

**LAO PEOPLE'S DEMOCRATIC REPUBLIC**  
Ministry of Communication, Transport, Post and Construction

**ROADS FOR RURAL DEVELOPMENT PROJECT**  
(ADB TA-3756-LAO)

**SOCIAL ACTION PLAN AND  
COMMUNITY EDUCATION CAMPAIGN**

**16 December 2003**

**THIS IS NOT AN ADB BOARD APPROVED DOCUMENT.**

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**Abbreviations**

ADB	Asian Development Bank
ADB 10	ADB funded PPTA and future loan; Roads for Rural Development project
AFO	Agriculture and Forestry Office (of the District)
AIDS	Acquired immune deficiency syndrome
AP	(project) affected person
B.	<i>Ban</i> (village)
CCEM	Central Committee for Ethnic Minorities
CNPC	Communication, Transport, Post and Construction
CRO	Chief Resettlement Officer
DAF	(Provincial) Department of Agriculture and Forestry
DCCA	District Committee for the Control of AIDS
DCTPC	(Provincial) Department of Communication, Transport, Post and Construction
DMS	Detailed measurement survey
DNFE	Department of Non-Formal Education
DOR	Department of Roads (of MCTPC)
DRC	District Resettlement Committee
EMDP	Ethnic Minority Development Plan
HIV	Human immunodeficiency virus
IFAD	International Fund for Agricultural Development
IOL	inventory of losses
LFNC	Lao Front for National Construction
LWU	Lao Women's Union
LYU	Lao Youth Union
M.	<i>Muang</i> (district)
MCTPC	Ministry of Communication, Transport, Post and Construction
NCCA	National Committee for the Control of AIDS
NDF	Nordic Development Fund
NFEDC	Non-Formal Education Development Centre
NGO	Non-governmental organization
NSC	National Statistical Centre
NTFP	Non-timber forest product
PPA	Participatory Poverty Assessment
PCCA	Provincial Committee for the Control of AIDS
PPTA	Project Preparatory Technical Assistance
PRC	Provincial Resettlement Committee
RC	Resettlement Committee
ROW	right of way
SED	Social and Environmental Division (of the DOR)
Sida	Swedish International Development Cooperation Agency
STD	sexually transmitted disease
STEA	Science, Technology and Environmental Agency
STEO	Science, Technology and Environmental Office
TA	technical assistance
TLUC	Temporary Land-Use Certificate
UNDP	United Nations Development Program
UNDCP	United Nations Drug Control Program
UNFPA	United Nations Population Fund
UNV	United Nations Volunteer

## 1. Introduction

### 1.1 Project Background and Objectives

The Government of Lao PDR (the Government), with assistance from Asian Development Bank (ADB) is improving rural access roads in a number of provinces throughout Laos. The Roads for Rural Development Project [in the form of Technical Assistance (TA) to the implementing agency - Ministry of Communication, Transport, Post & Construction (MCTPC)], is one of a number of TA and loan projects developed from the TA 2889-LAO Rural Access Roads Improvement Project commenced in 1999 and with some detailed work being completed for the roads that are the subject of this TA in 2000.<sup>1</sup> This Project - known as ADB 10 - is progressing a package of roads identified under the earlier studies.

The Government has as one of its highest priorities the development of the maximum length of all-weather roads to provide as much of its population as possible with access to the national road network. The RRDP is an important element of ADB's sectoral strategy of assisting development of the rural road network linked with the specific development priorities of the Government. Targeted to supporting rural development, the rehabilitation of sections of the rural road network proposed by the project will provide basic infrastructure for rural development and enhance the social and economic impacts of the recently rehabilitated national roads and also contribute to poverty reduction efforts in selected provinces.

- The Terms of Reference for this TA include three components:
- Road sector development - to assist the Government in formulating a medium term action plan;
- Capacity building - including institutional development and contracting industry review;
- Road Improvement - which includes two groups of roads; a review and updating of feasibility studies and detailed designs prepared under TA 2889 (and other studies) and compilation of documentation in a format suitable for loan processing for three roads (Xaignabouli - Hongsa, Pakxan - B. Thasi, and Xaisettha - Sanxai); and, preparation of pre-feasibility studies (including initial social and poverty assessment (IS&PA) for improvements along the Hongsa - Muang Ngeun, Hongsa - Thaxoang, and Pakton - Ban Vang road; and assessment of the impact of the ensuing Project on poverty reduction.

ADB 10 is drawing together previous work undertaken in TA 2889 and TA 3070 commenced in 1999 and further investigations and design by Pacific Consultants International (PCI) in 2000.<sup>2</sup>

### 1.2 Description of Project Roads

#### 1.2.1 Xaignabouli-Hongsa

Xaignabouli is located in the central and western part of Lao PDR. The entire Province is west of the Mekong River, which separates it from the rest of the country. Across the Mekong are Vientiane, Louangprabang to the east, and Oudomxai and Bokeo are to the north. There are land borders with Thailand to the west and south. The northern part of the province is mountainous, and the southern part consists of fertile lowlands. Its area is 15,798 km<sup>2</sup>, and it has a population of 317,342 persons. It has ten districts, two of which will directly benefit from

<sup>1</sup> The detailed design undertaken by Pacific Consultants International (PCI) was developed for several road sections. Using the nomenclature adopted by PCI, road sections 4 and 5 represent the Xaignabouli to Hongsa road (Xaignabouli), road sections 3 and 8 represent the Pakxan to B. Thasi road (Bolikhamxay), and road section 7 is the Xaisettha to Sanxai road (Attapu).

<sup>2</sup> TA 3070-LAO Road Improvement for Rural Development Project - Final Report (BICL; December 1999). TA 2889-LAO Rural Access Roads Improvement Project - Social Assessment: Volume II (July 2000; PCI in association with Burapha Development Consultants Ltd and CDRI).

the road; M. Xaignabouli (population 68,110) and M. Hongsa (population 25,740). Three other districts – Khop (17,507 population), Xianghon (25,610 population) and Ngeun (population 14,495) – to the north of Hongsa will have improved accessibility to the provincial centre in Xaignabouli town as a result of the Project.

Xaignabouli town, which is in the central part of the province, is the provincial capital. It is approached from the east by the road from Thadua. It is also connected by road–National Road 4 - to Paklay and the Thai border in the south, and Xiang-Ngeun and Louangphabang to the northeast. The Xaignabouli–Hongsa road, National Road 4A, traverses lowlands surrounded by mountains, with some mountainous stretches, for 53 km, after which it is mountainous for most of the remaining distance to Hongsa town, the district centre, which is reached at Km 89.

The existing road, which was developed as a track during the 1990s, has had spot improvements with some drainage works during the last few years, but remains impassable even to four-wheel drive vehicles at the height of the rainy season. Many gradients are very steep and heavy vehicles can only use the road, when passable, by carrying a reduced load. The development of the road has a high priority, because it will connect the provincial capital with the four districts of the northern part of the province, which have no other road access to the remainder of the Lao road network. Two of these districts do, however, have access to Thailand.

There is a National Rural Development Programme focal site at B. Phoulengkang, which is located at Km 65. This has been supported by loans from IFAD and by assistance from the Australian Save the Children Fund, both of which are active in Xaignabouli.

The main features of the road include:

- (i) It is designated National Road 4A and the length of the Xaignabouli-Hongsa section is 89.2 km. The alignment departs from National Road 4 about 5 km north from Xaignabouli town, immediately after a bridge across the Nam Houng. Road 4A continues beyond Hongsa for another 40 km to the Ngeun district centre, where there is a junction for the districts of Xianghon and Khop, which are only served by a seasonal track. A few km beyond this road junction in Ngeun, the road reaches the Thai border. This border is only used for local trade. There is a weekly market in Ngeun, which attracts visitors and traders from Thailand;
- (ii) The route climbs steeply through hilly terrain and crosses three streams before reaching B. Natak (at Km 6.8). Over this section the road is between 4 and 5 m wide and has an earth/gravel surface. A shorter route between Xaignabouli and B. Natak; which would require a new bridge over the Nam Houng, is being considered for ADB-10.
- (iii) Between B. Natak and the Nam Ngon (Km 53), the road follows rolling terrain with some short steep sections (including a very steep descent between Km 33 and Km 34 where landslides are a problem). Drifts have been constructed over all stream crossings. Formation width varies between 4 m and 8 m, and towards the river crossing the road narrows to 3 m;
- (iv) Across the river, the road has only recently been constructed. It climbs steeply and reaches a peak at Km 58. This section of road is narrow (3 m) and the steep gradient is difficult to negotiate in the wet;
- (v) The road follows the ridge for the remainder of the route. Spot improvements have been carried out in some places to ease the gradients. The descent into the valley at Km 80 is particularly long and steep; and
- (vi) At Hongsa, the route widens again to 6 m and has recently been reshaped and regravelled.

The improvement design proposes to generally follow the existing alignment with some minor realignments (including a possible 6 km realignment to reduce gradient between Km 53 and Km 83) and shape corrections along the ridge sections of the route. The road will be paved

(to either single or double surface treatment) and shoulders of 0.5 m (for 3.5 m carriageway) and 1.0 m (for 5.5 m carriageway) will be provided. A standard right-of-way of 15 m either side of the centerline has been adopted.

### **1.2.2 Pakxan - B. Thasi Road**

Bolikhamxai is located in the central part of Lao PDR, on the Mekong River to the east of Vientiane Municipality. It borders Vietnam to the east, Xaisomboun Special Region and Xiangkhouang province to the north, and Khammouan to the south. It is 14,863 km<sup>2</sup> in area and has a population of 200,335.

The Pakxan–Borikhan road section connects two district centers of the same names. Pakxan, which is also the provincial capital, is on National Road 13, the country's major north-south road. From Pakxan, the road goes north through Borikhan, at about Km 25, then climbs the escarpment and continues northwards to Phamuang. There is then a right turn and the road continues north-eastwards to B. Thasi, which is located on the incomplete National Road 1. This planned to connect Xiangkhouang, through Bolikhamxai, to Khammouan. Other mountainous districts of Bolikhamxai will also be made accessible by Road 1, which will intersect with Road 8 in the Khamkeut district of Bolikhamxai.

The Phamuang–B. Thasi section can only be used for a few months in the dry season, as there is no bridge over the Nam Xan at B. Kinyon (Km 65). The last 15 km between B. Kinyon and B. Thasi is the most difficult and during the wet season can only be traveled by boat.

Phamuang, 24 km north of Borikhan, is a rapidly developing focal site area. From here is a road going 15 km west to B. Bo (B. Muangbo), which was developed under an ADB/OPEC funded community managed irrigation project.

Xiang-Xien is another focal site, where works are just beginning. This covers an area of 20 ha to the east of B. Thasi. Assistance is being provided to both of these focal sites by Lux-Development. A number of families have migrated to B. Thasi from Houaphan, Xiangkhouang and Louangprabang provinces. Staff of Lux-Development report that the population around Xiang-Xien and nearby Xiangleu has increased from 200 to 650 households over the past couple of years. The new arrivals are mainly Lao Theung, from the north.

### **1.2.3 Xaisettha - Sanxai Road**

Attapu province is located in the south-east corner of Laos and borders Cambodia and Vietnam, as well as the provinces of Xekong and Champasak. The provincial capital, also called Attapu, is on the confluence of the Xe Kong and Xe Kaman rivers. Except for the lowlands along the rivers, the province consists mainly of forested mountains. It has a population of about 100,000 persons and consists of five districts. The Xaisettha–Sanxai road section links two of these districts; Xaisettha (26,406 population) and Sanxai (14,334 population).

Xaisettha is about 10 km east of the provincial capital, on Road 18B. National Road 18B is currently being constructed with assistance from the government of Vietnam. The present track is only passable with difficulty, but the new road, when completed in 2005, will be of full international standard, as befits a route which is designated an Asian Highway. This will make a profound difference to the economy of Attapu. Traffic between Thailand, Laos and Ho Chi Minh City can be expected to use the route in the future.

The existing Lao connection to Attapu is by National Road 11 (formerly 16) via Xekong. The last part of this section, between Xenamnoy and Attapu, is being completed under ADB 9.

The Xaisettha–Sanxai road will provide access to the remote district of Sanxai (14,334 population), and will directly serve 14 villages and 1,122 households - most of which are

shifting cultivators - along the route. It is an incomplete road, and Sanxai can only be reached by a deviation that can only be used in the dry season, with great difficulty, by four-wheel drive vehicles. It is the only road that connects Sanxai with the rest of the province. Most journeys today are on foot. It is currently a 1.5 days' walk from Sanxai (Km 54) to B. Paam (Km 17). From B. Paam there is a daily bus service to Attapu.

From Sanxai there is a track to M. Dakchung (Xekong), which is about 30 km to the north-east. There is also a 60 km road being constructed with Vietnamese funding which will connect B. Vangtat, in Sanxai district near the Vietnamese border, with Road 18B, also by the Vietnamese border. About 20 km of this road have been completed. This will not serve the main part of Sanxai district, however, nor will it give a direct connection to Attapu.

From Xaisettha the road traverses through a lowland paddy area for about 18 km until it reaches the B. Mixai and B. Paam area, a focal site for the National Rural Development Programme and the centre for many development activities in the district. Most of the Sanxai district administration has been relocated to B. Paam, to give better access to Attapu in the absence of a road up to the plateau.

People from several villages on the mountain side between B. Paam and the plateau in Sanxai have been relocating to the focal site area. Two other focal sites (zones) have been proposed for the plateau and mountainous areas of Sanxai district, but no activities have commenced there as yet.

### 1.3 Project Risks and Interventions

The wider social impacts of the project have been detailed in Section 3 of the Social and Poverty Assessment, and this includes a discussion of the positive and negative effects. During project assessment a number of potential risks have been identified, these include issues associated with road safety and traffic, the negative impacts of resettlement and land acquisition, the potential for spread of HIV/AIDS during the construction phase of the project, the potential for increased pressure for land from, and exploitation of non-timber forest products (NTFPs) by, outsiders, and the impacts on vulnerable communities (including ethnic minority groups), ADB's *Policy on Indigenous Peoples* (1999) covers groups or communities with a social or cultural identity distinct from the dominant or mainstream society<sup>3</sup>, which makes them vulnerable to being disadvantaged in the process of development. Accordingly, measures are required to ensure that these groups are not disadvantaged or vulnerable in an intervention because of their social or cultural identity. In preparing the plans to address the concerns of these groups, capacity building support for ethnic minority communities affected by road development has been incorporated into the intervention by way of a program for agricultural extension and non-formal education.

Further, and as noted in the social assessment, and the community development plans prepared for the project, it is important to ensure that ethnic minority groups can access the anticipated benefits from the project and that they are not affected in any way that could exacerbate their vulnerability. In terms of protecting ethnic minorities' unique culture, traditions and lifestyle, the project has identified ways and measures in which the benefits from road improvement can be enhanced, and where investment can be made in tandem with other initiatives that cater specifically for vulnerable communities. A range of measures have been designed to reduce and/or manage the risks identified in the social assessment.

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<sup>3</sup> Including ethnic minorities.

### 1.3.1 Road Accidents

#### a) Risk

The post-construction or operation impacts relate to the increased potential for traffic accidents (due to larger traffic volumes and higher speed traffic flow) affecting both motorists and pedestrians, and the increased noise generated by traffic. Construction of the roads will improve access, the corollary of this being that traffic will increase. Existing traffic volumes are low. By upgrading each of the roads to an all-weather standard, it is expected that traffic will increase sevenfold over 20 years.

Construction of the roads will improve access, the corollary of this being that traffic will increase. Existing traffic volumes are low, ranging from a 126 vehicles per day on the Xaisettha - Sanxai road, to 964 vehicles per day on the Pakxan - B. Thasi road. By upgrading the roads to an all-weather standard, it is expected that traffic will increase sevenfold over 20 years. An increased potential for traffic accidents, due to increased traffic volumes and higher speed traffic, is an impact that must be recognized and mitigated.

Currently, the roads are an integral part of the village community; children play in the road, and due to the low level of traffic, pedestrians amble along and all over the road.

The draft *National Road Safety Plan for Laos*<sup>4</sup> indicates that road fatalities have been increasing since 1991, and that between 1991 and 1999 the number of fatalities increased by 245 percent, which followed an almost constant level of road deaths between 1977 and 1990, over which period the number of road accidents increased by 176 percent.

The study concluded that key reason for the number of road deaths and accidents is the explosion in number of vehicles (evidenced by an increase in vehicle registration of 128 percent between 1990 and 1998). In terms of representation in accident statistics, motor-cyclists appear to be significantly represented in crash involvement, followed by cars and trucks, then tuk-tuks. The study did not provide data on the number of pedestrians or bicyclists involved in road deaths or accidents.

According to the report, road safety in Laos is under serious challenge due to:

- (i) Strong economic growth (7–10 percent over recent years) which will lead to increased growth in the purchase and registration of motor vehicles;
- (ii) Population growth; and
- (iii) Improvements in the road network leading to increased vehicle speeds.

It is clear that road and traffic safety is of general community concern, and while road accident data is not collected or recorded by poor and non-poor, it can be assumed that the poor are more vulnerable to traffic accidents:

- (i) The poor are more likely to be pedestrians than the non-poor, as shown in the surveys which indicated that on each of the roads all pedestrians and people using hand/push carts were from households earning 151,000 kip/month or less and that half of all pedestrians were from households that earned 60,000 kip/month or less;
- (ii) If the poor do own vehicles, they are less likely to be roadworthy than those owned by the non-poor;
- (iii) In the event of death or injury by road accident a poor household is more vulnerable to trauma, loss of an income earner or main producer and is less likely to be able to afford medical fees associated with treatment.

<sup>4</sup> Mike Goodge, Consultant to MCTPC, Vientiane; December 2000

## **b) Mitigation**

The draft *National Road Safety Plan* proposed a programme that included improved driving skills through driver/rider training, driver/rider licensing, helmet and night-time visibility/reflector wearing for cyclists, motor-cyclists and pillion passengers, drink/driving awareness, and speeding issues (review of speed limits, awareness and enforcement).

This will not be able to address the immediate and short-term safety needs of communities along the roads once construction is complete. A more immediate mitigation of this potential effect to be funded under the project will include:

- (i) Erection of bamboo fences through villages to keep children and animals from running onto the road;
- (ii) Traffic calming measures to reduce vehicle speeds through villages (e.g. speed limits, signs and perhaps speed bumps); and
- (iii) A road safety awareness program,<sup>5</sup> to target vulnerable road users (pedestrians and users of motor cycles, bicycles and other vehicles). Including well planned publicity, using media and materials and images and village-based campaigns, for selected high risk groups organized as part of a wider marketing strategy to raise awareness on road safety and influence road user behavior. The safety education and awareness program will be run in local schools and community halls as part of a wider road safety awareness program (refer to Section 2.x).

### **1.3.2 Relocation and Resettlement**

#### **a) Risk**

The resettlement plans prepared for the project conclude that negative resettlement effects directly associated with the project will be minimized through implementation of compensation and rehabilitation measures that are aimed at ensuring that every family that is affected will either be better off, or the same as without the project, once the measures have been implemented.

Along the Xaignabouli - Hongsa road, some 117 households will be affected through resettlement, 41 of these households are ethnic minority.

The Pakxan – B. Thasi road will affect 127 households, of these households 12 belong to ethnic minority households.

For the Xaisettha - Sanxai road, relocation will affect a total of 104 households of which 30 are Lao Loum households and 74 are Lao Theung households. In Attapu, a number of villages that have been resettled to the Nam Pa Focal Site. Many households in these villages have not been coping well with the changed environment and production base (i.e. a shift from upland to lowland rice cultivation). The Lao Front for National Construction (LFNC) representative in one village has commented that it is likely that a number of households will in fact return to their original villages.

<sup>5</sup> Road safety is multidimensional requiring inputs by many government agencies. The activities that comprise a comprehensive road safety strategy include road safety education of children; driver training and testing; vehicle safety standards; traffic legislation; policing and enforcement; emergency assistance; traffic management; and general awareness of the public. The program provided by the project includes only those elements of a road safety programme that can be undertaken within the context of the road improvement programme and recognizing the primary role of MCTPC in road safety.

## **b) Mitigation**

The issue of adequate resettlement compensation derives from the substantial differences in levels of compensation characteristic of recent Lao PDR experience and the standards established in both MCTPC and international standards. These standards call for full replacement costs at current market value so that affected persons are at least as well off, if not better off, than before the loss of assets from road construction.

Resettlement plans have been prepared in accordance with ADB's *Policy on Involuntary Resettlement* and the new *Decree on Resettlement and Compensation (Final Draft; June 2003)*. All affected persons (APs) will be compensated and assisted so that their social and economic well-being is restored to pre-project levels or better.

Additional measures (a special action) have been identified to assist the villages at the end of the Pakxan – B. Thasi road this is detailed in the resettlement plan for this road. For eight villages along the Xaignabouli road and nine villages along the road in Attapu, additional measures have also been included and these are presented in the community development plans (as explained in Section 2.x).

### **1.3.3 Increased Exposure to Communicable Disease**

#### **a) Risk**

Along with the improvement in access is the risk of increased communication facilitating the spread of communicable diseases. As noted in Section 3.1 of the Social and Poverty Assessment, roads can effectively become vectors for the transmission of HIV/AIDS and STDs. The degree of the risk is linked to the function of the road. International and transit routes will have greater risk than those roads that are access or provincial roads only.

The national coordinating body is the National Committee for the Control of AIDS Bureau (NCCAB). It was established in 1998 and works through Provincial Committees for the Control of AIDS (PCCAs). The Lao PDR HIV/AIDS Trust was also established in 1998 to coordinate and mobilize resources for the national AIDS programme. The Trust is administered by a trust management unit based within the NCCA Bureau. There are also a number of international donors providing assistance in HIV/STD research and prevention programmes.

Community-based education is being undertaken mainly by the Lao Women's Union and the Lao Red Cross. Other mass organizations such as the Lao Youth Union, Lao Trade Union and Lao Front for National Construction have increased their involvement in various aspects of HIV/AIDS prevention and care.

There are also a number of private sector initiatives (awareness, education and prevention programmes for workers) sponsored by foreign companies engaged in the mining, road construction and hydropower sectors in Laos.

A UNDP project – *Strengthening the National and Provincial AIDS Programme* – aims at encouraging non-health sector involvement and works through PCCAs, concerned ministries<sup>6</sup> and mass organizations. UNFPA and LWU have a joint programme aimed at the prevention of spread of HIV/STDs in eight target provinces. The GTZ Lao-German Family Health Project has been providing support in primary health care and HIV/AIDS awareness and prevention in a number of provinces including Bolikhamxai.

A review of the programmes undertaken in 2001 concluded that behavior change interventions targeting populations vulnerable to HIV infection are more effective where there is strong

<sup>6</sup> Relevant ministries include Health, Education, Defence, Information & Culture, and Labour & Social Welfare.

participation by members of the populations being targeted, including disadvantaged, marginalized and mobile populations such as labor-related mobile populations, direct and indirect sex workers, street children and injecting drug users. Also included in situations of gender disadvantage are young and married women.

The *Country Report on HIV/AIDS*<sup>7</sup> notes that many provincial authorities have become increasingly concerned at the risks posed by international and national mobility. Structural forces such as economic development and the need for employment often stimulate mobility, which is often beyond the control of local authorities.

Despite an increase in condom use and shifts in sexual behavior, mobile populations such as migrant workers<sup>8</sup>, drivers, businessmen and youth remain the most vulnerable groups.

The profile notes that mobile populations are found to be vulnerable to HIV infection due to greater likelihood of being engaged in risk behavior when outside their normal social environments. It is such mobile populations that have been targeted for HIV/STD prevention work in Laos. Foreign labor, especially from China and Vietnam, has been increasing in recent years due to many infrastructure projects where a large labor force is needed. Other mobile populations include traveling business people and government officials, military and police as well as truck drivers and construction workers.

Linked to the construction and operation of roads, the potentially vulnerable groups will include construction workers, local sex workers, local youth and road users (drivers of passenger and freight transport). With Laos being tipped to become a hub of land transport in the Greater Mekong sub-region, the risk of HIV/STD spread needs to be carefully calculated and managed. A UNDP/UNOPS report that reviewed the risk of HIV/STDs spread along Road 13 North, points out that roads passing through Laos link Thailand, Cambodia, China, Myanmar, Vietnam and, by extension, Malaysia and Singapore, and that these same roads will also connect ports on the Indian Ocean to ones on the South China Sea and to the sea routes there, effectively opening new channels of communication between south and east Asia.

The potential for increased risk of spread of HIV/AIDS/STDs evolving from an improved road network is assessed based on the experience in Thailand. The following risks have been identified:

- (i) Exceptionally low awareness of AIDS and the dangers of HIV infection among service workers.
- (ii) An increase in the number of people working in the service industry. Ethnic minorities who form the main pool from which service girls are drawn could become increasingly vulnerable;
- (iii) Sale and trafficking of girls, boys and women to other provinces and countries. This is prevalent in the Thai sex industry, and while not yet prevalent in Laos it has been identified as a risk in a number of other road development studies;
- (iv) The changing composition of truck drivers and road construction workers, with an increasing number of Thais, Chinese and Vietnamese working and traveling through Laos;
- (v) The emergence of truck stops at major intersections could also encourage the establishment of bars and brothels with associated service workers;
- (vi) Foreign migrant laborers (particularly Chinese) do not want to use the Lao medical system, and thus STDs and possibly HIV among migrant workers remains unchecked;

<sup>7</sup> Prepared by NCCA and Ministry of health and presented to the 7th ASEAN Summit (Special Session on AIDS) in Brunei Darussalam November 2001.

<sup>8</sup> The *Rapid Applied Research & STD/HIV/AIDS Prevention and Care for Mobile Populations in Lao PDR* (UNICEF; 1998) report notes that the absence of restrictive laws against legal employment of international labor has meant an influx of foreign laborers, mostly from China and Viet Nam. In 1996, the Ministry of Labour & Social Welfare put this figure at 6,243 of which the bulk were construction workers (2,376) and people involved in transport services (2,103). (p.15)

- (vii) The emergence of massage parlors and brothels that sell sex. This is considered most likely along roads that are developed by the private sector and roads that expand the Thai and Chinese tourist circuits; and
- (viii) Young people, especially students, who are poor and in need of funds for themselves and their families and who may be lured into the service industry.

The UNDP/UNOPS report concludes that in four provinces along Route 13 the social problems, and in particular the problems related to the transmission of HIV/STDs, are still in their infancy but that this would unlikely remain the case for long.

*“As road projects move into their completion phases, border crossings increase in number, and free trade continues to expand as the region recovers from the financial crisis, resultant social problems may be expected to increase exponentially. Numbers of foreign tourists along with the drivers of buses and trucks will increase and the demands on the service industry will be great. Most of the road network allowing for this expansion will be in place in the next two years.”*

There is the risk of HIV/AIDS/STD spread associated with the project roads, largely by virtue of the attraction of high-risk groups associated with construction (construction camps and any service industry established to cater thereto) and operation (truck drivers and migrants). The project provinces of Bolikhamxai and Attapu also share international borders with Vietnam. Increased cross-border activity as a result of road construction can also increase the risk but this is not expected as a direct result of the construction of the ADB 10 project roads.

#### **b) Mitigation**

Any measures undertaken to assist in reducing, or avoiding, the risk of spread of HIV/STDs will be welcomed by agencies active in this sector. It will be necessary that any activities are coordinated with the efforts of NCCAB and the PCCAs and DCCAs and linked with ongoing programmes in awareness and prevention, in order that resources are marshaled in the most effective way.

The UNICEF (1998) report notes that encouragement should be given to the development of targeted approaches for raising HIV awareness among specific mobile populations. NGOs that can implement community-based outreach activities that develop high levels of trust among vulnerable populations are identified as the most appropriate mechanism. The report commented that sensitive (and sometimes illegal) groups within mobile populations would be difficult to reach through Government bodies and mass organizations.

Posters alone are not sufficient to adequately inform people about the risks of HIV/AIDS or encourage them to practice safe sex. Posters act as a reminder only if people have had the benefit of associated raising of awareness regarding the risk of HIV/AIDS/STD spread. Posters and leaflets can be used effectively as part of a wider information and education communication campaign. Such a campaign aimed at the communities along the roads, construction workforce and mobile populations (the most likely to be at risk) can be made through traditional channels such as PCCA, Lao Women’s Union, Lao Youth Union and provincial health services. Such a campaign will be coordinated and funded by the project.

Efforts should also be made for awareness campaigns to be run through the existing structures of mobile populations such as transport worker associations, labor/construction contractors and companies, checkpoint police, tourist associations, and tour guides. It would also be possible to establish links with Population Service International and provide support and assistance to the condom social marketing programme. Any information and education communication campaign materials to be used in a formal HIV/STD awareness campaign associated with road development would need to be approved by the NCCA and Ministry of Information and Culture. This aspect will also be addressed in the campaign to be funded by the project.

A description of the programme to be implemented through the project's social action plan is presented in Section 2.X.

### **1.3.4 Increased of Trafficking of Women and Children**

Trafficking in persons means:

- (i) The recruitment, transportation, purchase, sale, transfer, harboring or receipt of persons: by threat or use of violence, abduction, force, fraud, deception or coercion (including the abuse of authority), or debt bondage, for the purpose of:
- (ii) Placing or holding such person(s), whether for pay or not, in forced labor or slaver-like practices, in a community other than the one in which such person lived at the time of the original act described in 1.<sup>9</sup>

The worst forms of trafficking relate to the illegal movement of women and children for the purposes of exploitation in sectors such as commercial sex work, and child labor of all forms., and the low status of women increases their vulnerability as targets of traffickers and limits their options as survivors seeking a new life.

There are complex factors that push or pull the vulnerable into situations of high risk to be recruited by traffickers, and those that create a demand for exploitable labor.

- The most commonly identified push factor driving the trafficking process is poverty. The necessity to meet basic needs, in combination with other factors, is the most commonly identified motivation to migrate or to encourage a family member to leave.
- An understanding of the non-economic elements of poverty—lack of human and social capital, gender discrimination—is also necessary,

#### **a) Risk**

In Lao PDR while overall poverty levels are high, rural poverty is predominant specially in the northern region (50-75%), particularly among ethnic minorities. Rural women and girls, particularly ethnic minority women, are poor and lack access to opportunities for poverty reduction on account of gender inequality. They lack property rights, and do not have opportunities to participate in education, and are not consulted in community level decision making. Low age at marriage, lack of education and training, lack of access to land and capital, physical, financial, and social capital, lack of access to social services, food shortages, and heavy work burdens characterize women's lives. Labor migration is increasing particularly in provinces bordering Thailand, in the provinces in the north and the north west. Boys and girls migrate searching for work opportunities. The sending communities do not know where they are or what they do. Such young persons lack education and skills, valid documentation, and are often trafficked into situations of forced labor, sex work, in the construction industry and in agriculture.

The a) growing movement of people from rural to urban areas, b) increasing landlessness and loss of livelihoods among the poor, female headed households, on account of natural disasters, economic shocks, c) cross border movements of people, d) the feminization of migration, e) the growth of the illegal sex trade, and increased trafficking, f) the dangers of the spread of HIV/AIDS, particularly among vulnerable groups such as poor women, are issues that are identified by the Government, as major areas of concern.

The recent survey of the ILO-IPEC Mekong Sub-Regional Project to Combat Trafficking in Children and Women for Labour Exploitation has identified a clear link between improved road

<sup>9</sup> This working definition of trafficking that was employed in ADB regional technical assistance in 2002.

access and trafficking. Trafficking has not been found in areas where there are no roads. There is thus a real risk of trafficking occurring or increasing as a direct result of improvements to the Project Roads. Better roads facilitate movement away from communities that offer few employment or livelihood options and this can be a positive gain, if the migration process is safe. However, such migration experiences might end up in exploitative circumstances in the hands of traffickers. The construction phase will bring large numbers of temporary laborers and with them, increased demand for sex workers, introduction of new ideas, and employment opportunities. Awareness-raising efforts concerning the dangers of trafficking and providing safe migration services will prevent negative outcomes from increased mobility from areas with improved roads and from the influx of outside laborers. There are no international border crossings in the Project.

## **b) Mitigation**

One effective way to reduce the trade in women and children is to address the factors that render women and children vulnerable. Traffickers target families who are poor or socially excluded. In societies where women and girls have a low status and severely limited life options, they are easy prey.

To make women and children less vulnerable, they must be empowered by giving them more access to, and control over, resources like education, basic health services, skills and leadership training, credit schemes, and decision-making. It must be made safer for people to move around by improving migration management and enforcement of labor standards. It is necessary to demonstrate the negative economic and social impacts of trafficking among vulnerable groups, and the need to promote safe migration for the working poor.

Most trafficked persons are “invisible” – they lack official documents, even evidence of birth, and often work in sectors of the economy that are subject to official scrutiny or regulation. They need to be covered by labor standards and welfare mechanisms. For many new migrants from the countryside to the cities, the first stop is an urban slum, where children and adolescent girls in particular are vulnerable to traffickers and their false promises of a better life. Such people must be made aware of the dangers of trafficking and provided with social protection.

Trafficking can be addressed in the following ways:

- (i) Target those most vulnerable to trafficking, especially women and children;
- (ii) Assess the impacts of the project and opportunities to prevent, minimize, and mitigate the risks;
- (iii) Encourage safe migration through incorporating safe migration messages in social mobilization components of projects in source areas; ensuring migrants have access to basic needs such as shelter in urban slum areas; and extending benefits of social protection in mobile populations; and
- (iv) Stem demand for trafficked labor, especially in the informal sector and among small and medium enterprises.
- (v) Develop project designs that would directly and indirectly combat and reduce human trafficking;
- (vi) Include the analysis of groups that are particularly vulnerable to trafficking.
- (vii) The need for safe migration information packages to be made available to those most likely to migrate—particularly women who currently have no access to such information—but a rights-based approach must be adopted when developing and delivering such packages to ensure that women maintain the right to migrate and take up other options to secure their livelihoods. Safe migration messages need to take into account the potential risks of cross-border as well as internal trafficking, and hence collaboration among GMS stakeholders (government and NGO). Communities along the Mekong River are at risk to trafficking. Gender sensitization training for law-enforcement

- agents, especially those working at the border areas and police stations, is essential.
- (viii) Informed versus uninformed choice of migration needs to be well understood and the links to vulnerability to being trafficked.
  - (ix) It is also important to target demand areas—e.g. construction camps where there is increased demand for trafficked girls not from the immediate area but from communities far enough away not to draw attention to their activities. This requires codes of conduct or covenants incorporated into the contractors' agreements.
  - (x) Education (formal and non-formal)/health education/confidence and awareness building should all be carried out with local NGOs and those familiar with local conditions
  - (xi) Generally ensuring that those most vulnerable—the extremely poor, marginalized ethnic groups—are included in programming. Girls and women in particular require extensive confidence building and provision of alternative options to maintain livelihoods and to ensure that if they migrate, they have access to employment and can resist the deception and coercion of traffickers. Women's empowerment initiatives that increase women's access to resources are vital (e.g. land, credit, education).
  - (xii) Migrants need protection and policies and programs to facilitate safe migration, but such activities have been used to exclude women from migration opportunities or to limit the inflow of migrants, thus stagnating the important role of migration in development.
  - (xiii) Communities need to be made aware of the harm traffickers cause when they arrive in their midst, but without causing suspicion of newcomers or marginalizing those already considered "different".

### **1.3.5 Increased Migration into Project Areas and Exploitation of Local Resources**

#### **a) Risk**

The presence of all-season roads will attract people from outside of the project areas who may take advantage of people who have had less contact and may be less aware of the value of their resources and rights to protect them. Rapid increases in local populations in some places will seriously impact local communities through increased demands on local resources, infrastructure, and services. Conflicts with local communities may ensue to the disadvantage of the already resident population if they do not have the capacity to compete for agricultural and other benefits provided by the roads, are unable to protect to local resources and are unaware of the value of their land and market for it.

With improvement of the roads, there is an increased risk of in-migration from other areas in the provinces and from outside of the provinces themselves. This has already begun in Bolikhamxai with people moving into the area from Houaphan and Xiangkhouang, these people are being allocated land in B. Thasi and surrounding villages. Therefore, assistance is required to protect the needs and rights of the existing communities. While this may not be a problem when there are only a few in-migrants, the road improvements will inevitably bring in more people who recognize the economic potential. It is important, therefore, that villages understand the value of their resources (land and NTFPs amongst others) and how to protect their land use rights and their resources.

#### **b) Mitigation**

The most effective way to mitigate this risk is through awareness raising regarding land rights and the value of land, (to be accompanied with titles to be issued, as a priority, in the future) and other valuable resources such as NTFPs.

A critical element of the community education campaign for ADB 10 will be to ensure that households in the villages along the route will eventually have secure tenure (as reflected in the Entitlement Matrix in the resettlement plans), are aware of their land rights and recognize the value of their land, in order that they are not taken advantage of by “land grabbers”. This will require two separate yet linked activities; an awareness raising campaign regarding land rights and value, and the issuance of Land Use Rights Certificates to be provided to households that do not have them already (and land titling to be provided as a priority in the future but not funded under the project) supported by non-formal education to improve numeracy, literacy (Lao language skills) and basic marketing skills in the Xaignabouli and Attapu project areas (see Section 1.3.5).

While Land Use Rights Certificates do not offer the same level of protection or security of tenure as a land title it does provide land-use rights that are protected if the land is required for a Government project, further people with Land Use Rights Certificates are able to sell or exchange the land-use right. Therefore issuing Land Use Rights Certificates to those households that do not yet have them is seen as a first step in providing security of tenure to the villages along the project roads.

The Project will address the constraints to land registration in women’s names by ensuring that women participate equally in the land allocation and declaration process, by making sure that Land Use Rights Certificates are issued in the names of both husband and wife, and that women fully understand their rights.

The resettlement plan for the Pakxan - B. Thasi road also includes a special action to provide agricultural extension assistance and awareness raising about villages’ rights to, and sustainable management of, NTFPs.

### **1.3.6 Impacts on Vulnerable Communities**

#### **a) Risk**

The risk of adversely affecting already vulnerable communities is greatest for the ethnic minority villages along the routes. This is because they are often the poorest, most isolated, and as a result of being isolated and more remotely located do not have the same levels of infrastructure and support as other villages. The ethnic minority villages in the project area also show much lower rates of adult literacy than the predominantly Lao Loum villages in the same area.

#### **b) Mitigation**

Special measures that comply with ADB’s policy on ethnic minorities<sup>10</sup> have been designed and are presented in the two community development plans. These measures, in conjunction with the measures to be applied to each of the project roads, will ensure that these villages will not be adversely affected by the project, and will assist the communities in being able to access project benefits to the same levels as less vulnerable communities.

## **1.4 Objectives and Scope of Project Social Action Plan**

The overall goal of the social action plan is to set out the interventions required to reduce risk and to reduce poverty for vulnerable groups. The strategic framework to achieve this goal is defined by the ADB’s sectoral priorities for development assistance to Lao PDR. The four principal pillars of this framework are designed to support improvements in:

- (i) rural development and market linkages,
- (ii) human resource development,

<sup>10</sup> Policy on Indigenous Peoples; 1999

- (iii) sustainable environmental management, and
- (iv) private sector development and regional integration.

Within the context of these priority objectives, the purpose of the social action plan is to enhance the beneficial aspects of the project road improvement projects and to mitigate the adverse impacts in accordance with ADB's social safeguard policies and in keeping with the goal of poverty reduction in the three provinces under ADB 10.

The project includes a number of components that address the requirements of social safeguard policies of Lao PDR and ADB because of the social impacts of the project. A number of documents<sup>11</sup> have been prepared and the activities described in those documents will be implemented prior to the start of the civil works for the project.

This social action plan has been prepared to draw together the measures for addressing resettlement, community (ethnic minority) development and for the management of social risks associated with ADB 10. There will be a community education campaign for the overall Project.

The community education campaign will cover a number of aspects related to public information dissemination and awareness-raising regarding the various components and benefits of the project. In summary, the social preparation for the project includes the following components:

- (i) Management of resettlement effects through the implementation of the resettlement plans. These have been prepared for each of the roads and provide the basis for compensation for all lost and affected assets. Activities include detailing the losses and compensation to be paid, other rehabilitation measures, and production and distribution of the public information booklet. The resettlement plan for the Pakxan - B. Thasi road also includes a special action to assist in improving the local management and protection of NTFPs;
- (ii) A community education campaign which will be conducted for each of the roads and will include;
- (iii) A road safety and awareness program. This program has been designed to link with activities already being undertaken by MCTPC;
- (iv) An HIV/AIDS/STD awareness and prevention program. In recognition that none of the roads are transit or international through routes, the program is targeted to the construction phase of the project (i.e. contractors and communities along the road);
- (v) A trafficking awareness and prevention and safe migration awareness program; and
- (vi) A land- rights awareness program, including the issuance of Land Use Rights Certificates for households along the roads who do not already have them.
- (vii) Community development measures for vulnerable villages will be implemented through the implementation of the two community development plans (Xaignabouli and Attapu). These plans are in accordance with ADB's policy with regard to ethnic minority development. The activities include non-formal education (numeracy, literacy and social marketing skills) and agricultural extension for seventeen villages<sup>12</sup> with low adult literacy rates and high poverty. This measure has been designed in consultation with relevant agencies, and through resources made available under the project will provide additional capacity to education and agricultural departments.

The social action plan has been prepared for all three roads and summary cost estimates for the three roads is provided in Section 2, Appendix 1 presents the details of the cost estimates of the community education campaign elements for the three roads. The costs of resettlement

<sup>11</sup> A Social and Poverty Assessment, three Resettlement Plans, and two Community Development Plans.

<sup>12</sup> Eight villages on the Xaignabouli – Hongsa road and nine villages along the Xaisetta – Sanxai road.

and community development plans are contained in the separate plans dealing with those aspects of the Project.

## 2. Action Plan

### 2.1 Need for Risk Mitigation

The social analysis identified a number of project-related issues or problems that will need to be mitigated. Some of these effects such as HIV/AIDS/STD and trafficking awareness and prevention, safety concerns, potential for increased exploitation of local resources such as NTFPs, and land tenure issues are applicable to all roads, and measures to mitigate these effects will be required for all beneficiaries in the project areas. However, there are also effects that will be community or village specific based on the social and cultural characteristics of those communities (i.e. ethnic-minorities), and these require additional interventions to ensure that the vulnerability of these families and households is not exacerbated by the Project. Those measures are summarized here but their details are included in the community development plans. The impacts and the interventions identified to address the risks are shown in the table below.

**Table 1: Project Risks and Interventions**

Issues & Risks	Intervention	Objectives
HIV/AIDS/STDs transmission	HIV/STD awareness and prevention programme	<ul style="list-style-type: none"> <li>➤ To reduce the risk of HIV/STD transmission along road corridors and in the project area</li> <li>➤ To facilitate ongoing efforts in HIV/STD awareness and assist with coordination of activities in HIV/STD spread prevention sector</li> </ul>
Trafficking of women and children	Anti-trafficking awareness and prevention program and promotion of safe migration (described in the Social Action Plan)	<ul style="list-style-type: none"> <li>➤ To reduce the risk of trafficking of women and children because of increased access in and out of the project area due to road improvements</li> <li>➤ To facilitate ongoing efforts in anti-trafficking awareness promotion of safe migration and assist with coordination of activities in the project area</li> </ul>
Road accidents	Fencing of properties along roadside through villages, and safety awareness campaign	<ul style="list-style-type: none"> <li>➤ To increase awareness about traffic safety in communities in the project area</li> <li>➤ To improve safety of children</li> <li>➤ To reduce traffic accidents involving pedestrians/children/animals and drivers</li> </ul>
In-migration to the project area, potential loss of land	Community education campaign to raise awareness of land rights and value of land. Land Use Rights Certificates to be issued to all households in the project area that do not already have them (LURC to be prepared in the name of both husband and wife). Entitlement for APs identified in the resettlement plan is full title to replacement land as a priority.	<ul style="list-style-type: none"> <li>➤ To provide a forum for beneficiaries to understand their rights with respect to land use and title</li> <li>➤ To assist beneficiaries understand the value of their land resource</li> <li>➤ To support the eventual establishment of a land market economy in the project area provinces (following land titling)</li> </ul>
Vulnerability to exploitation, and constraints on ability to participate in project benefits	Non-formal education programme: Improving numeracy, literacy and marketing skills	<ul style="list-style-type: none"> <li>➤ To mitigate against competition from, and encroachment by, people from outside the village (including new comers to villages)</li> <li>➤ To teach and enhance skills in diverse income generation and livelihood development</li> <li>➤ To assist in improving education and literacy standards in the project area</li> <li>➤ To improve understanding of important notices and documents (Land Declaration Certificates for example) written in Lao</li> <li>➤ To facilitate access to project benefits</li> </ul>

## **2.2 Components of the Social Action Plan**

The strategy for the social action plan is to develop a strong social and economic base upon which communities, government agencies, and development assistance programmes can build. The focus will be on the communities in greatest need of coping skills to respond to the opportunities presented by an all-weather project road.

The detailed design of the components of the social action plan will be made following a participatory approach during project implementation, whereby the relevant agencies, community mobilizers and social/resettlement specialists that are part of the construction supervision consultant for the project will facilitate community identification of needs and appropriate design of specific social action plan activities. Draft outline terms of reference for the HIV/AIDS prevention and awareness, and non-formal education and social marketing (community development plan) components have been attached as Appendix 2.

The social action plan will address the needs of the women by specifically targeting them in the, HIV/AIDS/STDs awareness and prevention programme, land rights awareness and special action for NTFP management (Pakxan – B. Thasi Resettlement Plan), and non-formal education and social marketing skills programme.

The precise nature of the development and mitigation activities to be undertaken will only be known after a period of participatory planning among the affected communities. The objective of the components of the social action plan is to establish a solid base on which other social development interventions can be built, including the possibility of alternative funding for land titling for the villages along the project roads.

The social action plan will be divided into contract packages for design and implementation. Design and implementation of these packages will be put out to international competitive bidding by international agencies (NGOs and consultants) based in Laos. Two of the components - the road safety awareness campaign and land rights and NTFP management - will largely be driven by existing provincial and district level Government agencies through support from the project. The project supervision consultant will be responsible for managing these aspects and providing support to their implementation.

Design and implementation of each of the packages of the social action plan will be undertaken in coordination with, and with the full participation of, all relevant agencies and community stakeholders. The DOR-SED will receive on-the-job training in the design, implementation, and monitoring of such social development activities through support from the construction supervision consultant.

The aim in delivering the various social action components of the project has been to work through existing frameworks wherever possible. This has the twofold advantage of preventing duplication of structures and systems in delivering services and programmes, and providing capacity building to Government counterpart agencies at provincial and district level where institutional strengthening is most required.

### **2.2.1 Road Safety and Awareness Program**

#### **(a) Activities and Components**

The project will fund a road safety awareness program, to target vulnerable road users (pedestrians and users of motor cycles, bicycles and other vehicles). Including well planned publicity, using media and materials and images and village-based campaigns, for selected high risk groups. The campaign will be organized as part of the wider community education campaign to raise awareness on road safety and influence road user behavior through the following:

- (i) Enforcement of construction safety standards during construction period;
- (ii) Installation of appropriate signs warning drivers to slow down in settled areas;
- (iii) Road safety education for adults including traffic regulations and road law, signage, vehicle safety (traffic speed, vehicle maintenance and road worthiness, helmet wearing for motorcyclists and drink/driving issues), and use of the road (pedestrians, vehicles (including truck weights), livestock and road maintenance);
- (iv) Road safety education for children; and
- (v) Construction of roadside fences as necessary to discourage livestock and children from stepping into the roadway.
- (vi) The program will be delivered through the existing forum for road safety (the Road Safety Office of DCTPC) by the project funding additional materials and a comprehensive program to be provided to all villages along the project roads, as well as a safety workshop for district offices.

The programme will commence with a workshop in each district for all district level offices. The road safety team will then be based in the district for two to three weeks and organize the delivery of the programme to each village along the road from the district base. Including the time for organization and planning, the delivery of such a programme is likely to take two months for each project road.

#### **(b) Institutional Arrangements**

The road safety campaign under the project will support the existing capacity within MCTPC. The Road Safety Division (central level) and Road Safety Offices (provincial level) undertake safety campaigns but have limited funds for producing materials and delivery of a comprehensive village level safety programme.

The road safety team will comprise four people; two DCTPC Road Safety Officers, a member of the police, and a representative from the district CTPC. The community mobilizers will provide an additional resource person if required.

The project will also fund the printing of materials including posters stickers and a full color booklet setting out the road regulations.<sup>13</sup> The community mobilizers will liaise with the Road Safety Division of MCTPC regarding the materials to be produced with project funding. MCTPC will approve all materials to be used in the campaign and will arrange for printing and delivery of the materials to each province.

#### **(c) Implementation Schedule**

The construction supervision consultant will assist the DOR-SED prepare the terms of reference for the contract packages of the SAP. Draft outline terms of reference have been attached as Appendix 2. Requests for proposals will be called for from NGOs or local consultants with experience in each of the sectors targeted by the social action plan contract packages.

The village planning activities will be undertaken during implementation of the resettlement plans and community development plans and resource management plan.

A detailed implementation schedule for each contract package in the social action plan, community development plans and the NTFP management component of the Pakxan – B. Thasi Resettlement Plan , can be undertaken once the contracts have been awarded and the

<sup>13</sup> The booklet will be similar to that produced under funding from AusAID, a five-page double sided A3 folded booklet (i.e. ten A4 pages). This booklet is considered to be more effective in delivering the basic concepts of the road regulations and law than the thicker black and white manual type publication currently available at DCTPC.

exact content of each package is defined. The overall schedule for activities must be agreed and settled by all stakeholders and participants before the activities begin.

The road safety awareness program should commence as soon as resettlement activities have been completed.

**(d) Budget and Financing**

An amount of \$41,000 (including 20 percent contingency) has been estimated for the cost of the road safety and awareness program. The breakdown is as follows:

Appendix 1 provides the detailed costing plan for the estimates for the campaigns in the three provinces. The costs were derived in consultation with the Road Safety Division of MCTPC and DCTPCs.

**2.2.2 Social Preparation, Resettlement, and Community Development**

**(a) Activities and Components**

The project will undertake social preparation of villages along the road to be able to benefit from and cope with the changes and opportunities that the road will bring. During implementation of the resettlement plans, the construction supervision consultant resettlement specialists and community mobilizers, together with provincial, district and village resettlement committees, will assist project villages affected by land acquisition to replace lost land by clearing and leveling new paddy land, dwelling sites, and livestock pens and constructing fish ponds.

All villages along the road will be assisted to fence their livestock pens and vegetable gardens and to fence along the road to protect children and livestock from running out onto the road. These measures are described in the resettlement plans.

Mechanisms will be devised and maintained for participation by the communities in each of the project areas in decision-making throughout project planning, implementation, and evaluation. The process of stakeholder consultation at every stage of programme planning and implementation and evaluation will be emphasized.

**(b) Institutional Arrangements**

Social preparation, resettlement and community development plan implementation will be the responsibility of the construction supervision consultant. This aspect will include the community development plans for Xaignabouli and for Attapu and the NTFP management component of the resettlement plan in Bolikhamxai) which will be designed in detail and implemented by an NGO or locally based consultant.

**(i) Social Preparation**

Social preparation will be undertaken by the construction supervision consultant. The resettlement specialists and community mobilizers will work closely with the organizations and Government agencies involved in the various components of the community education campaign to deliver a coordinated programme for mobilization, information dissemination and capacity building amongst the communities in the project areas.

As outlined in the resettlement plans the main tasks of the community mobilizers include:

- (i) Assist with the project community education campaign (and specific components of the social action plan as and when required);
- (ii) Assist the resettlement specialists with surveys;

- (iii) Liaise between the villages and works' contractors - particularly in respect of community consultation regarding alignment design and mitigation and ensuring that any adverse effects or damages caused during construction are remedied;
- (iv) Assist the village with identification of replacement land, preparation of replacement paddy land, household and community fencing, village assistance to relocating households;
- (v) Assist the village identify livelihood development opportunities;
- (vi) Assist with the grievance redressal process; and
- (vii) Assist with the issuance of Land Use Rights Certificates for households along the road that do not have them already.

(ii) **Resettlement**

The resettlement activities will be undertaken by Social and Environment Division (SED) of Department of Roads (DOR) with support and assistance from the construction supervision consultant's resettlement specialists. Resettlement plans have been prepared, Section 8 of the resettlement plans map out the institutional arrangements, tasks and responsibilities of the each level of the agencies involved in resettlement planning for the project.

The framework includes the establishment of resettlement committees at provincial, district and village level and the identification of a Central Resettlement Officer who will be from DOR-SED. These agencies will be supported by the resettlement specialists and community mobilizers from the construction supervision consultant's team.

(iii) **Community Development**

The community development plans are interventions to assist vulnerable ethnic minority villages along the roads. Within central Government the lead coordinating agency for ethnic minority issues is the LFNC. LFNC's Department of Ethnic and Social Affairs helps the Government develop and implement policies for ethnic minorities and the mountainous regions. The national Central Leading Committee for Rural Development and provincial rural development committees and rural development offices traditionally oversaw rural development. These offices have now been incorporated into the provincial and district Departments of Agriculture & Forestry (DAF) to more accurately reflect the key roles of agriculture, irrigation and animal husbandry in rural development programmes.

The specific intervention designed for the community development plans is based around a programme of non-formal education and social marketing (including agricultural extension). The Government counterpart agency will be the Non-formal Education Development Centre and the programme will link with existing NFE initiatives offered by NFEDC and agricultural extension being managed through DAF and AFO. NFEDC has been consulted on the framework of the programme presented here and has endorsed the programme in principle. NFEDC is very keen to develop the programme and extend activities currently being provided in Xaisettha (under UNICEF funding) to Sanxai.

The programme will require an overall programme coordinator (either an expatriate or suitable national expert with a UNV/NGO background), a social marketing adviser (either Government agency or NGO), and two NFE trainers (NGO). This team will work with two staff from NFEDC who will provide regular inputs on as required basis after a two-month input at the commencement of the programme.

The non-formal education and social marketing programme will be an identifiable package or contract under the overall responsibility of the construction supervision consultant for the project. The package will be put out to international competitive bidding by international agencies (NGOs and consultants) based in Laos.

Detailed design and implementation of the programme will be undertaken in coordination with, and with the full participation of, all relevant agencies and community stakeholders including the NFEDC, DAF and AFO, participating villages, DCTPC, and Lao Women's Union. The DOR-SED will receive on-the-job training in the monitoring of such social development activities through support from the construction supervision consultant.

The organizations invited to submit proposals for the package will have experience in the non-formal education and social marketing sectors and will have demonstrable skills in participatory development. The construction supervision consultant will be responsible for agreeing with DCTPC, NFEDC and DAF/AFO the scope of the programme, preparing the terms of reference, and if required, assisting in the selection of an appropriate organization for delivery of the programme.

This component is described more fully in Section 2.2.5.

### **(c) Implementation Schedule**

The construction supervision consultant will assist the DOR-SED prepare the terms of reference for the contract packages of the SAP. Draft outline terms of reference have been attached as Appendix 2. Requests for proposals will be called for from NGOs or local consultants with experience in each of the sectors targeted by the social action plan contract packages.

The village planning activities will be undertaken during implementation of the resettlement plans and community development plans and resource management plan.

A detailed implementation schedule for each contract package in the social action plan, community development plans and the NTFP management component of the Pakxan – B. Thasi Resettlement Plan, can be undertaken once the contracts have been awarded and the exact content of each package is defined. The overall schedule for activities must be agreed and settled by all stakeholders and participants before the activities begin.

The non-formal education activities will commence as soon as resettlement activities have been completed.

The detailed cost estimates are provided in the resettlement and community development plans prepared for the Project.

## **2.2.3 HIV/AIDS/STD Awareness and Prevention Program**

### **(a) Activities and Components**

The awareness and prevention program has been tailored to the specific nature and function of the project roads i.e. as district roads rather than highways or international transit routes. HIV/AIDS awareness and prevention is thus considered to be a construction issue and therefore the program targets the communities immediately along the roads and the construction workforces in each of the provinces.

The needs and overall outputs of the programme have been discussed with NCCA and Lao Women's Union who have agreed the process or framework of, and the basic elements to be included in, the programme. Discussions have also been held with PCCA and Lao Women's Union in Bolikhamxai and the GTZ Lao-German Family Health Project who have also helped shape the programme. The programme will be designed in detail and implemented in each province by an international NGO in close consultation with Lao Women's Union, which already has an established network at provincial and district level for dissemination of information regarding HIV/AIDS/STD awareness and prevention. For example, in Bolikhamxai, the Lao Women's Union have set up an AIDS Counseling Office which provides information

and support to people living with HIV/AIDS, their families, and also provides counseling for families suffering from domestic violence.

The programme will include:

- (i) A rapid assessment of each village along the route (to be undertaken by the project coordinator and serve as the basis for the detailed awareness and prevention programme. The rapid assessment will include (amongst other items) number of population (gender, proportion of children, adolescents and adults) current awareness of HIV/AIDS, number and types of mobile population, numbers and types of entertainment facilities (bars, restaurants, beer gardens etc), number of transport services and associations, number of sex workers or service women, numbers of police and health workers, etc;
- (ii) The formation of village monitoring groups;
- (iii) The formation of public/private partnerships focusing on the road and transport sector;
- (iv) Preventative education and awareness through peer education and training of trainers (beginning with the formation of core groups of village head, leaders of women's and youth groups) coordinated through PCCA and the project coordinator and delivered by an NGO and LWU. This will target all of the villages along the project roads;
- (v) Training of trainers/counselors. In Attapu the training will be linked with the establishment of the two DCCAs which will be a primary task of the coordinator;
- (vi) A component of the awareness programme will be designed to specifically cater to high risk groups in the project area;
- (vii) Behavior, communication, and change (BCC) awareness, including preparation of information, education and communication (IEC) materials;
- (viii) Capacity building for the PCCA in Attapu;
- (ix) Establishment of, and capacity building for two DCCAs in Attapu (Xaisettha and Sanxai) as a model for the remaining districts to set up DCCAs;
- (x) An awareness and prevention campaign for construction workers including provision for voluntary STD/HIV testing, awareness materials at construction sites, and condom promotion and distribution; and
- (xi) Facilitation of communication between MCTPC's HIV/AIDS Committee and NCCA

One international expert coordinator (UNV or NGO background) will be funded under the project for one year to coordinate activities in the three provinces, the coordinator will assume the administrative tasks<sup>14</sup> (funds disbursement, accounting and reporting) for PCCAs in order that the PCCA can focus on the delivery of programmes and support to the community, provide motivation, assist in the coordination of projects and programmes from Government and donors, support capacity building and institutional strengthening of PCCAs and DCCAs, undertake the rapid assessment along each of the project roads, and take an overview role in the design and implementation of the awareness and prevention programme.

The awareness and prevention programme, delivered by an NGO and the Lao Women's Union, will run for approximately 6 months in each province (two months per year for the project construction period of three years) and target the communities along the roads, truck companies, and bars, teashops, beer gardens and the like, before the civil works contractors are mobilized; and then targeting construction workers and truck drivers during road construction.

<sup>14</sup> This could be supported by GTZ, following the completion of the Lao-German Family Health Project, the continued role of which in the delivery of support to HIV/AIDS awareness and prevention will need to be further discussed.

**(b) Institutional Arrangements**

An international expert coordinator for the three provinces will be funded for one year by the project to ensure transparency and quality control. The coordinator will have experience in the HIV/AIDS/STD awareness and prevention sector, be from an NGO or UNV background, and who has worked in South-East Asia. Prior to the programme commencing the coordinator will have discussions with NCCA regarding the resource requirements and general communications and reporting systems. The NCCA will need to approve a detailed programme of work involving inputs from, and to, the PCCAs and DCCAs. Initially, the coordinator will be responsible for agreeing with NCCA/PCCA the scope of the rapid assessment and terms of reference for the awareness and prevention package, undertaking the rapid assessment, preparing the terms of reference and, if required, assisting NCCA/PCCA to select an appropriate NGO to assist Lao Women's Union with delivery of that package. The coordinator will also be responsible for facilitating communication between MCTPC's HIV/AIDS Committee and the NCCA.

Following the rapid assessment undertaken by the coordinator, the awareness and prevention programme will be designed and implemented by an international NGO through the NCCA, PCCA and Lao Women's Union. The NGO will work closely with the Lao Women's Union in the design and delivery of the awareness and prevention campaign. The programme will generally follow the methodology established by the STD and HIV/AIDS Reduction Project established by CARE International, and in accordance with PCCAs' strategic plans, and will also involve other mass organizations (such as Youth Union). The programme will cater specifically to the needs of the communities along each of the project roads as identified in the rapid assessment.

The programme will also include a component to address the awareness and prevention of HIV/AIDS/STD spread associated with the construction workforce. The details of which will follow award of the civil works contracts and when the nationality of the workforce involved is known.

The ongoing tasks of the coordinators will be to provide administrative support and capacity building to PCCA and DCCAs, assist in the coordination of all HIV/AIDS/STD awareness and prevention projects and programmes being undertaken in the province, and help PCCA identify, and facilitate the implementation of, public and private sector partnerships for reducing the risk of HIV/AIDS/STD spread in the province. In Attapu this will require the establishment of a DCCA in Xaisettha and Sanxai and training to strengthening of their capacity to serve as a model for establishment of DCCAs in the remaining districts.

The NCCA and Lao Women's Union will also be supported to deliver training to Attapu PCCA, specifically in terms of establishing a testing and counseling capability there.

**(c) Implementation Schedule**

Due to the necessity to have the social preparation, and particularly the HIV/AIDS/STD awareness and prevention programme, commence well in advance of the commencement of civil works, recruitment of consultants for the contract packages of the social action plan should begin as soon after mobilization of the construction supervision consultant as is practicable.

The construction supervision consultant will assist the DOR-SED prepare the terms of reference for the contract packages of the SAP. Draft outline terms of reference have been attached as Appendix 2. Requests for proposals will be called for from NGOs or local consultants with experience in each of the sectors targeted by the social action plan contract packages.

The village planning activities will be undertaken during implementation of the resettlement plans and community development plans and resource management plan.

A detailed implementation schedule for each contract package in the social action plan, community development plans and the resource management plan, can be undertaken once the contracts have been awarded and the exact content of each package is defined. The overall schedule for activities must be agreed and settled by all stakeholders and participants before the activities begin.

#### **(d) Budget and Financing**

An amount of \$275,000 (including 20 percent contingency) has been estimated for the cost of the HIV/AIDS prevention and awareness program:

Appendix 1 provides the detailed costing plan for the estimates for the three roads. The costs were derived in consultation with the relevant agencies including Lao Women's Union and the NCCA.

### **2.2.4 Trafficking Awareness and Prevention and Safe Migration Program**

#### **(a) Activities and Components**

This component will finance a program of awareness and education to combat trafficking of women and children and for safe migration. The program, which will target construction workers, women and children and elders in communities at risk, will be designed and implemented through the Ministry of Labor and Social Welfare and in coordination with ongoing and planned programs of ADB<sup>15</sup> and Government, NGOs and other agencies such as UNDP and ILO that have expertise in addressing trafficking concerns in Lao. The program will include the following: (i) identification of mobile and vulnerable populations, (ii) awareness raising regarding trafficking operations that might already be taking place, and provision of safe migration information for those newly arriving or considering leaving the community will be incorporated into community and social mobilization activities; (iii) capacity building with government departments involved in social protection program delivery, concerning the dangers of trafficking for this highly vulnerable target group; (iv) ensure labor standards are followed by contractors during the construction phase; and (v) enforced agreements on expectations of responsible behavior from construction gangs regarding commercial sex workers, and reporting the presence of children who are being sexually exploited to local authorities.

The program will include (a) detailed designing of the pilot activities (including identification of vulnerable villages and synchronization of schedules with the Project's community based activities, based on mapping of other donor's activities within the Project areas and the source/transit/destination analysis); (b) consultation with stakeholders and communities; (c) preparation of the awareness raising IEC materials and methods (e.g street plays) for different target groups; (c) public awareness raising and safe migration message (both to general public in key transit areas and targeted to vulnerable source communities); (d) link up with available women and girls empowerment programs in project areas; (e) establishment of an NGO based information network system at source/transit/destination areas; (f) capacity building of local authorities and community organizations (e.g. women and youth unions).

The Project will coordinate with ongoing activities of other development partners on related issues, particularly of the World Bank, UNIAP, ESCAP, IOM, DFID, ILO-IPEC, and other bilateral organizations and NGO programs.

<sup>15</sup> Proposed RETA on Prevention of Trafficking of Girls and Women and Safe Migration for Women in the GMS, to be financed by Poverty Reduction Fund, 2004 pipeline, with Northern Economic Corridor Loan 1989(LAO) and Mekong Tourism Project as pilot projects.

**(b) Institutional Arrangements**

The program will be designed and implemented through the Ministry of Labor and Social Welfare and in coordination with ongoing and planned programs of ADB<sup>16</sup> and Government, NGOs and other agencies such as UNDP and ILO that have expertise in addressing trafficking concerns in Lao.

An international expert coordinator for the three provinces will be funded for one year by the project to ensure transparency and quality control. The coordinator will have experience in the trafficking awareness and prevention sector, be from an NGO or ILO or UN agency background, and who has worked in South-East Asia. Prior to the programme commencing the coordinator will have discussions with the Ministry of Labor and Social Welfare (MoLSW) regarding the resource requirements and general communications and reporting systems. The MoLSW will need to approve a detailed programme of work involving inputs from, and to, the provincial and district levels. Initially, the coordinator will be responsible for agreeing with MoLSW the scope of the rapid assessment and terms of reference for the awareness and prevention package, undertaking the rapid assessment, preparing the terms of reference and, if required, assisting MoLSW to select an appropriate NGO to assist with delivery of that package. The coordinator will also be responsible for facilitating communication between MCTPC's Social and Environment Division and the MoLSW.

Following the rapid assessment undertaken by the coordinator, the awareness and prevention programme will be designed and implemented by an international NGO through the MoLSW. The NGO will work closely with the MoLSW in the design and delivery of the awareness and prevention campaign. The programme will generally follow the methodology established by other agencies already working in Lao PDR or in the Project Area. The Program will also involve mass organizations (such as Youth Union and Lao Women's Union). The programme will cater specifically to the needs of the communities along each of the project roads as identified in the rapid assessment.

The programme will also include a component to address the awareness and prevention of trafficking associated with the construction workforce.

The ongoing tasks of the coordinators will be to provide administrative support and capacity building to provincial and district offices of MoLSW, assist in the coordination of all trafficking awareness and prevention projects and programmes being undertaken in the Project Areas, and help MoLSW identify, and facilitate the implementation of, public and private sector partnerships for reducing the risk of trafficking and unsafe migration in the Project Areas.

**(c) Implementation Schedule**

The construction supervision consultant will assist the DOR-SED prepare the terms of reference for the contract packages of the SAP. Draft outline terms of reference have been attached as Appendix 2. Requests for proposals will be called for from NGOs or local consultants with experience in each of the sectors targeted by the social action plan contract packages. The village planning activities will be undertaken during implementation of the resettlement plans and community development plans and resource management plan.

Similarly to the HIV/AIDS awareness and preventive education program, the trafficking awareness and prevention and safe migration education program must begin before the contractors are mobilized.

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<sup>16</sup> Proposed RETA on Prevention of Trafficking of Girls and Women and Safe Migration for Women in the GMS, to be financed by Poverty Reduction Fund, 2004 pipeline, with Northern Economic Corridor Loan 1989(LAO) and Mekong Tourism Project as pilot projects.

**(d) Budget and Financing**

An amount of \$275,000 (including 20 percent contingency) has been estimated for the cost of the trafficking prevention and awareness and safe migration education program. Appendix 1 provides the detailed costing plan for the estimates for the three roads.

**2.2.5 Local Resource Management; Land Rights Awareness and NTFP Management****(a) Activities and Components****(i) Issuance of Land Use Rights Certificates & Land Rights Awareness**

The Land Office at district and provincial level undertake awareness campaigns regarding land issues. However, this is undertaken on a somewhat ad hoc basis and therefore the project will fund a comprehensive campaign, to be delivered by the district and provincial Land Officers with the assistance of the community mobilizers, and the production of a full color leaflet promoting land-use rights awareness and the value of land. The campaign will be delivered to each village along the project roads.

The project will also fund the issuance of Land Use Rights Certificates to all those households that do not have them. The procedure for this will generally follow the process already established for the issuance of the Certificates:

- (i) The household approaches the Village Leader and declares the area of land and what the land is used for or how the land has been developed i.e. as homestead land, garden or agricultural land;
- (ii) The village deputy (who is responsible for village economic activities) takes the measurement of the different land types and areas to validate what has been declared by the household;
- (iii) The village deputy then fills in the Land Use Declaration form (also known as Form 01) and it is duly notarized;
- (iv) On the basis of the information contained in the Land Use Rights Certificate, the household pays tax to the village administration, who effectively serves as a collection agency for the district Land Office; and
- (v) The village administration retains a list of all the households that hold Land Use Rights Certificates and a master record of all households that have paid tax.
- (vi) The Land Use Rights Certificate is actually comprised of four forms; Form 01 – which contains the details of the land-users (in the name of both husband and wife), location of the land, the area of the land, the types of land, a description of the boundaries, and reference to any other documents or papers that verify that the household has land-use rights over the land, and a map sketch of the land and any property/structures thereon; Form 02 – the tax declaration form which sets out the amount of tax payable in kip or rice and when the tax is due to be paid (usually annually); Form 03 – the record of payment; and Form 04 – ongoing record of the land area and tax payable to reflect any changes (i.e. whether the household increases or decreases the area of land and for what purpose).
- (vii) In theory, all households that have used or developed land over a period of three years should apply for a Land Use Rights Certificate, with tax being payable after the third year (in effect a household can develop the land it has been allocated and is not required to pay tax for three years). However, with migration into and out of an area, and some people trying to avoid paying tax, not all households have the certification. Based on information available some 80 percent of households along the Xaignabouli - Hongsa and Pakxan – B. Thasi road, and 66 percent of households along the Xaisettha – Sanxai road, have Land Declaration Certificates. This would require issuance of 591 and 495

Certificates for households along the Xaignabouli - Hongsa and Pakxan – B. Thasi roads respectively, and 381 Certificates to households along the Xaisettha – Sanxai road.

The community mobilizers with the assistance of the village deputies, will identify from the master list held by the village administration, all households along the road that need to be issued with the Certificates, and these households can be targeted for prompt issuance of the Certificates. It is expected that to issue the required number of Certificates will take up to four months per road.

**(ii) Non-Timber Forest Product Management**

There are links between both poverty reduction and security of tenure, and NTFP management; (1) households have to have food and land tenure security before they can manage resources on a sustainable basis. There is clear evidence that rice shortages lead to over-exploitation of NTFPs and therefore food security is both a pre-requisite and entry point for developing forest and NTFP conservation mechanisms, and (2) there is a need to provide both village and individual household security of tenure in order to protect their land use rights from outsiders.

While resource management per se is not the domain of MCTPC, and in this context local resource management comes under the purview of DAF and AFO, the corollary of this is that the onus of mitigating an effect caused by road development should not be the sole responsibility of DAF/AFO.

The NTFP management programme calls for awareness raising in terms of the collective management of the forest resources of the eight villages in the area at the end of the Pakxan – B. Thasi road, recognizing the need for sustainable management of a forest area that falls under the jurisdiction of several villages. The AFO has confirmed that all of the villages between B. Thasi and B. Xiangleu have recently been issued TLUCs under the Land Allocation & Forestry Programme, following development of the land within three years Land Declaration Certificates will be issued.

The basic components of the programme will include:

- (i) Capacity building and strengthening of DAF and AFO as well as the village volunteers taking part in the programme;
- (ii) Preparing a village agreement between the eight participating villages and between the villagers and the management team. The agreement will cover authority sharing, common boundaries, and the roles and responsibilities of participants;
- (iii) Ensuring that all participating villages have a Land Use Map that adequately identifies village zones and boundaries i.e. village forest areas, conservation areas, use areas, including what areas are to be shared between villages.
- (iv) Basic mapping has been undertaken for the Land Allocation & Forestry Programme, this will also be expedited by the recent publication of common boundaries agreed by the villages between B. Thasi and B. Xiangleu;
- (v) Undertaking a participatory assessment to determine; existing problems and needs in the villages, the nature and role of NTFP use and forest food systems in the village, e.g. when and why are NTFPs gathered, the socio-economic baseline conditions of the village, identification of forest types, assess NTFP resources and conservation threats, assess the market for NTFPs and potential income for various species, prepare a joint conservation and management plan that will contribute to the sustainable use of NTFPs and forest conservation;
- (vi) Agreeing which species can be harvested and those that cannot, Identifying harvesting techniques and dates harvesting and collection for those species that can be harvested; and

- (vii) Coordinating with the overall Project community education campaign and particularly the land-use rights awareness and issuance of Land Declaration Certificates.

Identification of needs for further research into determining sustainable harvest rates and enforcement mechanisms for quotas or property rights.

**(b) Institutional Arrangements**

**(i) Land Rights Awareness**

The land rights awareness component will be undertaken by the provincial and district Land Offices via support to their existing programme. A comprehensive plan for delivery of the programme can be prepared with the assistance of the community mobilizers and resettlement specialists who will be required to become very familiar with the land-use issues along each road. The Project will fund a leaflet to accompany the awareness campaign.

The issuance of Land Declaration Certificates will follow the already established procedure and be largely undertaken by the village deputies in each village along the route, again with support and assistance from the community mobilizers and the project.

The community mobilizers will also assist in the documentation of the process and its outcomes, and whether any further action is required.

**(ii) Non-Timber Forest Product Management**

The NTFP management programme will also link with existing initiatives and rural development being managed through DAF and AFO. Strengthening of DAF and AFO staff is an important aspect of the programme to ensure the long-term sustainability of NTFP management after the 6-month programme has been completed. DCTPC, CTPC, AFO have been consulted on the framework of the programme presented here and have endorsed the programme in principle.

The NTFP management programme will be an identifiable package or contract under the overall responsibility of the construction supervision consultant for the project. The package will be put out to international competitive bidding by international agencies (NGOs and consultants) based in Lao.

Design and implementation of the NTFP programme will be undertaken in coordination with, and with the full participation of, all relevant agencies and community stakeholders including the participating villages, DCTPC, DAF and Lao Women's Union.

The organizations invited to submit proposals for the package will have experience in the NTFP management and participatory development sector. The construction supervision consultant will be responsible for agreeing with DCTPC and DAF/AFO the scope of the programme, preparing the terms of reference and, if required, assisting in the selection of an appropriate organization for delivery of the NTFP management programme.

**(c) Implementation Schedule**

The construction supervision consultant will assist the DOR-SED prepare the terms of reference for the contract packages of the SAP. Draft outline terms of reference have been attached as Appendix 2. Requests for proposals will be called for from NGOs or local consultants with experience in each of the sectors targeted by the social action plan contract packages. The village planning activities will be undertaken during implementation of the resettlement plans and community development plans and resource management plan.

A detailed implementation schedule for each contract package in the social action plan, resettlement and community development plans, can be undertaken once the contracts have been awarded and the exact content of each package is defined. The overall schedule for activities must be agreed and settled by all stakeholders and participants before the activities begin.

The land use rights awareness program and issuance of land use rights certificates can commence with the resettlement activities.

**(d) Budget and Financing**

An amount of \$12,000 (including 20 percent contingency) has been estimated for the cost of the land rights awareness program and issuance of Form 01 Certificates and the cost estimate for the NTFP management component is \$44,000, but this cost is included in the resettlement plan for Pakxan – B. Thasi.

Appendix 1 provides the detailed costing plan for the estimates for the land use rights and awareness and issuance of the Form 01 certificates for the three roads. The costs were derived in consultation with the relevant agencies including the district and provincial Land Offices. The costs of the NTFP management intervention are included in the Pakxan - B. Thasi resettlement plan (refer to Appendix 6 of that plan) and were derived in consultation with IUCN which has undertaken similar programs and projects.

**2.2.6. Non-Formal Education and Social Marketing Programme**

**(a) Activities and Components**

The detailed design of these components (Xaignabouli and Attapu) will be done through a participatory process at the commencement of the project and will include further discussions with the NFEDC and the villages along the road.

In Xaignabouli, eight villages have been identified; B. Thalengkong, B. Phoulengtai, B. Longseng, B. Namthiew, B. Phoulengkang, B. Kiougniou, B. Namken and B. Phonxai. It should be noted that literacy data for B. Namken and B. Phonxai was not available, however B. Namken is 93 percent Lao Theung and B. Phonxai is 37 percent Lao Theung and 9 percent Lao Soung and located at the end of the road where accessibility is poor, it has thus been assumed that Lao language skills in these villages will be low. Should it be found that literacy is high and poverty is low these villages can be excluded from the programme.

In Attapu, nine villages have been identified; B. Keng-Gnai, B. Thadkoun, B. Phiakeo, B. Daksud, B. Pakpe, B. Phoudeng, B. Dak-Hiat, B. Dakkiat, and B. Vangxai. A third of households in B. Phiakeo and B. Vangxai are poor and these are 100 percent Lave and Oy villages and it could therefore be expected that adult literacy levels would be low. It should be noted that literacy data for these two villages was not available, should it be found that literacy is high, these villages can be excluded from the programme. For developing the programme it has been assumed that an average of 50 people per village (25 children/adolescents and 25 adults) will participate in the programme, the exact number in each village will be determined in the detailed planning stage. The programme will aim for 75 percent of the village participants to be women and girls.

The justification for including these villages in the program is the very low levels of literacy compared with other villages in the project area and the levels of poverty which increases their vulnerability and reduces their ability to access project benefits. The plans have been designed to build the social and economic capacity of these villages in terms of agricultural diversity and extension.

It will be an important aspect of the social preparation for the project to raise levels of awareness as to potential dangers from improved access as well as to highlight the benefits and in conjunction with the non-formal education and social marketing programme will provide some support to households in the seventeen villages.

In Attapu, some of the villages are experiencing the negative effects of resettlement (under the focal site programme).

The benefits from the non-formal education and social marketing programme will be enhanced with implementation of the community education campaign which aims at increasing awareness about road development related issues including resettlement effects and compensation, HIV/AIDS/STD risk, trafficking awareness, land rights awareness, and traffic safety.

*(i) Non-formal Education*

Non-formal education for both adolescents (with special emphasis on girls) and adults who have not had access to formal education opens up the possibility for them to engage in development activities and enterprise opportunities to a much greater degree and with increased confidence than otherwise.

While the programme aims to improve Lao language skills and literacy of adults, it recognizes the need to include children and adolescents because as much as parents pass information on to their children, they also learn from their children. Messages taken into the home by children is a way of reinforcing what is being taught through, and learnt from, the programme. Supporting the formal curriculum and education system for children and adolescents is a way of ensuring that the development initiatives provided under the programme are sustainable.

Basic literacy, numeracy, and Lao language fluency training built around a curriculum which includes the key economic activity (business, micro-enterprise, and marketing) messages is a powerful method for reinforcing and strengthening the development process. The component will work with through the existing system of extension provided through the provincial and district DNFE, the NFEDC and other donors (UNICEF) to support basic literacy, numeracy, and fluency training (for two years, thereafter supported by a user pays system) basic literacy, numeracy, and fluency training which will include:

- (i) Training of non-formal educators (teachers) who will be resident in the village (they will provide their services on a user pays system after two years);
- (ii) Provision of basic educational materials/equipment for students participating in the programme, and promotional material regarding non-formal education; and
- (iii) Training in Lao language skills, literacy, numeracy and basic household budgeting, book-keeping and basic vocational skills.

*(ii) Social Marketing and Agricultural Diversification*

The social marketing and agricultural extension component of the programme will focus on identifying the new agriculture and production opportunities associated with opening up of the road and direct market access for the villages along the roads. The mains components of the social marketing aspect of the programme will include:

- (i) Identification of potential for new crops and goods;
- (ii) Capacity building to DAF and AFO (in Attapu focusing on Sanxai which has lacked extension support due to access problems);
- (iii) In Attapu this component will also include a study tour to Bolaven Plateau;
- (iv) Support and agricultural extension to assist villages to produce new crops and fruit;
- (v) Support for fortnightly exhibition/market;
- (vi) Construction of a permanent market site at Sanxai (Attapu);

- (vii) Training in basic business skills, savings and credit systems and book-keeping skills and income generation activities, particularly for women; and
- (viii) Micro-finance/enterprise, product processing and marketing (including production of promotional materials).

**(b) Institutional Arrangements**

The community development plans present the details of the institutional arrangements. The plans are interventions to assist vulnerable ethnic minority villages along the roads. Within central Government the lead coordinating agency for ethnic minority issues is the LFNC. LFNC's Department of Ethnic and Social Affairs helps the Government develop and implement policies for ethnic minorities and the mountainous regions. The national Central Leading Committee for Rural Development and provincial rural development committees and rural development offices traditionally oversaw rural development. These offices have now been incorporated into the provincial and district Departments of Agriculture & Forestry (DAF) to more accurately reflect the key roles of agriculture, irrigation and animal husbandry in rural development programmes.

The specific intervention designed for the community development plans is based around a programme of non-formal education and social marketing (including agricultural extension). The Government counterpart agency will be the Non-formal Education Development Centre and the programme will link with existing NFE initiatives offered by NFEDC and agricultural extension being managed through DAF and AFO. NFEDC has been consulted on the framework of the programme presented here and has endorsed the programme in principle. NFEDC is very keen to develop the programme and extend activities currently being provided in Xaisettha (under UNICEF funding) to Sanxai.

The programme will require a specialist with a UNV/NGO background (and who can either be a national or expatriate) as the overall programme coordinator, a social marketing adviser (either Government agency or NGO), and two NFE trainers (NGO). This team will work with two staff from NFEDC who will provide regular inputs on as required basis after a two-month input at the commencement of the programme.

The non-formal education and social marketing programme will be an identifiable package or contract under the overall responsibility of the construction supervision consultant for the project. The package will be put out to international competitive bidding by international agencies (NGOs and consultants) based in Lao. Detailed design and implementation of the programme will be undertaken in coordination with, and with the full participation of, all relevant agencies and community stakeholders including the NFEDC, DAF and AFO, participating villages, DCTPC, and Lao Women's Union. The DOR-SED will receive on-the-job training in the monitoring of such social development activities through support from the construction supervision consultant.

The organizations invited to submit proposals for the package will have experience in the non-formal education and social marketing sectors and will have demonstrable skills in participatory development. The construction supervision consultant will be responsible for agreeing with DCTPC, NFEDC and DAF/AFO the scope of the programme, preparing the terms of reference, and if required, assisting in the selection of an appropriate organization for delivery of the programme.

**(c) Implementation Schedule**

The construction supervision consultant will assist the DOR-SED prepare the terms of reference for the contract packages of the social action plan. Draft outline terms of reference have been attached to the community development plans as Appendix 1. Requests for proposals will be called for from NGOs or local consultants with experience in each of the sectors targeted by the social action plan contract packages.

The village planning activities will be undertaken during implementation of the resettlement plans and community development plans and resource management plan.

A detailed implementation schedule for each contract package in the social action plan, community development plans and the resource management plan, can be undertaken once the contracts have been awarded and the exact content of each package is defined. The overall schedule for activities must be agreed and settled by all stakeholders and participants before the activities begin.

The non-formal education program will commence as soon as resettlement activities are completed.

**(d) Budget and Financing**

The cost of this component is excluded from the social action plan. The cost estimates for this component have been detailed in the community development plans. In summary the cost is \$391,997.<sup>17</sup> The costs were derived in consultation with the Non-Formal Education Department.

**2.2.7 Gender Action Plan**

A gender action plan has been prepared, as shown in Table 2, to summarize the project activities that will specifically target or benefit women.

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<sup>17</sup> The community development plan for Xaignabouli – Hongsa is estimated at \$ 177,047 and the plan for the Attapu road is estimated at \$215,950.

**Table 2: Gender Action Plan**

<b>Basic Principles</b>	
(i)	Equal project benefit and opportunity sharing between men and women.
(ii)	Systematic attempts to reduce gender inequalities in the project areas.
(iii)	Targeted approach for poor women.
(iv)	Collection of gender disaggregated data.
(v)	Organizing women as part of social mobilization process.
(vi)	Increased representation of women in decision-making bodies at all levels.
<b>Project Activities</b>	
1. Involuntary Resettlement	<ul style="list-style-type: none"> <li>• Women's participation in resettlement planning</li> <li>• Women community mobilizers during resettlement implementation</li> <li>• Women's needs to be addressed and women consulted separately and jointly during resettlement implementation</li> <li>• Special focus on poor women-headed households</li> <li>• Gender disaggregated data collection for internal monitoring</li> </ul>
	<ul style="list-style-type: none"> <li>• Land Use Rights Certificates will be issued in the names of both husbands and wives</li> <li>• Land use rights awareness will be given to women and men</li> </ul>
2. Community Development: non-formal and social marketing education	<ul style="list-style-type: none"> <li>• Non-formal education for ethnic minority women and adolescents, with special emphasis on girls, in villages with low literacy and high poverty levels to increase literacy, numeracy, Lao language fluency and marketing skills</li> </ul>
3. Non-Timber Forest Product resource management program	<ul style="list-style-type: none"> <li>• A participatory assessment of NTFPs and gender disaggregated survey of the nature and role of NTFP use and forest food systems in each of 8 participating villages</li> <li>• Equal participation by women in preparation of a joint conservation and management plan to contribute to the sustainable use of NTFPs and forest conservation.</li> </ul>
4. Community Road Safety Program	<ul style="list-style-type: none"> <li>• Target women and children in the community road safety program</li> </ul>
5. HIV/AIDs Awareness and Preventive Education Program	<ul style="list-style-type: none"> <li>• Special focus on construction workers in work camps, truck drivers, project communities, commercial sex workers, and other mobile populations.</li> </ul>
6. Trafficking and Safe Migration Awareness Program	<ul style="list-style-type: none"> <li>• A program of awareness and education to combat trafficking of women and children and for safe migration</li> <li>• Gender sensitization training for law-enforcement agents, especially those working at the border areas and police stations</li> </ul>
7. Project Management Support	<ul style="list-style-type: none"> <li>• International and domestic resettlement specialists will be hired.</li> <li>• Male and female community mobilizers will be hired.</li> </ul>

### **3. Supervision, Monitoring, and Evaluation**

Detailed design of the administrative and management structure of the social action plan will be carried out during the early phases of programme planning. An institutional framework for each of the components has been included in the relevant sections (2.2.1 to 2.2.5) for further consultation and planning purposes.

Overall oversight of the social action plan will be one of the principal responsibilities of the construction supervision consultant and relevant Government counterpart agencies for the social action plan components. The project supervision consultant will assist DOR-SED with internal monitoring of the implementation of the social action plan, which can be reported to MCTPC and ADB. The outcomes of the internal monitoring can be verified by the independent monitoring organization.

External monitoring will also be undertaken. An independent monitoring organization will be hired by MCTPC to monitor implementation of the various components of the social action plan and its overall impact. Each of the social action plan components will have their own participatory monitoring functions.

## Appendix 1: Cost Estimates

**HIV/AIDS/STD AWARENESS & PREVENTION PROGRAM**

Code	Supplies and Services Rendered	Unit	Quantity Units	Cost Per Unit	TOTAL US\$
	<b>A. Personnel</b>			<b>Sub-total:</b>	<b>184,131</b>
<b>A.1</b>	<b>Technical Personnel</b>			<b>Sub-total:</b>	<b>168,120</b>
A.1.1	HIV/AIDS/STD Awareness & Prevention Coordinator (1 year)	lump sum	1	60,000	60,000
A.1.2	NCCA Officer	per diem	6	20	120
A.1.3	Awareness & prevention program (6 months ea. run by NGO)	lump sum	3	36,000	108,000
A.1.4	Driver	month	9	150	1,350
<b>A.2</b>	<b>Government Counterparts (part-time or full short-term basis)</b>			<b>Sub-total:</b>	<b>11,511</b>
A.2.1	3 x PCCA Officer	per diem	3*12	12	432
A.2.2	6 x DCCA Officer	per diem	6*12	12	288
A.2.3	6 x District Lao Women's Union Officer	per diem	6*12	12	288
A.2.4	51 x Village Lao Women's Union Officer	mth rate	51*9	5	2,295
A.2.5	9 x 2 District Reps for DCCAs (Xaisettha and Sanxai)	per diem	18*38	12	8,208
<b>A.3</b>	<b>Training &amp; Establishment of DCCAs in Attapu</b>			<b>Sub-total:</b>	<b>4,500</b>
A.3.1	3 x NCCA Trainers	per diem	3*30	20	1,800
A.3.2	3 x PCCA staff	per diem	3*30	12	1,080
A.3.3	Workshops for DCCAs (9 members ea.)	per diem	27*5	12	1,620
	<b>B. Operation Costs</b>			<b>Sub-Total:</b>	<b>7,992</b>
<b>B.1</b>	<b>Perdiem's for missions, travel</b>			<b>Sub-total:</b>	<b>2,592</b>
B.1.1	Airfares (Vientiane to Pakxe)	unit	18	200	3,600
B.1.2	Staff Travel Per Diems (2/3 time)	per diem	216	12	2,592
<b>B.2</b>	<b>Operational Costs</b>			<b>Sub-total:</b>	<b>5,400</b>
B.2.1	Contribution to PCCA Office running costs (supplies, communications)	month	3*12	150	5,400
	<b>C. Equipment &amp; Supplies</b>			<b>Sub-Total:</b>	<b>36,495</b>
<b>C.1</b>	<b>Supplies, Materials &amp; Equipment</b>			<b>Sub-total:</b>	<b>12,795</b>
C.1.1	Awareness posters, leaflets, stickers	lump sum	3	2,000	6,000
C.1.2	Condoms (box of 1,800)	unit	3	15	45
C.1.3	Voluntary STD/HIV testing (250 pax. x province)	unit (test)	3*250	9	6,750
<b>C.2</b>	<b>Vehicles</b>			<b>Sub-total:</b>	<b>20,700</b>
C.2.1	Vehicle hire & fuel	month	9	2,100	18,900
C.2.2	Motorbike	unit	3	600	1,800
<b>C.3</b>	<b>Studies, Reports, Services, Consultancies, Training</b>			<b>Sub-total:</b>	<b>3,000</b>
C.3.1	Reporting (mid-term and post-evaluation)	reports	3	750	2,250
C.3.2	Documentation of lessons learned	reports	1	750	750
	<b>A + B + C Subtotal</b>				<b>228,618</b>
	<b>D. Contingency (20% of A+B+C Sub-total)</b>				<b>45,724</b>
	<b>Total Project Cost</b>				<b>274,342</b>

**ROAD SAFETY AWARENESS CAMPAIGN**

Code	Supplies and Services Rendered	Unit	Quantity Units	Cost Per Unit	TOTAL US\$
	<b>A. Personnel</b>			<b>Sub-total:</b>	<b>10,424</b>
<b>A.1</b>	<b>Technical Personnel</b>			<b>Sub-total:</b>	<b>9,540</b>
A.1.1	12 x Road Safety Awareness Officers ( 4 in each province)	per diem	3*4*60	12	8,640
A.1.2	3 x Driver	month	3*2	150	900
<b>A.2</b>	<b>Government Counterparts (part-time or full short-term basis)</b>			<b>Sub-total:</b>	<b>604</b>
A.2.1	3 x 14 District Officers (workshops)	per diem	14*3	12	504
A.2.2	MCTPC Road Safety Officer (overview & coordination)	per diem	5	20	100
	<b>B. Operation Costs</b>			<b>Sub-Total:</b>	<b>280</b>
<b>B.2</b>	<b>Operational Costs</b>			<b>Sub-total:</b>	<b>420</b>
B.2.1	Refreshments at workshops	lump sum	3	140	420
	<b>B. Equipment &amp; Supplies</b>			<b>Sub-Total:</b>	<b>23,400</b>
<b>C.1</b>	<b>Supplies, Materials &amp; Equipment</b>			<b>Sub-total:</b>	<b>10,500</b>
C.1.1	Awareness booklet, posters, leaflets, stickers	lump sum	3	3,500	10,500
<b>C.2</b>	<b>Vehicles</b>			<b>Sub-total:</b>	<b>12,900</b>
C.2.1	Vehicle hire & fuel	month	3*2	2,100	12,600
C.2.2	Fuel for motorbike	month	3*2	50	300
	<b>A + B + C Subtotal</b>				<b>34,104</b>
	<b>D. Contingency (20% of A+B+C Sub-total)</b>				<b>6,821</b>
	<b>Total Project Cost</b>				<b>40,925</b>

**LAND RIGHTS AWARENESS & ISSUANCE OF LAND DECLARATION CERTIFICATES**

Code	Supplies and Services Rendered	Unit	Quantity Units	Cost Per Unit	TOTAL US\$
	<b>A. Personnel</b>			<b>Sub-total:</b>	<b>3,180</b>
<b>A.1</b>	<b>Technical Personnel</b>			<b>Sub-total:</b>	<b>2,100</b>
A.1.1	3 x District Land Officer	per diem	3*30	12	1,080
A.1.2	51 x Village Deputies	mth rate	51*4	5	1,020
<b>A.2</b>	<b>Government Counterparts (part-time or full short-term basis)</b>			<b>Sub-total:</b>	<b>1,080</b>
A.2.1	3 x Provincial Land Officer	per diem	3*30	12	1,080
	<b>B. Equipment &amp; Supplies</b>			<b>Sub-Total:</b>	<b>6,420</b>
<b>B.1</b>	<b>Supplies, Materials &amp; Equipment</b>			<b>Sub-total:</b>	<b>3,770</b>
B.1.1	Awareness leaflets	lump sum	3	350	1,050
B.1.2	Processing of LDC forms	unit	1600	2	2,400
B.1.3	Printing of LDC forms	unit	1600	0.20	320
<b>B.2</b>	<b>Vehicles</b>			<b>Sub-total:</b>	<b>400</b>
B.2.1	Fuel for motorbikes	month	3*4	50	1,800
<b>B.3</b>	<b>Studies, Reports, Services, Consultancies, Training</b>			<b>Sub-total:</b>	<b>2,250</b>
B.3.1	Documentation of process & outcomes	reports	3	750	2,250
	<b>A + B Subtotal</b>				<b>9,600</b>
	<b>D. Contingency (20% of A+B Sub-total)</b>				<b>1,920</b>
	<b>Total Project Cost</b>				<b>11,520</b>

**TRAFFICKING AWARENESS & PREVENTION PROGRAM**

Code	Supplies and Services Rendered	Unit	Quantity Units	Cost Per Unit	TOTAL US\$
	<b>A. Personnel</b>			<b>Sub-total:</b>	<b>184,131</b>
<b>A.1</b>	<b>Technical Personnel</b>			<b>Sub-total:</b>	<b>168,120</b>
A.1.1	Trafficking Awareness & Prevention Coordinator (1 year)	lump sum	1	60,000	60,000
A.1.2	MoLSW Officer	per diem	6	20	120
A.1.3	Awareness & prevention program (6 months ea. run by NGO)	lump sum	3	36,000	108,000
A.1.4	Driver	month	9	150	1,350
<b>A.2</b>	<b>Government Counterparts (part-time or full short-term basis)</b>			<b>Sub-total:</b>	<b>11,511</b>
A.2.1	3 x PoLSW Officer	per diem	3*12	12	432
A.2.2	6 x PoLSW Officer	per diem	6*12	12	288
A.2.3	6 x District Officer	per diem	6*12	12	288
A.2.4	51 x Village Officers	mth rate	51*9	5	2,295
A.2.5	9 x 3 District Reps for DoLSW	per diem	18*38	12	8,208
<b>A.3</b>	<b>Training of PoLSWs</b>			<b>Sub-total:</b>	<b>4,500</b>
A.3.1	3 x PoLSW Trainers	per diem	3*30	20	1,800
A.3.2	3 x PoLSW staff	per diem	3*30	12	1,080
A.3.3	Workshops for DoLSW+B32(9 members ea.)	per diem	27*5	12	1,620
	<b>B. Operation Costs</b>			<b>Sub-Total:</b>	<b>7,992</b>
<b>B.1</b>	<b>Perdiem's for missions, travel</b>			<b>Sub-total:</b>	<b>2,592</b>
B.1.1	Airfares (Vientiane to Pakxe)	unit	18	200	3,600
B.1.2	Staff Travel Per Diems (2/3 time)	per diem	216	12	2,592
<b>B.2</b>	<b>Operational Costs</b>			<b>Sub-total:</b>	<b>5,400</b>
B.2.1	Contribution to PoLSW Office running costs (supplies, communications)	month	3*12	150	5,400
	<b>C. Equipment &amp; Supplies</b>			<b>Sub-Total:</b>	<b>36,450</b>
<b>C.1</b>	<b>Supplies, Materials &amp; Equipment</b>			<b>Sub-total:</b>	<b>12,750</b>
C.1.1	Awareness posters, leaflets, stickers	lump sum	3	2,000	6,000
C.1.2					0
C.1.3					6,750
<b>C.2</b>	<b>Vehicles</b>			<b>Sub-total:</b>	<b>20,700</b>
C.2.1	Vehicle hire & fuel	month	9	2,100	18,900
C.2.2	Motorbike	unit	3	600	1,800
<b>C.3</b>	<b>Studies, Reports, Services, Consultancies, Training</b>			<b>Sub-total:</b>	<b>3,000</b>
C.3.1	Reporting (mid-term and post-evaluation)	reports	3	750	2,250
C.3.2	Documentation of lessons learned	reports	1	750	750
	<b>A + B + C Subtotal</b>				<b>228,573</b>
	<b>D. Contingency (20% of A+B+C Sub-total)</b>				<b>45,715</b>
	<b>Total Project Cost</b>				<b>274,288</b>

*Appendix 2: Draft Outline Terms of Reference;*  
**HIV/AIDS/STD Awareness & Prevention Program**  
**NTFP Management Program**  
**Trafficking Awareness & Prevention and Safe Migration Education Program**

**Social Action Plan**  
**Draft Outline Terms of Reference**  
**HIV/AIDS/STD Prevention and Awareness Program**

**A. BACKGROUND INFORMATION**

The Government of Lao PDR (the Government), with assistance from Asian Development Bank (ADB) is improving rural access roads in a number of provinces throughout Laos. The Roads for Rural Development Project, in the form of Technical Assistance (TA) to the implementing agency - Ministry of Communication, Transport, Post & Construction (MCTPC)], is one of a number of TA and loan projects developed from the TA 2889-LAO Rural Access Roads Improvement Project commenced in 1999 and with some detailed work being completed for the roads that are the subject of this TA in 2000. This Project—known as ADB 10—is progressing a package of roads identified under the earlier studies.

Government has as one of its highest priorities the development of the maximum length of all-weather roads to provide as much of its population as possible with access to the national road network. The project is an important element of ADB's sectoral strategy of assisting development of the rural road network linked with the specific development priorities of Government. Targeted to supporting rural development, the rehabilitation of sections of the rural road network proposed by the project will provide basic infrastructure for rural development and enhance the social and economic impacts of the recently rehabilitated national roads and also contribute to poverty reduction efforts in selected provinces.

The project includes three roads in Xaignabouli (Xaignabouli – Hongsa), Attapu (Xaisettha – Sanxai) and Bolikhamxay (Pakxan – B. Thasi).

A project supervision consultant will be engaged to assist the Project Executing Agency, MCTPC, to implement the project. Under the TA resettlement plans, community development plans and a social action plan were prepared, and it will be one of the tasks of the project supervision consultant to support the Department of Roads' Social and Environment Division (DOR-SED) in the implementation and monitoring of these plans.

The community development plans (Xaignabouli and Attapu) and the social action plan include separate packages of consultancy services, covering HIV/AIDS/STD awareness and prevention, non-formal education and social marketing, and a small non-timber forest product management program (included under the resettlement plan for the road in Bolikhamxay), to be provided under the Project.

Two components – road safety awareness and land rights awareness and issuance of Land Declaration Certificates – will be run through the existing programs of DCTPC and provincial and district Land Offices respectively. Overall coordination of the packages will be the responsibility of the project supervision consultant.

The project will undertake social preparation of villages along the road to ensure that they are able to benefit from, and cope with, the changes and opportunities that the road will bring. The awareness and prevention program will be tailored to the specific nature and function of the project roads i.e. as district roads rather than highways or international transit routes. HIV/AIDS awareness and prevention is thus considered to be a construction issue and therefore the program targets the communities immediately along the roads and the construction workforces in each of the provinces.

## **B. THE CONSULTANT**

The consultant will include a coordinator and a suitable NGO for implementing the program in association with the Lao Women's Union.

The consultant recruited as coordinator for this component is expected to have a UNV type background and have experience working in close association with government agencies, NGOs and the community. The organization or association will nominate personnel with appropriate experience for the roles identified.

It is anticipated that the organization's team will essentially be as set out in Section D, although in the preparing of the proposal the consultant may propose alternative arrangements which, in their opinion, will provide services of an equivalent quality.

The terms of reference for the services are as follows.

## **C. CONSULTING SERVICES REQUIRED**

The scope of work for this component will assist the MCTPC, through DOR-SED, implement the HIV/AIDS/STD awareness and prevention campaign for communities along each of the routes and for the construction contractors based in the project areas. The scope of works and activities of the coordinator include the following:

- (i) Agreeing with NCCA/PCCA the scope of the rapid assessment and terms of reference for the awareness and prevention package, undertaking the rapid assessment, preparing the terms of reference and, if required, assisting NCCA/PCCA to select an appropriate NGO to assist Lao Women's Union with delivery of the package;
- (ii) Holding discussions with NCCA regarding the resource requirements and general communications and reporting systems. The NCCA will need to approve a detailed programme of work involving inputs from, and to, the PCCAs and DCCAs;
- (iii) Facilitating communication between MCTPC's HIV/AIDS Committee and the NCCA;
- (iv) In conjunction with the NGO selected, design and implement a detailed program for the delivery of the HIV/AIDS/STD awareness and prevention component. The design of the program will be undertaken in coordination with, and with the full participation of, all relevant agencies and community stakeholders including the NCCA, PCCAs, MCTPC's AIDS Committee, Lao Women's Union and the villages along the routes. The program will also include a component to address the awareness and prevention of HIV/AIDS/STD spread associated with the construction workforce;<sup>1</sup> and
- (v) Providing ongoing administrative support and capacity building to PCCA and DCCAs, assisting in the coordination of all HIV/AIDS/STD awareness and prevention projects and programs being undertaken in the provinces, and help PCCAs identify, and facilitate the implementation of, public and private sector partnerships for reducing the risk of HIV/AIDS/STD spread in the province. In Attapu this will require the establishment of DCCAs in Xaisettha and Sanxai and training to strengthening of their capacity to serve as a model for establishment of DCCAs in the remaining districts.

The HIV/AIDS/STD awareness and prevention campaign will include, but not necessarily be limited to the following activities:

<sup>1</sup> The details of which will follow award of the civil works contracts and when the nationality of the workforce involved is known.

- (i) A rapid assessment of each village along the route (to be undertaken by the project coordinator and serve as the basis for the detailed awareness and prevention program. The rapid assessment will include (amongst other items) number of population (gender, proportion of children, adolescents and adults) current awareness of HIV/AIDS, number and types of mobile population, numbers and types of entertainment facilities (bars, restaurants, beer gardens etc), number of transport services and associations, number of sex workers or service women, numbers of police and health workers, etc;
- (ii) The formation of village monitoring groups;
- (iii) The formation of public/private partnerships focusing on the road and transport sector;
- (iv) Preventative education and awareness through peer education and training of trainers (beginning with the formation of core groups of village head, leaders of women's and youth groups) coordinated through PCCA and the project coordinator and delivered by an NGO and LWU. This will target all of the villages along the project roads;
- (v) Training of trainers/counselors. In Attapu the training will be linked with the establishment of the two DCCAs which will be a primary task of the coordinator;
- (vi) A component of the awareness programme will be designed to specifically cater to high risk groups in the project area;
- (vii) Behavior, communication, and change (BCC) awareness, including preparation of information, education and communication (IEC) materials;
- (viii) Capacity building for the PCCA in Attapu;
- (ix) Establishment of, and capacity building for two DCCAs in Attapu (Xaisettha and Sanxai) as a model for the remaining districts to set up DCCAs;
- (x) An awareness and prevention campaign for construction workers including provision for voluntary STD/HIV testing, awareness materials at construction sites, and condom promotion and distribution; and
- (xi) A program for ongoing communication between MCTPC's HIV/AIDS Committee and the PCCAs.

#### **D. PERSONNEL AND BUDGET**

The personnel requirements for this component include a coordinator and an NGO.

An international expert coordinator for the three provinces will be funded for one year. The coordinator will have experience in the HIV/AIDS/STD awareness and prevention sector, be from an NGO or UNV background, and who has worked in South-East Asia.

The NGO will work closely with the Lao Women's Union in the design and delivery of the awareness and prevention campaign. The programme will generally follow the methodology established by the STD and HIV/AIDS Reduction Project established by CARE International, and in accordance with PCCAs' strategic plans, and will also involve other mass organizations (such as Youth Union). The programme will cater specifically to the needs of the communities along each of the project roads as identified in the rapid assessment.

The budget for the program is as follows:

<b>Item</b>	<b>Budget</b>
Project staff (coordinator, driver)	61,400
Project staff per diem	2,500
Government counterpart staff & per diem	16,200
3 x Awareness & prevention programs (run by NGO/LWU)	108,000
Vehicle hire, travel, contribution to PCCA office running costs	25,000
Equipment (supplies, materials, condoms, STD/HIV testing)	12,800
Training & reporting	3,000
<i>Subtotal</i>	<i>228,900</i>
20 % contingency	45,780
<b>TOTAL</b>	<b>274,680</b>

#### **E. TRAINING AND REPORTING REQUIREMENTS**

The coordinator and NGO will report to DOR-SED through the project supervision consultant. The reporting will include an inception report setting out the detailed program to be undertaken following consultation within 6 weeks of commencement of the component. The consultant will also be required to submit a mid-term report, post-evaluation report, and a report documenting the lessons learned through implementation of the program.

## **Draft Outline Terms of Reference– Non-Timber Forest Product Management Program**

### **A. BACKGROUND INFORMATION**

The Government of Lao PDR (the Government), with assistance from Asian Development Bank (ADB) is improving rural access roads in a number of provinces throughout Laos. The Roads for Rural Development Project, in the form of Technical Assistance (TA) to the implementing agency - Ministry of Communication, Transport, Post & Construction (MCTPC)], is one of a number of TA and loan projects developed from the TA 2889-LAO Rural Access Roads Improvement Project commenced in 1999 and with some detailed work being completed for the roads that are the subject of this TA in 2000. This Project-known as ADB 10—is progressing a package of roads identified under the earlier studies.

Government has as one of its highest priorities the development of the maximum length of all-weather roads to provide as much of its population as possible with access to the national road network. The Project is an important element of ADB's sectoral strategy of assisting development of the rural road network linked with the specific development priorities of Government. Targeted to supporting rural development, the rehabilitation of sections of the rural road network proposed by the project will provide basic infrastructure for rural development and enhance the social and economic impacts of the recently rehabilitated national roads and also contribute to poverty reduction efforts in selected provinces.

The project includes three roads in Xaignabouli (Xaignabouli – Hongsa), Attapu (Xaisetha – Sanxai) and Bolikhamxay (Pakxan – B. Thasi).

A project supervision consultant will be engaged to assist the Project Executing Agency, MCTPC, to implement the project. Under the TA resettlement plans, community development plans and a social action plan were prepared, and it will be one of the tasks of the project supervision consultant to support the Department of Roads' Social and Environment Division (DOR-SED) in the implementation and monitoring of these plans.

The community development plans (Xaignabouli and Attapu) and the social action plan include separate packages of consultancy services, covering HIV/AIDS/STD awareness and prevention, non-formal education and social marketing, and a small non-timber forest product management program (included under the resettlement plan for the road in Bolikhamxay), to be provided under the project.

Two components – road safety awareness and land rights awareness and issuance of Land Declaration Certificates – will be run through the existing programs of DCTPC and provincial and district Land Offices respectively. Overall coordination of these packages will be the responsibility of the project supervision consultant.

The Project will undertake social preparation of villages along the road to ensure that they are able to benefit from, and cope with, the changes and opportunities that the road will bring. This special action will be implemented as part of the resettlement plan for the Bolikhamxai road. The program targets the two villages at the end of the road (B. Khen Yong and B. Thasi) and the six villages that share the forest area, recognizing the need for sustainable management of a forest area that falls under the jurisdiction of several villages.

The AFO has confirmed that all of the between B. Thasi and B. Xieng Leu have recently been issued Temporary Land Use Certificates under the Land Allocation & Forestry Program, following development of the land within 3 years Land Declaration Certificates will be issued. The overall objective of the program is to raise awareness of villages in relation to NTFPs a, establish sustainable harvesting of NTFPs, foster conservation management in the selected

villages, and improve food security in two of the poorest villages along the alignment. This will be achieved by:

- (i) Improving the well-being, and reducing poverty, of households by increasing their interest and capacity in local resource conservation and NTFP management; and
- (ii) Involving local people in the planning and management of sustainable natural resource development, and by sharing in the benefits of such, conservation initiatives will be improved.

## **B. THE CONSULTANT**

The consultant will be a suitable NGO for implementing the program in association with the DAF/AFO.

The consultant recruited as coordinator for this component is expected to have experience working in close association with government agencies and the community. The organization or association will nominate personnel with appropriate experience for the roles identified.

It is anticipated that the NGO's team will essentially be as set out in Section D, although in the preparing of the proposal the consultant may propose alternative arrangements which, in their opinion, will provide serves of an equivalent quality.

The terms of reference for the services are as follows.

## **C. CONSULTING SERVICES REQUIRED**

The scope of work for this component will assist the MCTPC, through DOR-SED, implement this special action included in the resettlement plan for Pakxan – B. Thasi. The scope of works and activities of the coordinator include the following:

- (i) Capacity building and strengthening of DAF and AFO as well as the village volunteers taking part in the program. Awareness raising about NTFP management and conservation;
- (ii) Preparing a village agreement between the eight participating villages and between the villagers and the management team. The agreement will cover authority sharing, common boundaries, and the roles and responsibilities of participants;
- (iii) Ensuring that all participating villages have a Land Use Map that adequately identifies village zones and boundaries i.e. village forest areas, conservation areas, use areas, including what areas are to be shared between villages. Basic mapping has been undertaken for the Land Allocation & Forestry Program, this will also be expedited by the recent publication of common boundaries agreed by the villages between B. Thasi and B. Xieng Lieu;
- (iv) Undertaking a participatory assessment to determine; existing problems and needs in the villages, the nature and role of NTFP use and forest food systems in the village i.e when and why are NTFPs gathered, the socio-economic baseline conditions of the village, identification of forest types, assess NTFP resources and conservation threats, assess the market for NTFPs and potential income for various species, prepare a joint conservation and management plan that will contribute to the sustainable use of NTFPs and forest conservation;
- (v) Agreeing which species can be harvested and those that cannot, and identifying harvesting techniques and dates for harvesting and collection for those species that can be harvested;

- (vi) Coordinating with the overall project community education campaign and particularly the land-use rights awareness and issuance of Land Declaration Certificates; and
- (vii) Identification of needs for further research into determining sustainable harvest rates and enforcement mechanisms for quotas or property rights.

#### D. PERSONNEL AND BUDGET

As part of the resettlement plan for Bolikhamxai, the NTFP management program will be an identifiable package or contract under the overall responsibility of the construction supervision consultant for the project. The package will be put out to international competitive bidding by NGOs and consultants based in Lao.

The organizations or individuals invited to submit proposals for the package will have experience in the NTFP management and participatory development sector. As with the other resettlement and community development components, the overall responsibility for the program will be with DOR-SED and the construction supervision resettlement specialists, and will link with existing initiatives and rural development being managed through DAF and AFO.

The budget for the program is as follows:

Item	Budget
NTFP Project Field Officer	15,000
Project staff per diem	1,100
Government counterpart staff & per diem	500
Village NTFP rangers & LWU representatives	500
Vehicle hire, travel, contribution to AF office running costs	16,400
Workshops, training & reporting	3,500
<i>Subtotal</i>	<i>37,000</i>
20 % contingency	7,400
<b>TOTAL</b>	<b>44,400</b>

#### E. TRAINING AND REPORTING REQUIREMENTS

The NGO will report to DOR-SED through the project supervision consultant.

Training and workshops will be provided to government agencies and the villages participating in the program.

The reporting will be by way of a post-evaluation report which includes documentation the lessons learned through implementation of the program.

**Social Action Plan**  
**Draft Outline Terms of Reference**  
**Trafficking Prevention & Awareness and Safe Migration Education Program**

**A. BACKGROUND INFORMATION**

The Government of Lao PDR (the Government), with assistance from Asian Development Bank (ADB) is improving rural access roads in a number of provinces throughout Laos. The Roads for Rural Development Project, in the form of Technical Assistance (TA) to the implementing agency - Ministry of Communication, Transport, Post & Construction (MCTPC)], is one of a number of TA and loan projects developed from the TA 2889-LAO Rural Access Roads Improvement Project commenced in 1999 and with some detailed work being completed for the roads that are the subject of this TA in 2000. This project - known as ADB 10 - is progressing a package of roads identified under the earlier studies.

Government has as one of its highest priorities the development of the maximum length of all-weather roads to provide as much of its population as possible with access to the national road network. The project is an important element of ADB's sectoral strategy of assisting development of the rural road network linked with the specific development priorities of Government. Targeted to supporting rural development, the rehabilitation of sections of the rural road network proposed by the project will provide basic infrastructure for rural development and enhance the social and economic impacts of the recently rehabilitated national roads and also contribute to poverty reduction efforts in selected provinces.

The project includes three roads in Sayaburi (Sayaburi – Hongsa), Attapu (Xaisettha – Sanxai) and Bolikhamxay (Pakxan – B. Thasi).

A project supervision consultant will be engaged to assist the Project Executing Agency, MCTPC, to implement the project. Under the TA resettlement plans, community development plans and a social action plan were prepared, and it will be one of the tasks of the project supervision consultant to support the Department of Roads' Social and Environment Division (DOR-SED) in the implementation and monitoring of these plans.

The community development plans (Sayaburi and Attapu) and the social action plan include separate packages of consultancy services, covering HIV/AIDS/STD awareness and prevention, non-formal education and social marketing, and a small non-timber forest product management program (included under the resettlement plan for the road in Bolikhamxay), to be provided under the project.

Two components – road safety awareness and land rights awareness and issuance of Land Declaration Certificates – will be run through the existing programs of DCTPC and provincial and district Land Offices respectively. Overall coordination of the packages will be the responsibility of the project supervision consultant.

The project will undertake social preparation of villages along the road to ensure that they are able to benefit from, and cope with, the changes and opportunities that the road will bring. The awareness and prevention program will be tailored to the specific nature and function of the project roads i.e. as district roads rather than highways or international transit routes. HIV/AIDS awareness and prevention is thus considered to be a construction issue and therefore the program targets the communities immediately along the roads and the construction workforces in each of the provinces.

#### **D. THE CONSULTANT**

The consultant will include a coordinator and a suitable NGO for implementing the program in association with the Ministry of Labor and Social Welfare.

The consultant recruited as coordinator for this component is expected to have an NGO or UN agency type background in designing and implementing similar programs, and have experience working in close association with government agencies, NGOs and the community. The organization or association will nominate personnel with appropriate experience for the roles identified.

It is anticipated that the organization's team will essentially be as set out in Section E, although in the preparing of the proposal the consultant may propose alternative arrangements which, in their opinion, will provide serves of an equivalent quality.

The terms of reference for the services are as follows:

#### **E. CONSULTING SERVICES REQUIRED**

The scope of work for this component will assist the MCTPC, through DOR-SED, implement the trafficking awareness and prevention campaign for communities along each of the routes and for the construction contractors based in the project areas. The scope of works and activities of the coordinator include the following:

- (i) Agreeing with MoLSW the scope of the rapid assessment and terms of reference for the awareness and prevention package, undertaking the rapid assessment, preparing the terms of reference and, if required, assisting MoLSW to select an appropriate NGO to assist with delivery of the package;
- (ii) Holding discussions with MoLSW regarding the resource requirements and general communications and reporting systems. The MoLSW will need to approve a detailed programme of work involving inputs from, and to, the provincial and district offices;
- (iii) Facilitating communication between MCTPC and MoLSW;
- (iv) In conjunction with the NGO selected, design and implement a detailed program for the delivery of the trafficking awareness and prevention component. The design of the program will be undertaken in coordination with, and with the full participation of, all relevant agencies and community stakeholders including the MoLSW at all levels, mass organizations and the villages along the routes. The program will also include a component to address the awareness and prevention of trafficking as it relates to the construction workforce<sup>2</sup>; and
- (v) Providing ongoing administrative support and capacity building to MoLSW and provincial and district offices, assisting in the coordination of all trafficking awareness and prevention projects and programs being undertaken in the Project Areas, and help provincial MoLSW offices identify, and facilitate the implementation of, public and private sector partnerships for reducing the risk of trafficking in the province. The trafficking awareness and prevention campaign will include, but not necessarily be limited to the following activities:
  - (vi) The formation of village monitoring groups;
  - (vii) Coordination with other agencies undertaking similar program in Lao PDR and the Project Area to avoid duplication of efforts and to ensure complementarity and maximum use of resources to achieve the best results. A list of other agencies and their programs is attached as Annex 1 to this terms of reference.

- (viii) Preventative education and awareness through peer education and training of trainers (beginning with the formation of core groups of village head, leaders of women's and youth groups) coordinated through MoLSW and the project coordinator and delivered by an NGO and local agencies. This will target all of the villages along the project roads;
- (ix) Training of trainers.
- (x) Preparation of information, education and communication (IEC) materials;
- (xi) Capacity building for the provincial offices of the MoLSW;
- (xii) An awareness and prevention campaign for construction workers including provision of awareness materials at construction sites; and
- (xiii) A program for ongoing communication between MCTPC's Social and Environment Division and the provincial MoLSW.

## **F. PERSONNEL AND BUDGET**

The personnel requirements for this component include a coordinator and an NGO.

An international expert coordinator for the three provinces will be funded for one year. The coordinator will have experience in the trafficking awareness and prevention and safe migration sector, be from an NGO or UN background, and who has worked in South-East Asia.

The NGO will work closely with the MoLSW in the design and delivery of the Program. The programme will generally follow the methodology established by other agencies working in Lao PDR and the Project Areas. The programme will cater specifically to the needs of the communities along each of the project roads as identified in the rapid assessment.

The budget for the program is as follows:

<b>Item</b>	<b>Budget</b>
Project staff (coordinator, driver)	61,400
Project staff per diem	2,500
Government counterpart staff & per diem	16,200
3 x Awareness & prevention programs (run by NGO/LWU)	108,000
Vehicle hire, travel, contribution to MoLSW (provincial level) office running costs	25,000
Equipment (supplies, materials, condoms, STD/HIV testing)	12,800
Training & reporting	3,000
<i>Subtotal</i>	<i>228,900</i>
20 % contingency	45,780
<b>TOTAL</b>	<b>274,680</b>

#### **E. TRAINING AND REPORTING REQUIREMENTS**

The coordinator and NGO will report to DOR-SED through the project supervision consultant. The reporting will include an inception report setting out the detailed program to be undertaken following consultation within 6 weeks of commencement of the component. The consultant will also be required to submit a mid-term report, post-evaluation report, and a report documenting the lessons learned through implementation of the program.

## ANNEX 1. CURRENT PROJECTS WORKING ON HUMAN TRAFFICKING IN LAO PDR

Prepared by Sverre Molland, Project Advisor, UNIAP TWC Laos

Organization	Contact	Name of Project	Target Groups	Locations of project (Province, District)	Activities	Start/End	Funder
UN Inter-Agency Project on Human Trafficking in the Greater Mekong Sub-region (UNIAP)  &  Ministry of Labor and Social Welfare, Department of Welfare, Needy Children Section, Trafficking in Women and children Unit (TWC)	Onevong Keobounnavong National Project Coordinator ph: ((56-21) 252 685 E-mail: <a href="mailto:twclaos@laotel.com">twclaos@laotel.com</a> fax: (856-21) 252 685  Sverre Molland Project Advisor Ph: 352 685 Mobile: 020 628 978 e-mail: <a href="mailto:smolland@yahoo.com.au">smolland@yahoo.com.au</a> fax: (856-21) 252 685	UN Inter-Agency Project on Human Trafficking in the Greater Mekong Sub-region (UNIAP)	Lao nationals being at risk of, or subject to trafficking	1. Vapi District, Salavanh Province 2. Paklai District, Xaygnaboury Province	<b>Phase II (commencing May 2003)</b> <i>To strengthen the regional response to human trafficking through Improved knowledge, effective collaboration and better targeted action through:</i> <ol style="list-style-type: none"> <li>1. Building the Knowledge Base</li> <li>2. Strategic Analysis &amp; Priority Setting</li> <li>3. Targeted Interventions &amp; Catalytic Research</li> <li>4. Advocacy</li> </ol> <b>Previous Programmes (Phase 1)</b> <i>Improving national and regional co-ordination, identifying and filling gaps in programme implementation and adding value to existing programmes through:</i> <ol style="list-style-type: none"> <li>1. Awareness Raising &amp; Education</li> <li>2. Income Generation</li> <li>3. Repatriation (with IOM)</li> <li>4. Capacity Building</li> <li>5. Data Collection, Research (TRACE)</li> </ol>	<b>Phase I:</b> June 2000-May 2003  <b>Phase II:</b> June 2003 - December 2005	UN (Turner Foundation) & Ausaid
UNICEF	Amanda Bissex Child Protection Officer Tel: (856-21) 315201 Fax: (856-21) 314852 E-mail: <a href="mailto:abissex@unicef.org">abissex@unicef.org</a>	UNICEF East Asia Regional Project Against Abuse, Exploitation and Trafficking of Children	Children between ages of 10-18 years, with particular focus on girls and ethnic minorities		<ol style="list-style-type: none"> <li>1. Community Action for Prevention and Reintegration</li> <li>2. Legal Protection</li> <li>3. Capacity Building for Social Welfare/Psychosocial Response</li> <li>4. Data Collection and Monitoring</li> <li>5. Advocacy and Cooperation</li> </ol>	2002 - 2004	Italian Government UNICEF Germany

Organization	Contact	Name of Project	Target Groups	Locations of project (Province, District)	Activities	Start/End	Funder
Village Focus International (VFI)	Vimala Dejevongsa Anti Trafficking Campaign officer Ph: (856 21) 452 080 Fax: (856 21) 452 080 E-mail: <a href="mailto:vfilao@laotel.com">vfilao@laotel.com</a>	Current Program: Laos Anti-Trafficking (LATC)  Future Program: Community Action Against Trafficking (CAAT)	1. Primary school children; adolescent males and females; young adults; adult groups (parents and community elders); Government counterparts (in terms of capacity building) 2. Repatriated young women and men	Mainly in Salavanh Province, Lakhopheng district. However, will work in Vientiane and other provinces and also in Thailand due to contacts with partner organizations		07/01/2002 - 07/07/2002	Terres des Hommes Germany
Save the Children UK, Lao PDR (SCUK)	Chittaphone Santavasy, Cross Border project officer tel: (856-21) 452058 / 59 / 60; Fax: (856-21) 452 057 E-mail: <a href="mailto:chittaphone@scuklao.org">chittaphone@scuklao.org</a>	Project A: Participatory Action Research with migrant and youth in Northern Provinces of Lao PDR, bordering with China, Myanmar and Thailand  Project B: Capacity Building Project to combat against trafficking in children and young persons in the Northern provinces of Laos PDR.	Direct: Children and young people who are vulnerable and at risk of trafficking and exploitations, economically marginalized, and ethnic minorities along the border provinces. Indirect: Partners form the Ministry of Labour and social welfare and the Lao Youth Union, local authorities, and other children in the communities	Luang Nam Tha (Bordering China & Myanmar), Bokeo (bordering Myanmar and Thailand), and Sayaboury (Bordering Thailand)	Project A: To implement participatory action research with children and youth  Project B, 1: Raising Awareness Project B, 2: Improving Capacity  Project B, 3: Advocacy	January 2002 - March 2003	UNOPS, IOM

Organization	Contact	Name of Project	Target Groups	Locations of project (Province, District)	Activities	Start/End	Funder
Save the Children Australia – Lao PDR (SCAU)	W. John Howe Field Representative tel. (856-21) 415-432 fax (856-21) 314-471 e-mail: <a href="mailto:scarep@laotel.com">scarep@laotel.com</a>	Youth at Risk (temporary working title)	Children and young people (up to 18 years)	Northern districts of Sayaboury province, Lao PDR (with a focus on Kop District)	Training of Trainers (TOT) related to HIV/AIDS and ATS abuse prevention Support for HIV/AIDS and ATS abuse prevention workshops conducted by above trainers following TOT Distribution of educational materials related to the above Participatory Action Research (PAR) among young people to identify problems and needs	Start Date: January 2002  End Date: Ongoing	SCAU
Norwegian Church Aid (NCA)	Mrs. Anna Kari E. Olsen Programme Coordinator ph: (856-21) 413867, 416510 Fax: (856-21) 413450 e-mail: <a href="mailto:ncalaos@laotel.com">ncalaos@laotel.com</a> / <a href="mailto:akeo@laotel.com">akeo@laotel.com</a>  Mr. Xuan Sivoraphanh project officer ph: 413867 / 416510 Fax: 413450 e-mail: <a href="mailto:ncalaos@laotel.com">ncalaos@laotel.com</a> / <a href="mailto:sxuan312@hotmail.com">sxuan312@hotmail.com</a>	Project for Prevention of Violence against Women and Children	Women and Children	Xayphouthong District, Savannakhet Province, Located in the South- West of Savannakhet City, near Mekong river, about 60 km from Savannakhet (project area: 3 Villages)	1. To raise awareness on the risk of being illegal migrant and worker in another country 2. To create job at the community level 3. To strengthen the network of parties involved in combating against trafficking of women and children 4. To build the capacity of the provincial and district coordinators from LYU in dealing with issues related to migrant labors	1 January 2002 (pilot phase) - 31 Dec 2002	
International Organization for Migration (IOM)	Amy Jersild Program Manager, Lao PDR Ph: 020 626075, E-mail: <a href="mailto:ajersild@iom.int.or">ajersild@iom.int.or</a> / <a href="mailto:amyjersild@yahoo.com">amyjersild@yahoo.com</a>  Kiki Van Kessel Regional Project Coordinator, IOM Bangkok Ph: 662 235 3538 E-mail: <a href="mailto:Kvankessel@iom.int">Kvankessel@iom.int</a>	Lao PDR for the return and Reintegration of Trafficked and other vulnerable Women and Children (Lao component of a regional program, coordinated in Bangkok)	Returned trafficked victims, Thailand to Laos; Lao Ministry of Labour and Social Welfare, Mass Organizations (possibility)	Bangkok, Vientiane, Country of Laos (Primarily Southern Provinces)	1. Capacity Building (aim to develop government ability to intervene in trafficking situations at multiple levels) 2. Provision of Return and reintegration assistance (supporting activities of the government and mass organizations involved with the return & reintegration of trafficked victims) 3. Research on trafficking, focused on the practical concerns of return and reintegration 4. Fora activities: coordinate & facilitate meetings between sending - receiving countries in the Mekong Region with a view toward facilitating practical cooperation among governments.	Sep 2000 - August 2003	Ausaid

Organization	Contact	Name of Project	Target Groups	Locations of project (Province, District)	Activities	Start/End	Funder
ILO-IPEC	Inthasone Phetsiriseng National Project Coordinator Phone: 412 335 Fax: 412 335 E-mail: <a href="mailto:siloipecc@laotel.com">siloipecc@laotel.com</a>	ILO Mekong Sub-Regional Project to Combat Trafficking in Children and Women	Lao nationals being at risk of, or subject to trafficking	Savanakhet, Khammuane, Champasak	<ol style="list-style-type: none"> <li>1. Capacity Building</li> <li>2. Advocacy, Mobilization and Information</li> <li>3. Direct Assistance</li> </ol>	2002 - 2008	
Consortium in the Lao PDR	Michael Peyra Country Director Phone: 856-21-214 524 Phone \ Fax: 856-21- 217 553 E-mail: <a href="mailto:consolao@laopdr.com">consolao@laopdr.com</a>	Prevention of human trafficking through awareness raising and occupational development in Mekong border communities	<ol style="list-style-type: none"> <li>1. Community at large in target districts</li> <li>2. At least 1,100 at-risk youth in these two districts</li> </ol>	Sang Thong and Pak Ngeum Districts of Vientiane Municipality	<ol style="list-style-type: none"> <li><b>1. Awareness Raising and Advocacy:</b> adult and youth leaders are involved in facilitating a community awareness and prevention program which addresses issues of illegal out-migration and trafficking in the target districts;</li> <li><b>2. Institutional Capacity Building</b> of the Vientiane Centre for Skill Development (Phon Panao Centre), and its mobile teams \ outreach services;</li> <li><b>3. Provision of Direct Assistance</b> to victims of trafficking and at-risk youth through the Phon Panao Centre. At least 1,100 young people, mostly females, are provided the opportunity to participate in its vocational training.</li> </ol>	February 2003 – February 2005	US Government \ State Department