monitoring

117In addition to impact monitoring, a special process of participatory monitoring will be conducted, and specifically targeted towards members of the Khmu and Hmong communities. This will take the form of quarterly focus groups convened, while civil works and underway, and locations convenient to the members of ethnic groups impacted by the project. These focused groups will discuss among others the work progress, any key impacts on the EGs, their suggested solutions, and any unresolved complaints under GRM. These focus groups will be facilitated by the part time social specialist who will be dedicated to work with members of ethnic groups. Each quarter, a report will be prepared summarizing the results of the focus groups, which will include recommendations for additional corrective actions to be taken, and to be shared with project management, as well as the contractor.

8 Implementation Budget

118The budget for EGEP implementation has been allocated as part of EGEF implementation responsible by EDPD/PTI which is about USD89,900 for the package of NR2-E and NR2-W

Table 24. EGEP Implementation Budget

Main Themes	Description	Indicative Cost (USD)
Communication	Organized at least 3 consultation meetings with ethnic community along project (Project information, employment opportunities, and compensation process) 31 villages along NR2-E and 61 ethnic villages along NR2-W	USD27600 (3xUSD100/round /village)
	Develop 92 posters including project information, GBV and GRM containing a list of key project contacts (with name and phone numbers)	USD460 (USD5 x 92)
Information Sharing	Prepared 920 project-information booklets containing a list of key project contacts (with name and phone numbers)	USD1840 (USD2 x 920)

Main Themes	Description	Indicative Cost (USD)
External monitoring expert	3year contract @ USD20.000 annually including travel costs	USD 60000 (USD 20000x3)
Issues During the Construction	Put warning signs and lights, and barriers at the incomplete construction areas.	To be covered in the construction contract
	Pay for any lost/accident cause by the company's neglects during the construction	
	Include the driveways in the construction design.	
	Arrange the temporary crossing driveway for AP's houses if the drainage canal needs to be done or if the construction has to be blocked their houses/shops.	
Safety issues after completing the construction	Put up speed limit control warning signs and lights at the cross sections, schools, markets, temples and hospitals.	To be covered in the construction contract
	Install sufficient streetlights and traffic lights at the cross section or T-junction	
	Organize the community awareness raising about the traffic rules and regulations for the villagers and teenagers	To be covered in the construction contract
	Assign the patrolling police officers at a particular section to ensure that drivers obey the traffic rules.	To be covered in the district police department working plan
	Total	USD89,900