

No. CS-1	FAP-NO. 1026 1020 J	Village Name ស្រុក/ឃុំ	Name of PA's ឈ្មោះអ្នកបំពេញបែងចែក	Sex/Age ស៊ីវិល/អាយុ	Special Profiles លក្ខណៈពិសេស	Assets Type ប្រភេទ សម្បត្តិសង្គ្រោះ	Other Assets សម្បត្តិផ្សេងៗទៀត						BASIC AGREEMENT		Overseer Request សំណូមពរស្នើសុំប្រឡង
							Trees ដើមឈើ	C. well អាង	Orchard ផ្លូវ	Cemetery ប្រាសាទ	Fence របារ	Others ផ្សេងៗ	Pleased? សប្បាយចិត្ត?	Agree to move? យល់ព្រមផ្លាស់ប្តូរ?	
222		អំបិលមាត់		(M) [70] 60	2 ⁺ 3 ⁺ 4 ⁺ 5 ⁺	Land Own With Title	1	1	-	-	<input type="checkbox"/>	Vegetable field	Pleased	Yes Reasons: Want to see bridge	Request the Government to RENT the land (Not sale)
		<input checked="" type="checkbox"/> In Construction Yards <input type="checkbox"/> In Construction Areas or Approach Road													
223		អំបិលមាត់		(M) [70] 30	1 ⁺ 2 ⁺ 3 ⁺ 4 ⁺ 5 ⁺	Land Own With Title	1	-	-	-	<input type="checkbox"/>		Pleased	Yes Reasons: Easy to transport, no need to wait for the ferry	For land I agree to RENT but not sell. In future please provide reasonable compensation
		<input checked="" type="checkbox"/> In Construction Yards <input type="checkbox"/> In Construction Areas or Approach Road													
224		អំបិលមាត់		(M) [70] 33	2 ⁺ 3 ⁺ 4 ⁺ 5 ⁺	Land Own Without Title	1	-	1	-	<input type="checkbox"/>		Pleased	Yes Reasons: Want to have bridge soon	Request the Government to reasonably compensate for the affected properties
		<input checked="" type="checkbox"/> In Construction Yards <input type="checkbox"/> In Construction Areas or Approach Road													
225		អំបិលមាត់		(M) [70] 32	1 ⁺ 2 ⁺ 3 ⁺ 4 ⁺ 5 ⁺	Land Own With Title	1	-	1	-	<input type="checkbox"/>		Not Pleased	No Reasons: Afraid of losing my inherited land	None
		<input checked="" type="checkbox"/> In Construction Yards <input type="checkbox"/> In Construction Areas or Approach Road													
226		អំបិលមាត់		(F) [70] 72	2 ⁺ 3 ⁺ 4 ⁺ 5 ⁺	Land Own With Title	1	-	1	-	<input type="checkbox"/>		Pleased	Yes Reasons: Our young generation easily cross the river	Request the Government to RENT the land (not sale), I will not move the grave
		<input checked="" type="checkbox"/> In Construction Yards <input type="checkbox"/> In Construction Areas or Approach Road													
227		អំបិលមាត់		(F) [70] 57	2 ⁺ 3 ⁺ 4 ⁺ 5 ⁺	Land Own With Title	1	-	-	-	<input type="checkbox"/>	Chicken house	Pleased	Yes Reasons: Easy to cross, easy to do business	Provide enough money to buy land
		<input checked="" type="checkbox"/> In Construction Yards <input type="checkbox"/> In Construction Areas or Approach Road													
228		អំបិលមាត់		(F) [70] 38	2 ⁺ 3 ⁺ 4 ⁺ 5 ⁺	Land Own Without Title	1	-	-	-	<input type="checkbox"/>		Pleased	Yes Reasons: Want to have bridge	Request Government to RENT the land with reasonable fee (Not sale)
		<input checked="" type="checkbox"/> In Construction Yards <input type="checkbox"/> In Construction Areas or Approach Road													
229		អំបិលមាត់		(F) [70] 75	1 ⁺ 2 ⁺ 3 ⁺ 4 ⁺ 5 ⁺	Land Own Without Title	1	-	-	-	<input type="checkbox"/>	Vegetable field	Pleased	Yes Reasons: Want to have bridge	I prefer to RENT the land rather than sell
		<input checked="" type="checkbox"/> In Construction Yards <input type="checkbox"/> In Construction Areas or Approach Road													

Special
Profile of
Household:

1* Household with Physical/Handicapped Family Member(s)
2* Household in need of medical assistance
3* Household under poverty line
4* Landless Household

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No. CS-1	FAP-NO. 1026 1020 J	Village Name ស្រុក/ឃុំ	Name of PA's ឈ្មោះអ្នកបំពេញបែងចែក	Sex/Age ស៊ីវិល/អាយុ	Special Profiles លក្ខណៈពិសេស	Assets Type ប្រភេទ សម្បត្តិសង្គ្រោះ	Other Assets សម្បត្តិផ្សេងៗទៀត						BASIC AGREEMENT		Overseer Request សំណូមពរស្នើសុំប្រឡង
							Trees ដើមឈើ	C. well អាង	Orchard ផ្លូវ	Cemetery ប្រាសាទ	Fence របារ	Others ផ្សេងៗ	Pleased? សប្បាយចិត្ត?	Agree to move? យល់ព្រមផ្លាស់ប្តូរ?	
230		អំបិលមាត់		(M) [70] 42	1 ⁺ 2 ⁺ 3 ⁺ 4 ⁺ 5 ⁺	Land Own Without Title	1	-	-	-	<input type="checkbox"/>	Vegetable field	Pleased	Yes Reasons: Want to have bridge	Request the Government to set up reasonable unit price
		<input checked="" type="checkbox"/> In Construction Yards <input type="checkbox"/> In Construction Areas or Approach Road													
231		អំបិលមាត់		(M) [70] 82	1 ⁺ 2 ⁺ 3 ⁺ 4 ⁺ 5 ⁺	Land Own With Title	-	-	-	-	<input type="checkbox"/>		Pleased	Yes Reasons: Easy crossing the river	Sell or rent in reasonable price
		<input checked="" type="checkbox"/> In Construction Yards <input type="checkbox"/> In Construction Areas or Approach Road													
232		អំបិលមាត់		(F) [70] 60	2 ⁺ 3 ⁺ 4 ⁺ 5 ⁺	House Land Own With Title	1	-	-	-	<input checked="" type="checkbox"/>	Pig sty	Pleased	Yes Reasons: With bridge will be convenient in the area as ASEAN highway	High compensation to buy land in the area, compensation must be fair
		<input checked="" type="checkbox"/> In Construction Yards <input type="checkbox"/> In Construction Areas or Approach Road													
233		អំបិលមាត់		(F) [70] 59	1 ⁺ 2 ⁺ 3 ⁺ 4 ⁺ 5 ⁺	Land Own With Title	1	1	-	-	<input type="checkbox"/>		Pleased	Yes Reasons: Easy crossing, improve business	Request the government to have the land - will not sell to the Government
		<input checked="" type="checkbox"/> In Construction Yards <input type="checkbox"/> In Construction Areas or Approach Road													
234		អំបិលមាត់		(M) [70] 44	2 ⁺ 3 ⁺ 4 ⁺ 5 ⁺	Land Own With Title	1	-	-	-	<input type="checkbox"/>		Pleased	Yes Reasons: No need to wait for ferry, when crossing	Request the Government to provide appropriate land in this area
		<input checked="" type="checkbox"/> In Construction Yards <input type="checkbox"/> In Construction Areas or Approach Road													
235		អំបិលមាត់		(F) [70] 42	1 ⁺ 2 ⁺ 3 ⁺ 4 ⁺ 5 ⁺	Land Own Without Title	1	-	1	-	<input checked="" type="checkbox"/>		Pleased	Yes Reasons: Want to have bridge and compensation	Request the Government to compensate in reasonable price
		<input checked="" type="checkbox"/> In Construction Yards <input type="checkbox"/> In Construction Areas or Approach Road													
236		អំបិលមាត់		(M) [70] 38	2 ⁺ 3 ⁺ 4 ⁺ 5 ⁺	Land Own With Title	1	-	1	-	<input type="checkbox"/>		Pleased	Yes Reasons: Easy crossing	Request the Government to compensate in cash for ferry
		<input checked="" type="checkbox"/> In Construction Yards <input type="checkbox"/> In Construction Areas or Approach Road													
237		អំបិលមាត់		(M) [70] 52	1 ⁺ 2 ⁺ 3 ⁺ 4 ⁺ 5 ⁺	Land Own Without Title	1	-	1	-	<input type="checkbox"/>		Pleased	Yes Reasons: Want to have bridge	I prefer to RENT the land, rather than sell
		<input checked="" type="checkbox"/> In Construction Yards <input type="checkbox"/> In Construction Areas or Approach Road													

Special
Profile of
Household:

1* Household with Physical/Handicapped Family Member(s)
2* Household in need of medical assistance
3* Household under poverty line
4* Landless Household

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No. No.	PAP-NO លេខបណ្តាញ	Village Name ឃុំ/សង្កាត់	Name of PAPs ឈ្មោះអ្នកប៉ះពាល់	Sex/Age ភេទ/អាយុ	Special Profiles លក្ខណៈពិសេស	Assets Type ប្រភេទសម្ភារៈ	Other Assets សម្ភារៈបន្ថែម						BASIC AGREEMENT ព្រមព្រៀងជាមុន		Owners Request សំណូមពររបស់អ្នក
							Trees ដើមឈើ	C. well ស្រះ	Shed បន្ទប់	Corday កញ្ចប់	Fence រាង	Others ផ្សេងៗ	Pleased? សប្បាយចិត្ត?	Agree to move? យល់ព្រមផ្លាស់?	
238		អំពិលម្នា		(M) 71	1* 2* 3* 4* 5*	Land Own With Title	1	1	-	-	-	-	Pleased	Yes Reasons: improve transport or crossing the river improve business	If the Government need land for building the bridge, please provide reasonable compensation in this area
239		អំពិលម្នា		(M) 74	1* 2* 3* 4* 5*	Land Own With Title	1	-	-	-	-	Vegetable field	Pleased	Yes Reasons: Want to have bridge	Request Government to pay high compensation
240		អំពិលម្នា		(M) 32	1* 2* 3* 4* 5*	Land Own With Title	1	1	-	-	-	-	Pleased	Yes Reasons: For future development of the country	More compensation to buy land and build a house
241		អំពិលម្នា		(M) 42	1* 2* 3* 4* 5*	Land Own With Title	1	1	-	-	-	-	Pleased	Yes Reasons: For all people crossing	Request the Gov't to buy whole land in reasonable price, for buying new land and building a house
242		អំពិលម្នា		(M) 57	1* 2* 3* 4* 5*	Land Own With Title	1	-	-	-	-	Rig sty	Pleased	Yes Reasons: Easy to cross the river, into one business	For the affected land Gov't should pay the new fee base on the actual point in different season
243		អំពិលម្នា		(F) 58	1* 2* 3* 4* 5*	Land Own Without Title	1	-	1	-	-	-	Pleased	Yes Reasons: have compensation from the Government	Pay reasonable compensation
244		អំពិលម្នា		(M) 65	1* 2* 3* 4* 5*	Land Own With Title	1	-	1	-	-	-	Pleased	Yes Reasons: To improve the living of our young generation, Poverty reduction, Easy	Pay reasonable compensation so that we can effort to buy similar and, because only this one support my life
245		អំពិលម្នា		(F) 47	1* 2* 3* 4* 5*	Land Own Without Title	-	-	1	-	-	Vegetable field	Pleased	Yes Reasons: Want to have bridge	Request Gov't to build factory after bridge construction. Pay reasonable price

Special
Profile of
Household

1* Household with Physical/Handicapped Family Member(s)
2* Female Headed (widow) Household
3* Household under Poverty line
4* Geriatric Household
5* Household in Extreme Area

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No. No.	PAP-NO លេខបណ្តាញ	Village Name ឃុំ/សង្កាត់	Name of PAPs ឈ្មោះអ្នកប៉ះពាល់	Sex/Age ភេទ/អាយុ	Special Profiles លក្ខណៈពិសេស	Assets Type ប្រភេទសម្ភារៈ	Other Assets សម្ភារៈបន្ថែម						BASIC AGREEMENT ព្រមព្រៀងជាមុន		Owners Request សំណូមពររបស់អ្នក
							Trees ដើមឈើ	C. well ស្រះ	Shed បន្ទប់	Corday កញ្ចប់	Fence រាង	Others ផ្សេងៗ	Pleased? សប្បាយចិត្ត?	Agree to move? យល់ព្រមផ្លាស់?	
246		អំពិលម្នា		(M) 37	1* 2* 3* 4* 5*	Land Own With Title	1	-	-	-	-	-	Pleased	Yes Reasons: Develop the Country, can cross	Pay compensation so that we can effort to buy similar land
247		អំពិលម្នា		(M) 42	1* 2* 3* 4* 5*	Land Own Without Title	1	-	-	-	-	Vegetable field	Pleased	Yes Reasons: Want to have bridge	Request Gov't to build factory after bridge construction. Want to sell his land at sale (It may be high price)
248		អំពិលម្នា		(M) 73	1* 2* 3* 4* 5*	Land Own Without Title	1	-	-	-	-	Vegetable field	Pleased	Yes Reasons: Have policy to compensate for land	Request the Government to help the affected people rebuilding their living better
249		អំពិលម្នា		(F) 93	1* 2* 3* 4* 5*	Land Own With Title	1	-	-	-	-	-	Pleased	Yes Reasons: Love the bridge, Want to have it	Pay reasonable compensation
250		អំពិលម្នា		(M) 35	1* 2* 3* 4* 5*	Land Own With Title	1	-	-	-	-	-	Pleased	Yes Reasons: Want to have bridge	Request the Government to pay reasonable compensation
251		អំពិលម្នា		(F) 59	1* 2* 3* 4* 5*	Land Own With Title	1	-	-	-	-	-	Pleased	Yes Reasons: To happiness of our grand children	Pay reasonable compensation
252		អំពិលម្នា		(M) 38	1* 2* 3* 4* 5*	Land Own Without Title	-	-	-	-	-	Vegetable field	Pleased	Yes Reasons: Want to have bridge as soon as possible	None
253		អំពិលម្នា		(M) 40	1* 2* 3* 4* 5*	Land Own Without Title	-	-	-	-	-	Vegetable field	Pleased	Yes Reasons: I've never seen bridge before, want to have bridge	Request Government to pay reasonable compensation

Special
Profile of
Household

1* Household with Physical/Handicapped Family Member(s)
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No.	PAP No. မြို့နယ်	Village Name ရွာ	Name of PAPs အမည်	Size/Acre ဧရိယာ	Special Privilege အထူးအကျိုးခွင့်	Assets Type ပစ္စည်းအမျိုးအစား	Other Assets အခြားပစ္စည်းများ						BASIC AGREEMENT အခြေခံအကျိုးခွင့်		Owners Request အရှင်တို့၏အကြံပြုချက်
							Trees ပင်ပင်	D. well ပင်ပင်	Grave မြေ	Cemetery မြေ	Fence မြေ	Others မြေ	Pleased? အပြုအမူ	Agree to move? အပြုအမူ	
254		ကျေးရွာ		(M) 37	2 ⁺ 3 ⁺ 4 ⁺ 5 ⁺	Land Own With Title	1	1	1	-	-	-	Pleased	Yes Reasons: I am proud to our country, to our Nation	If the government need land must provide money to buy same size as affected
255		ကျေးရွာ		(M) 50	2 ⁺ 3 ⁺ 4 ⁺ 5 ⁺	Land Own With Title	1	-	-	-	-	Vegetable field	Pleased	Yes Reasons: Want to have bridge and compensation	P needs enough compensation so that can buy new land
256		ကျေးရွာ		(M) 38	2 ⁺ 3 ⁺ 4 ⁺ 5 ⁺	Land Own With Title	-	-	-	-	-	Vegetable field	Pleased	Yes Reasons: Want to have bridge, have compensation	Request the Government to pay in reasonable price
257		ကျေးရွာ		(M) 38	2 ⁺ 3 ⁺ 4 ⁺ 5 ⁺	Land Own With Title	-	-	-	-	-	Vegetable field	Pleased	Yes Reasons: Want to have bridge, have compensation	Request the Government to pay in reasonable price
258		ကျေးရွာ		(M) 42	2 ⁺ 3 ⁺ 4 ⁺ 5 ⁺	Land Own With Title	1	-	-	-	-	-	Pleased	Yes Reasons: Or each family not a big problem, because this is a big proud for	Government provide enough compensation to buy new land for agriculture
259		ကျေးရွာ		(M) 55	2 ⁺ 3 ⁺ 4 ⁺ 5 ⁺	Land Own With Title	1	-	-	-	-	Cow byre	Pleased	Yes Reasons: I am proud to our country, our people and neighboring countries	Provide reasonable compensation so that we can buy same size of land
260		ကျေးရွာ		(F) 77	2 ⁺ 3 ⁺ 4 ⁺ 5 ⁺	Land Own Without Title	-	-	-	-	-	Vegetable, Corn field	Pleased	Yes Reasons: Want to have bridge soon	Request Government to pay reasonable compensation
261		ကျေးရွာ		(M) 46	2 ⁺ 3 ⁺ 4 ⁺ 5 ⁺	Land Own With Title	1	1	-	-	-	-	Pleased	Yes Reasons: Easy to cause, the country will develop	Request Government to pay compensation so that can buy other land in the same area

Special Profile of Household:
1* Household with Physical/Married Family Member(s)
2* Female-headed (widow) Household
3* Household under Poverty line
4* Landless Household
5* Household with Burmese in Area

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No.	PAP No. မြို့နယ်	Village Name ရွာ	Name of PAPs အမည်	Size/Acre ဧရိယာ	Special Privilege အထူးအကျိုးခွင့်	Assets Type ပစ္စည်းအမျိုးအစား	Other Assets အခြားပစ္စည်းများ						BASIC AGREEMENT အခြေခံအကျိုးခွင့်		Owners Request အရှင်တို့၏အကြံပြုချက်
							Trees ပင်ပင်	D. well ပင်ပင်	Grave မြေ	Cemetery မြေ	Fence မြေ	Others မြေ	Pleased? အပြုအမူ	Agree to move? အပြုအမူ	
262		ကျေးရွာ		(M) 28	2 ⁺ 3 ⁺ 4 ⁺ 5 ⁺	Land Own Without Title	-	-	-	-	-	Vegetable, corn field	Pleased	Yes Reasons: Want to have bridge	Request Government to pay reasonable compensation so that I can buy other land
263		ကျေးရွာ		(F) 56	2 ⁺ 3 ⁺ 4 ⁺ 5 ⁺	Land Own Without Title	-	-	-	-	-	Vegetable field	Pleased	Yes Reasons: Want to have bridge soon	Request Government to pay compensation so that can buy other land and some money left over
264		ကျေးရွာ		(F) 67	2 ⁺ 3 ⁺ 4 ⁺ 5 ⁺	Land Own Without Title	-	-	-	-	-	Vegetable field	Pleased	Yes Reasons: Want to have bridge	Request the Government to pay reasonable compensation
265		ကျေးရွာ		(F) 70	2 ⁺ 3 ⁺ 4 ⁺ 5 ⁺	Land Own With Title	-	-	-	-	-	-	Pleased	Yes Reasons: Our young generation will improve their business	Request Government to pay reasonable compensation so that I can buy other land
266		ကျေးရွာ		(M) 46	2 ⁺ 3 ⁺ 4 ⁺ 5 ⁺	Land Own With Title	-	-	-	-	-	-	Pleased	Yes Reasons: Cattle causing to traffic jam	Request Government to pay reasonable compensation and pay the who a land not only the affected part
267		ကျေးရွာ		(M) 47	2 ⁺ 3 ⁺ 4 ⁺ 5 ⁺	Land Own With Title	1	-	-	-	-	-	Pleased	Yes Reasons: Fast transportation, Good national relationship	Request Government to pay reasonable compensation for land, house and fruit trees
268		ကျေးရွာ		(F) 65	2 ⁺ 3 ⁺ 4 ⁺ 5 ⁺	Land Own With Title	1	-	-	-	-	Vegetable field	Pleased	Yes Reasons: Want to have bridge	Request Government to pay reasonable compensation so that I can buy other land
269		ကျေးရွာ		(F) 50	2 ⁺ 3 ⁺ 4 ⁺ 5 ⁺	Land Land Borrow from Private Owner	1	-	-	-	-	-	Pleased	Yes Reasons: Wait the Country Develop	Provide here, if pay compensation amount should be enough to buy new land

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No. ឆ.1	PAPs ប្រភេទ	Village Name ឃុំ	Name of PAPs ឈ្មោះគម្រោង	Setback ចម្ងាយ	Special Features លក្ខណៈពិសេស	Assets Type ប្រភេទសម្ភារៈ	Other Assets សម្ភារៈផ្សេងៗ						BASIC AGREEMENT ព្រមព្រៀង		Owners Request តម្រូវការរបស់ម្ចាស់
							Tree ឈើ	D. Well ស្រះ	Grave ប្រាសាទ	Cemetery ប្រាសាទ	Fence ជ័រ	Others ផ្សេងៗ	Pleased? ពេញចិត្ត?	Agree to move? យល់ព្រម?	
270		ស្រែចំរើន		(F) 100 35	2' <input checked="" type="checkbox"/> 3' <input checked="" type="checkbox"/> 4' <input checked="" type="checkbox"/> 5' <input checked="" type="checkbox"/>	Land Land With Title	1	1	-	-	<input checked="" type="checkbox"/>		Pleased	Yes Reason: Save time, save money	Request Government to pay reasonable compensation to buy land in this area. Payment should not take so long to be
271	<input checked="" type="checkbox"/> In Construction Area or Approach Road	ស្រែចំរើន		(F) 100 53	1' <input checked="" type="checkbox"/> 2' <input checked="" type="checkbox"/> 3' <input checked="" type="checkbox"/> 4' <input checked="" type="checkbox"/> 5' <input checked="" type="checkbox"/>	Land Land Without Title	-	-	-	-	<input checked="" type="checkbox"/>	Vegetable field	Pleased	Yes Reason: Want to have bridge soon	Request the Government to pay high compensation
272	<input checked="" type="checkbox"/> In Construction Area or Approach Road	ស្រែចំរើន		(M) 100 46	1' <input checked="" type="checkbox"/> 2' <input checked="" type="checkbox"/> 3' <input checked="" type="checkbox"/> 4' <input checked="" type="checkbox"/> 5' <input checked="" type="checkbox"/>	Land Land With Title	1	1	-	-	<input checked="" type="checkbox"/>	Vegetable field	Pleased	Yes Reason: Want to have bridge soon	Request Government to pay reasonable compensation so that I can buy other land

Published in *Siem Reap* 2005

ចំនួនគ្រួសារ : 260
Total No. of Households :

ចំនួនករណី : 272
Total No. of Cases :

Question 1	បើស្រះប្រសិនបើសាងសង់នៅក្នុងពេលអនាគត តើអ្នកពេញចិត្តដែរឬទេ ? If the Bridge is constructed in near future, will you be pleased?	Pleased = 270 Respondents = 99.26 % Not Pleased = 1 Respondents = 0.37 % No Comments = 1 Respondents = 0.37 % TOTAL = 272 Respondents
Question 2	តើអ្នកយល់ព្រមរក្សាទុកសម្ភារៈរបស់អ្នកនៅទីនោះ បើសិនជាស្រុកប្រកាសយល់ព្រមលើការសាងសង់ស្រះ ? Do you agree to move your properties, if the Government pays the compensation based on the policy?	Agree = 269 Respondents = 98.90 % Not Agree = 1 Respondents = 0.37 % No Answer = 2 Respondents = 0.74 % TOTAL = 272 Respondents

DATE OF SIMPLE SURVEY:

STARTED : 26/11/2005

FINISHED : 25/12/2005

1* Household with Physical-Handicapped Family Member (n) 36
2* Female-headed (widow) Household 45
3* Household under Poverty line 19
4* Landless Household 181
5* Household in Flood-prone Area 150
Being in Construction Area or Approach Road 40
Others 2

ករណីមានផ្ទះ : 127 ករណី Cases
With House :
ករណីមានដី : 256 ករណី Cases
With Land :
ករណីមានឈើ : 132 ករណី Cases
With Trees :
ករណីមានស្រះ : 64 ករណី Cases
With Well :
ករណីមានស្រះ : 20 ករណី Cases
With Shovel :
ករណីមានស្រះ : 0 ករណី Cases
With Cement :
ករណីមានស្រះ : 39 ករណី Cases
With Water Ponds :
ករណីមានស្រះ : 42 ករណី Cases
With Fence :

Space
Fence
Household

1* Household with Physical-Handicapped Family Member (n)
2* Female-headed (widow) Household
3* Household under Poverty line
4* Landless Household

International Resettlement Committee / IRY / PAPC
Programme of Resettlement
SI-IR-05
Date 7.12.05

APPENDIX 8

PUBLIC CONSULTATIONS

APPENDIX 8 PUBLIC CONSULTATION

AP8.3 Results of Stakeholder Meetings

AP8.3.1 Record of the 1st Public Consultation

(1) Presentation Material

- Part I: Outline of Project and Study
- Part II: JICA Social and Environmental Guideline
- Part III: Procedures for Public Consultation
- Part IV: Scope of Work for IEE and EIA

The 1st Public Consultation on the Construction of the Second Mekong Bridge in the Kingdom of Cambodia

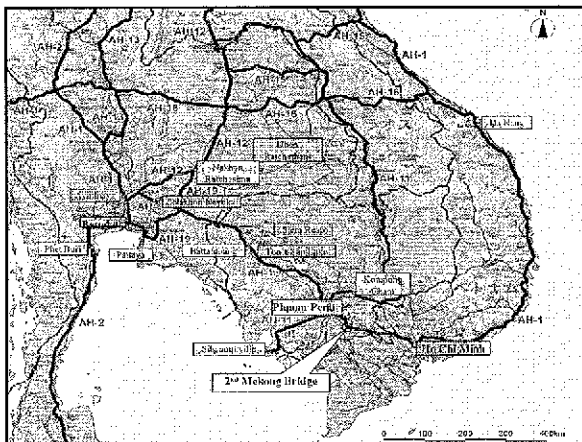
Part I Outline of Project and Study

May 24, 2004
Conference Room, MPWT

Ministry of Public Works and Transport (MPWT)
In collaboration with
JICA Study Team

STUDY BACKGROUD

1. National Road No.1 (NR-1) runs from Phnom Penh to the Vietnam border towards Ho Chi Minh City
2. NR-1 also forms part of the Asian Highway Route A-1 and connects Ho Chi Minh City and Bangkok through Phnom Penh.
3. The Neak Loueng-Vietnam Border section of the NR1 is improved by ADB fund and almost completed
4. The Neak Loueng-Phnom Penh section is planned to be improved by the Japanese Grant Aid.
5. The crossing point of the Mekong River at Neak Loueng, presently depending on a ferry service, is becoming a bottleneck to the transportation of both goods and people, and
6. Consequently, the bottle neck at Neak Loueng is likely to hinder not only Cambodia but also neighboring countries to develop socially and economically.



STUDY PURPOSE

1. The intention was made to carry out a study on the construction of the Second Mekong Bridge to solve the bottleneck at Neak Loueng and to form a seamless Second East-West Corridor in Indochina Region.
2. The project is expected to contribute to the development of the Indochina Region including Cambodia and bring about enormous benefit to the region.
3. Nevertheless it is questioned whether or not the project can provide positive impact or benefit to the Neak Loueng Area, and also whether the project is justified economically considering the huge construction cost.

4. Therefore, upon the request of the Royal Government of Cambodia (RGC), the study is organized by the Japan International Cooperation Agency (JICA) so as to examine the above questions prior to the project implementation.
5. It should be noted however that the execution of the study does not imply a commitment of the Japanese Government to construct the Second Mekong Bridge.

STUDY AREA

- Economic and Social Impact Area:
Cambodia and its Neighboring Countries
- Direct Impact Area (Bridge Location Area):
Neak Loueng and its Surrounding Area

STUDY SCHEDULE

- First Stage: 25 April 2004 up to end of March 2005
Target: Consensus of stakeholders to a river crossing method (improved ferry capacity, bridge or tunnel?)
The study may terminate on this stage, if no consensus is made among stakeholders
- Second Stage: April/May 2005 up to November 2005
Target: Examination of feasibility on the selected crossing method

BASIC STUDY APPROACH

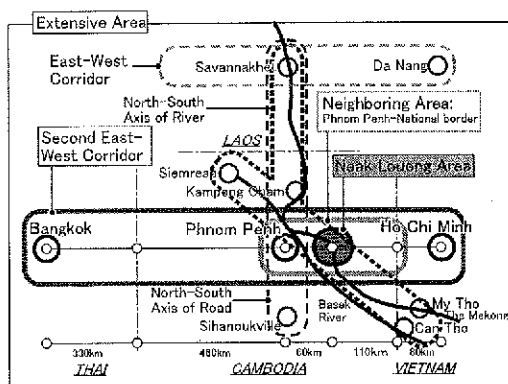
The following EIGHT major subjects are set out as the basic study approach

- Subject 1: to explain the importance of the proposed bridge in terms of regional issues of Indo-china peninsula, domestic distribution of goods and revitalization of Cambodian economy
- Subject 2: to confirm the sufficient transportation demand on the bridge to justify the economic viability
- Subject 3: to confirm the appropriateness of the proposed bridge compared to other alternatives

BASIC STUDY APPROACH

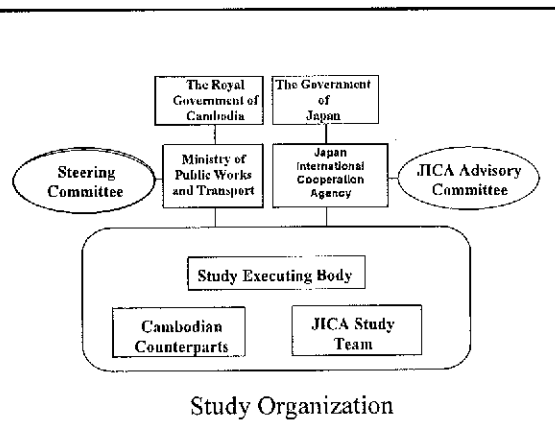
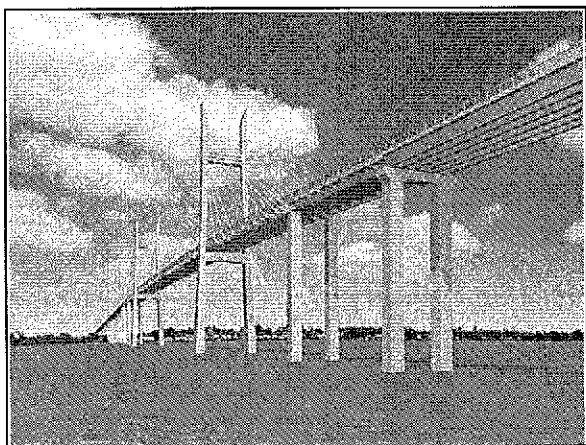
- Subject 4: to confirm contribution of the proposed bridge to the regional development (supported by the development of regional infrastructure and/or that of institutional framework), and to secure their realization
- Subject 5: to prepare regional development plans at required levels for the regional consensus on project implementation
- Subject 6: to assess affects of the project on the regional society, complying with the JICA New Guidelines for Environmental and Social Considerations

Basic Study Approach



BASIC STUDY APPROACH

- Subject 7: to examine where and how to construct the proposed bridge in the most appropriate manner
- Subject 8: to examine ways to best manage and maintain the bridge after construction, and to assure proposed regional development



THANK YOU !



For your attention and patience

**Ministry of Public Works and
Transport**

The 1st Public Consultation on the Construction of the Second Mekong Bridge in the Kingdom of Cambodia

Part II JICA Social and Environmental Guideline

May 24, 2004
Conference Room, MPWT

Ministry of Public Works and Transport (MPWT)
in collaboration with
JICA Study Team

Background and Objectives

- JICA renewed its environmental and social guideline for its various technical assistance activities.
- The guideline will be applied to the JICA development projects which are requested by developing countries after April 1, 2004
- The objectives of the guideline is to implement proper social and environmental considerations for the development projects to avoid and mitigate the negative impacts of developing projects.

Basic Concepts

- Considering a wide range of environmental and social impacts
- Implementing environmental and social considerations from the early stage of the development project
- Implementing follow-up activities even after the completion of the development project
- Assuming responsibilities for accountability and transparency for the development project
- Calling for stakeholders' participation in the environmental and social considerations
- Guaranteeing positive information disclosure
- Strengthening JICA's institutional capacities and practices for application of the environmental and social guideline.

Ten (10) Processes of Environmental and Social Considerations

- Information disclosure
- Stakeholders' meetings
- Scope of environmental and social considerations
- Consultations with JICA appraisal/advisory committee
- Categorization of development projects
- Laws and standards to be referred
- Considerations for social environment and human rights
- JICA's decision making
- Proper implementation of the new guideline
- Application of the new guideline and its updating

Process 1: Disclosure of Information

- Disclosure of information should be implemented with the positive ownership of governments of developing countries under the relevant laws and regulations.
- Disclosure of information should be implemented from the early stages of development projects.

Process 2: Stakeholders Meeting

- In order to contribute to proper consensus among stakeholders, at least, 3 stakeholders meetings (at the time of scoping, the time of studying the results of environmental and social considerations, and the time of reporting the final draft) are required to be held in both IEE (Initial Environmental Examination) and EIA (Environmental Impact Assessment) levels.
- The fact that the stakeholders' meetings will be held should be advised in a long-time prior notice.

Process 3: Scopes for Environmental and Social Consideration

- Wide-range of scope in terms of environmental and social considerations which will be explained in the presentation Part IV.
- Not only direct impacts but also indirect impacts will be regarded as environmental and social considerations
- Preventive measures should be studied in case that it is uncertain that environmental and social impacts might occur.

Process 4: Appraisal/Advisory Committee

- JICA will set up the appraisal/advisory committee which is composed of relevant experts.
- The committee will give necessary advice for the Category A and B development projects.
- The minutes of meetings for the committee will be disclosed to the public.

Process 5: Categorization of Projects

- JICA will categorize development projects into the following 3 groups in accordance with the outline, scale, location, environmental impact assessment practices in developing countries, and etc.
- Projects in Category A are defined as complicated and uncertain projects with large-scale impacts.
- Projects in Category B are defined as a relatively complicated projects with medium-sized impacts.
- Projects in Category C are defined as relatively simple projects with small impacts.

Process 6: Laws and standards

- JICA will confirm that a project complies with laws and standards in the respective developing country.
- JICA will confirm that a project complies with environmental and regional policies in the respective developing country.
- JICA will refer to the international best practice in case of the practical application of the guideline.
- In case of any discrepancy between a developing country's laws/standards and the international best practice, JICA will give proper suggestions and advice for the respective developing country.

Process 7: Consideration on Social Environment and Human Rights

- JICA is required to take into consideration various social and institutional conditions in developing countries.
- Especially, special attention should be paid on information disclosure and stakeholders' meetings in developing countries where conditions are in post-conflict, and basic human rights such as freedom of speech etc. are limited.

Process 8: JICA's Decision Making

- JICA will make a decision on the suspension of development projects and suggest that the Japanese government suspend a development project, in case that JICA cannot ensure that the project would comply with its new environmental and social guideline.

Process 9: Proper Implementation and Compliance with Guideline

- JICA guarantees the procedures in line with its guideline for implementing development projects.
- JICA will establish the mechanism to accept complaints about any incompliance with its guideline.

Process 10: Application and Updating of the Guideline

- The guideline will be applied to the JICA development projects which are requested by developing countries after April 1, 2004
- The guideline will be comprehensively reviewed and updated, if necessary, in the accountable and transparent process after 5 years of its implementation.
- Issues as well as know-how on the operational matters will be separately studied by JICA.

Master Plan Study (1st Phase)

The 1st Phase of the Study is the master plan level, while the project is grouped into Category A.

In the master plan stage, the initial environmental examination (IEE) will be conducted in line with the guideline. During the period among the following steps, information disclosures as well as responses to public comments will be conducted.

- Step 1: Scoping of IEE
- Step 2: Study on Outline of Results of IEE
- Step 3: Making Consensus on Construction of the Bridge

Feasibility Study (2nd Phase)

The 2nd Phase of the Study is the feasibility study level, while the project is grouped into Category A.

In the feasibility study stage, the environmental impact assessment (EIA) will be conducted in line with the guideline. During the period among the following steps, information disclosures as well as responses to public comments will be conducted.

- Step 1: Scoping of EIA
- Step 2: Study on Outline of Results of EIA
- Step 3: Making Consensus on Route for the Bridge

THANK YOU !



For your attention and patience.
Ministry of Public Works and Transport

The 1st Public Consultation on the Construction of the Second Mekong Bridge in the Kingdom of Cambodia

Part III Procedures for Public Consultation

May 24, 2004
Conference Hall, MPWT

Ministry of Public Works and Transport
in Collaboration with
JICA Study Team

Stakeholders

No.	Category
1	People in the Region and Project Affected People
2	Ministries and Relevant Government Agencies
3	Management and Staff of Neak Loueng Ferry Boat
4	International Organizations, Donors and Diplomatic Mission
5	Local Governments
6	Non-government Organizations
7	Private Sector
8	Universities and Research Institutes

Procedures for Stakeholder Meetings

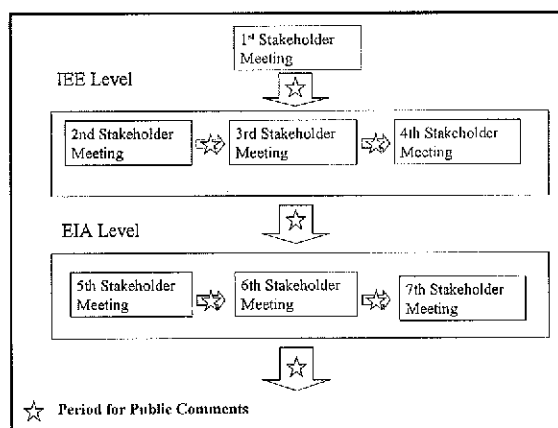
No.	Stakeholders' Meeting	Level	Objectives	Timing (Tentative)
1	1 st Stakeholders' Meeting	Kick-off	Explanation on Project and Procedures	May 2004
2-a	2 nd Stakeholders' Meeting	IEE	Scoping	September 2004
2-b	3 rd Stakeholders' Meeting	IEE	Study on Outline of Results of IEE	December 2004
2-c	4 th Stakeholders' Meeting	IEE	Making consensus on Construction of Bridge	February 2005
3-a	5 th Stakeholders' Meeting	EIA (subject to results of IEE)	Scoping	May 2005
3-b	6 th Stakeholders' Meeting	EIA (subject to results of IEE)	Study on Outline of Results of EIA	July 2005
3-c	7 th Stakeholders' Meeting	EIA (subject to results of IEE)	Making consensus on Route for Bridge	September 2005

Information Disclosure

No.	Category	Communication Tools
1	Stakeholders' Meeting	Face-to-Face
2	Stakeholders' Meeting (Special Sessions with Project Affected People)	Face-to-Face
3	Circulation of Minutes of Meetings	Documents
4	Circulation of Relevant Documents and Reports	Documents
5	Web Site	Interactive Electronic Communication
6	Documents on Demand	Documents

Language Used for Communications with Stakeholders

No.	Language	Objectives
1	Khmer Language	Stakeholders' Meeting Minutes of Meeting Relevant Documents
2	English Language	Stakeholders' Meeting Minutes of Meeting Relevant Documents



Stakeholder Meeting 1: Kick-off Meeting (Public Consultation 1)

- In May 24, 2004
- To introduce the outline of the project and the study
- To explain the outline of the JICA environmental and social guideline
- To explain the procedures for public consultations
- To explain the preliminary scope of works for IEE (Initial Environmental Examination)

Stakeholder Meeting 2: Public Consultation 2-a

- In September 2004 (Tentative)
- To make consensus on Scoping and Terms of Reference (TOR) for environmental and social considerations in Initial Environmental Examination (IEE)

Stakeholder Meeting 3: Public Consultation 2-b

- In December 2004 (Tentative)
- To report and discuss the outline of IEE

Stakeholder Meeting 4: Public Consultation 2-c

- In February 2005 (Tentative)
- To make consensus on the construction of the bridge

Stakeholder Meeting 5: Public Consultation 3-a

- In May 2005 (Tentative)
- To make consensus on Scoping and Terms of Reference (TOR) for environmental and social considerations in Environmental Impact Assessment (EIA)
- The stakeholder meeting 5 is subject to the results of IEE.

Stakeholder Meeting 6: Public Consultation 3-b

- In July 2005 (Tentative)
- To report and discuss the outline of EIA
- The stakeholder meeting 6 is subject to the results of IEE.

Stakeholder Meeting 7: Public Consultation 3-c

- In September 2005 (Tentative)
- To make consensus on the route of the bridge
- The stakeholder meeting 7 is subject to the results of IEP.

THANK YOU !



For your attention and patience.

Ministry of Public Works and Transport

**The 1st Public Consultation
on the Construction
of the Second Mekong Bridge
in the Kingdom of Cambodia**

**Part IV
Scope of Work for
Initial Environmental Examination (IEE) and
Environmental Impact Assessment (EIA)**

May 24, 2004
Conference Hall, MPWT

Ministry of Public Works and Transport (MPWT)

**IEE (Initial Environmental Examination)
and
EIA (Environmental Impact Assessment)**

- IEE: To preliminarily review current environmental conditions in the project area and identify and evaluate the significance of impacts based on the existing data/information, and field survey.
- EIA: To identify and evaluate the significance of impacts, establish mitigation and monitoring program.

Natural Environment

No.	Consideration Items	JICA Guideline	Preliminary Scope of Work for IEE to be Applied in this Study
1	Air Quality	X	X
2	Water Quality (Surface/Subsurface Water and Groundwater)	X	X
3	Soil and Sedimentation Quality	X	X
4	Waste Disposal	X	X
5	Noise and Vibration	X	X
6	Subsidence	X	X
7	Bed Shocks	X	X
8	Topography and Geology	X	X
9	River Bed Materials	X	X
10	Fauna and Flora	X	X
11	Use of Water Resources	X	X
12	Accidents	X	X
13	Greenhouse Effect Gas	X	X

Social Environment

No.	Consideration Items	JICA Guideline	Preliminary Scope of Work for IEE to be Applied in this Study
1	Involuntary Resettlement (Resettlement Action Plan)	X	X
2	Impact on Regional Economy (Employment, Living Measures, etc.)	X	X
3	Land Use and Use of Regional Resources	X	X
4	Social Capital and Social Institution (Decision-making Institution, etc.) in Region	X	X
5	Existing Social Infrastructure and Social Service	X	X
6	Poverty and Minority Ethnicity	X	X
7	Unequal Distribution of Benefits and Negative Impacts	X	X
8	Conflicts of Interests in Region	X	X
9	Gender	X	X
10	Children's Rights	X	X
11	Cultural and Historic Monuments	X	X
12	HIV/AIDS	X	X

**Preliminary Scope for IEE
(Natural Environment)**

Natural Environment Item 1: Air Quality

- The bridge might increase air pollution level due to increase in traffic level after and during the construction.

**Preliminary Scope for IEE
(Natural Environment)**

**Natural Environment Item 2: Water Quality
(Surface/Subsurface Water and Groundwater)**

- The bridge might incur the risk of pollution to both Mekong river and its major tributaries during the construction.

Preliminary Scope for IEE
(Natural Environment)

Natural Environment Item 3: Soil and Sedimentation
Quality

- The bridge might cause soil erosion during and after the construction.
- The bridge might cause landslide during and after the construction.

Preliminary Scope for IEE
(Natural Environment)

Natural Environment Item 4 : Waste Disposal

- Lack of industrial waste sites to treat construction wastes to be generated during construction.

Preliminary Scope for IEE
(Natural Environment)

Natural Environment Item 5: Noise and Vibration

- The bridge might increase the level of noise and vibration due to the construction works and the increase in traffic volume after the construction.

Preliminary Scope for IEE
(Natural Environment)

Natural Environment Item 6: Subsidence

- The bridge might result in the subsidence around the bridge due to drawdown of the ground water level during and after the construction.

Preliminary Scope for IEE
(Natural Environment)

Natural Environment Item 7: Bad Smells

- The bridge might cause some bad smells due to the construction works during the construction.

Preliminary Scope for IEE
(Natural Environment)

Natural Environment Item 8: Topography and
Geology

- The bridge might incur visual conflicts with surrounding communities.
- The bridge might result in the cutting of hills and/or river banks.

**Preliminary Scope for IEE
(Natural Environment)**

Natural Environment Item 9: River Bed Materials

- The bridge might affect the river bed conditions during and after the construction.

**Preliminary Scope for IEE
(Natural Environment)**

Natural Environment Item 10: Fauna and Flora

- The bridge might result in the disturbance to major terrestrial floral and faunal components during and after the construction period.

**Preliminary Scope for IEE
(Natural Environment)**

Natural Environment Item 11: Use of Water Resources

- The bridge might affect existing wells and/or demolish shallow wells during the construction.

**Preliminary Scope for IEE
(Natural Environment)**

Natural Environment Item 12: Accidents

- The bridge might increase the risk of traffic accidents due to the increase in traffic volume during and after the construction.
- The bridge might incur the risk of collision on pier after the construction.

**Preliminary Scope for IEE
(Natural Environment)**

Natural Environment Item 13: Greenhouse-effect Gas

- The bridge might increase the risk of the greenhouse-effect gas due to the increase in traffic volume during and after the construction.

**Preliminary Scope for IEE
(Social Environment)**

Social Environment Item 1: Involuntary Resettlement / Resettlement Action Plan (RAP)

- The construction of the bridge might bring about involuntary resettlement in the region.
- Mitigating adverse impacts caused by the project will be required.
- Enabling the project affected people to improve their living standard, income opportunities, or at least to restore their living including their income to the pre-project level will be required.
- Making a proper resettlement action plan (RAP) will be required.

Preliminary Scope for IEE
(Social Environment)

Social Environment Item 2: Regional Economy
(Employment, Living Measures, etc.)

- The bridge might affect the regional economy through the impacts on income and employment due to the change of traffic mode and pattern.

Preliminary Scope for IEE
(Social Environment)

Social Environment Item 3: Land Use and Use of
Regional Resources

- The bridge might change the value of land and other regional resources which will affect the distribution of regional resources among stakeholders.

Preliminary Scope for IEE
(Social Environment)

Social Environment Item 4: Social Capital and Social
Institution (decision-making institution, etc.)
in Region

- The bridge might affect social capital and social institution such as decision-making system which would affect the balance of power and etc. in the region.

Preliminary Scope for IEE
(Social Environment)

Social Environment Item 5: Existing Social
Infrastructure and Social service

- The bridge might affect people's accessibility in the region to a wide range of social infrastructure and services such as education, health, and, etc.

Preliminary Scope for IEE
(Social Environment)

Social Environment Item 6: Poverty and Minority
Ethnicity

- The construction of the bridge might result in acceleration of socio-economic disparities between the rich and the poor, and between Cambodian and minority ethnicity.

Preliminary Scope for IEE
(Social Environment)

Social Environment Item 7: Unequal Distribution of
Negative Impacts and Benefits

- The construction of the bridge might result in the unequal distribution of negative impacts and benefits which would accelerate the enlargement of socio-economic disparities between the rich and the poor.

**Preliminary Scope for IEE
(Social Environment)**

**Social Environment Item 8: Conflicts of Interests in
Region**

- The bridge might have the risk of incurring the conflicts of interests in the region which are stemming from the operation of the Neak Loueng ferry boat and the increase in traffic volume due to the construction of the bridge.

**Preliminary Scope for IEE
(Social Environment)**

Social Environment Item 9: Gender

- The bridge might affect the women's access to various socio-economic resources in the region, which are stemming from the operation of the Neak Loueng ferry boat and the increase in traffic volume due to the construction of the bridge.

**Preliminary Scope for IEE
(Social Environment)**

Social Environment Item 10: Children's Rights

- The bridge might affect the children's right through impacts such as their access to education, increase in traffic accidents in schooling, and etc.

**Preliminary Scope for IEE
(Social Environment)**

**Social Environment Item 11: Cultural and Historic
Monuments**

- The bridge might affect the children's right such as access to education, and etc.

**Preliminary Scope for IEE
(Social Environment)**

Social Environment Item 12: HIV/AIDS

- The bridge might affect the occurrence of HIV/AIDS due to the increase in traffic volume in the region.
- The bridge might increase the occurrence of HIV/AIDS through a number of construction workers during the construction period.

THANK YOU !



**For your attention and patience.
Ministry of Public Works and Transport**

(2) Minutes of the 1st Public Consultation

1) General

The below is taken from minutes taking from the Public Consultation on the Construction of the Mekong Bridge 2 at MPWT, May 24, 2004 during the Q&A sessions.

2) Q&A Session

Q (Vudna, Royal University of PPenh): Through the presentation, there is an attention to study and assess the environmental impacts, including the social and natural impacts. In the organization of the inter-ministerial committee I saw only three ministries as members, which did not include ministry of Environment. So I want to know what each ministry does on the environmental issue?

A: I would like to respond to this question. As you know at this stage is a study stage. We have a concern over the social and natural environmental impacts as you mentioned. And the IRC has only 3 ministries as members, Ministry of Finance, Ministry of Public Works and Ministry of Urbanization. Why not include the MoE in this committee? The MPWT is working a step in advance before the IRC examine the environmental impacts. This was agreed between JICA Study Team and MPWT. We have prepared and exchanged documents and sent the scope of works to MoE. And MoE will give advice back later.

Q: (Osaka, aid to H.E Ouk Chan) According to the JICA Study Team and the counterparts they would conduct a study on the environmental impacts, social and natural impacts. After the construction of Second Mekong bridge, I believed there will be an increase of traffic volume. The traffic will go pass Phnom Penh and on the bridge of Tonle Bassac. The size of Tonle Bassac bridge is not favorable for such heavy traffic, what measure the Team will take to resolve such traffic volume in the future?

A: I would like to respond to this question about traffic increase in PPenh and on Tole Bassac. From our first stage of study we will gradually be able to assess the future traffic after we conduct a study and construct the bridge. We have thought about building circumvented routes to avoid traffic in Phnom Penh. A year ago we wrote a request to JICA for two studies: one on master plan of the whole roads in the country as well as the circumvented routes around PPenh. We have thought that when Road I is finished, Road 5 is finished and border agreement will be reached then there will be increase in traffic flow from Thailand to Vietnam. So we have considered about the PPenh traffic. In PPenh, JICA has already helped conduct the transport study. We will conduct a study to avoid traffic in PPenh. As you said Monivong bridge cannot handle such traffic in the future because it is old and small. At presence, we can see already the traffic jam.

Q (Nhean Bona, NGO FORUM Relocation Unit): I have a question. You have talked about the construction unit but for the stakeholders' consultation I found a shortcoming, which you failed to mention the participation of the civil society organizations. You included only the authorities, the people and the project implementers. I found that civil society organization is very important partner.

A: Thank you for your question. You have a concern over a lacking of a partnership from the civil society to make the project go smoothly. I did not inform you about the stakeholders/partners in the process but I just informed the meeting about the procedure Cambodia would take. As I said this project has to comply with the new JICA guideline. Only this year that we have this guideline. In the past, we did only the scope of work. But this project is very large. So to achieve this project according to the new guideline, we have chosen local NGOs to monitor on the IRC whether the work of IRC is transparent and effective.

Q (Hada, National MRC): This project is very important. It is very important for Cambodia. But as you know Cambodia is a member of the Mekong River Commission. In your presentation you focused only on the social and natural environment. But for the design and technique, how was it? Why I raised this question. As you know according to the 1995 Mekong Agreement if you want to build or construct something over the mainstream, the government of that country should notify the members of the Mekong countries with the prior the consultation before receiving the consensus over the construction. My request is that there should be a thorough study and that the information about the construction should be provided to other MRC members. Secondly, there is a need that an attention should be paid to migration because after the construction on the east and the west of the bridge there will be urbanization. So I request you to examine the domestic and international migration on the mobility of the population. Another point is that a study should focus on the loss of ferry jobs.

A: I would like to inform you that this is a kick-off study process as I mentioned it previously. If this study is not supported then it will be terminated. So we do not know where the process will be going. So for the technique we cannot start now. In the consultation with the stakeholders, if some said they agreed to strengthen the ferry and some agreed on the construction of the bridge. So at this stage we cannot reach on the technique. According to the new guideline of JICA we have to step one step in advance. The second step we will consider the location. Then the basic design study, which is the third step, where we will work on the details of technique. For migration we have already thought about this issue. This was why we invited all of you here, those involved including the stakeholders so that

they can give their ideas. So from this meeting, we will see whether people want the bridge. If there is 50% or 60% disagree with the project then the project will terminate. Then there will be no step 2 and after. For the construction of the bridge, (I think) there must be a loss. If this loss will happen to for example 100 workers we have to consider whether it is a big loss and what we gain from the bridge. If building a bridge is not equal to the loss of the ferry worker's jobs what is the use of building a bridge. So this is a beginning process of our study. We have to assess the loss and the advantage from building this bridge. This is why we have a meeting with the stakeholders today.

Q (kang sokhan, Commune Chief of Banlich Prasat): Our commune is located next to Neak Loeung. When our people learned that JICA would conduct a study on a construction of a bridge we received supports from more than a thousand families in the commune, who are very happy because this project is very important. When we have a bridge it helps decrease their timing, cut back their expenses, helps them transport their goods to the PPenh markets on time, makes it easy for government officials to get to work on time between PPenh-Prey Veaeng-Svay Rieng. I used to experience the 2 or 3-hour jam along the road because of the ferry. People complained that with the development today we are already jammed, what would happen if the country is more developed. So our people are very happy and it is a necessary demand from the people as the bridge will make it easy for those who want to transport their sick children to the hospital. Thus, as a representative of the whole commune of Banlich Prasat I would like to support the construction.

Q (Cambodian Mine Action Committee): I support the project as it helps promote development in the country and decrease the expenses of our people, who use the ferry. But I have one request that before the construction one should ask CMAC to clear all the UXO, mines from the bottom of the river. As you know in the war time, that road was overwhelmed with bombardments.

Q: (Ly Tech Heng, Representative from Garment Factory): I support JICA and the Ministry of public work because they could attract Japan to help us to build a bridge. I am a representative of the private sector. As you know the garment factories exist only inside and around Phnom Penh. In other country, garment sectors exist outside the city. Today we have already seen the traffic jam. So what would happen if our country is more developed. And I am very happy to learn that there will be constructions of roads to avoid traffic. In the presentation, Mr. Ogawa has shown us the impacts. The impacts I have seen is very simple. One cared about the air pollution, but I want to draw your attention to the ferry. The boat produces smokes, which also pollute the air more than the bridge does. You also talked about

accidents. If two cars hit each other 2 or 3 people would be killed, but if a ferry sinks, about 200 or 300 people on board would die. So the ferry is more dangerous than the bridge. About water pollution, I think floating houses on the river pollute the river water more than the bridge as the passers-by never stop on the bridge to throw things. But on the ferry, you will throw things away, which is more polluted. About HIV/AIDS, I am working at HIV/AIDS unit. We experienced with our workers who come from rural areas. They did not know about the disease. Mr. Ogawa seemed to stress on construction workers. But I think you can ask CARE, ILO to help you. It is good that you have identified this issue before it happens. If there is a bridge there I hope there will be development in the area and the surrounding in Svay Rieng as you know most of the workers come from Svay Rieng. As there is no factory there people migrate to PPenh. Another challenge is the ferry cannot carry large container. I think if there is a development in that area as in Vietnam they have the seaport. We only depend on Sihanoukville port. If there is a bridge there will be construction of factories there. You know garment industry employ about 230,000 workers and generate about \$13 million to our workers, that's a lot of money. And people who have lands by the factory can make business too. In short, the garment association would like to support the construction.

Q: (PPenh Port) I want to know about the terrain of the bridge. I used to hear about it unofficially. If you can tell me I am very much appreciated it.

A: I wanted to respond to the issue of UXO and mines. This is very important issue. When we did a project on road I we also cared about mines and we contacted with CMAC to clear landmines along the road. For the bridge, we will do the same before the bridge starts. For the issue of traffic the World Bank has launched a project to avoid traffic in PPenh. We have planned a number of projects to build roads to avoid the traffic jam. In PPenh we have road 271, we also have road 51 which links Udong to Thnaol Tortoeung and to road I, which is nearly finished. About the terrain, Cambodia and Vietnam used to talk about it when Vietnam started to build NIPPON Bridge. We have agreed at 37.5 meters high. But for this bridge we do not know for sure about the terrain.

Q: (Kol Lakhana, NGO FORUM): It is very good that you hold the public meeting at the kick-off process. In the past, they never did it. I maybe have different views from the garment. He said there would be development in the provinces near Vietnam. But how that could happen. Because the imported agricultural goods and products from neighboring countries have made our people less income. So I doubt whether there will a study on this issue. Another point is that due to my experience on roads 5, 6, 7 and 1 people who sell things

along the roads complained that they lost their income as ADB built good roads because the passers-by never stop buying their goods.

Q: (Nhean Bona, I come the second time) I support the construction of a bridge. But what I cared about is that the bridge will cause a relocation of the people. The commune chief said his 1000 people supported the project. But I think in the future they would be disappointed with the project. Because they will be directly affected. No me who live in PPenh who will be affected by the project. So the commune authorities have to think about it. I want to respond to the garment representative who said that the bridge would bring up the land price. But the affected people live in the thatch houses and if they are affected they will be removed to a location which we do not know whether it has a school, hospital, streets. But you know if the land price is high only the rich that gets richer because they have lands. But for the poor who earn less than 5000 riel (about \$1.20) when they removed they would earn less than that. But I generally support the project but request that there should be a thorough study before the construction takes place.

Q (Sao Sith, Deputy Governor of Peam Ro district, Prey Veaeng): I am happy to learn about the bridge construction. However, I am also concerned about the impact caused by the project over the population. How and what level it affects the people, especially the urban people. So my suggestion is that there should be a thorough study so that it will not seriously affect on the relocation of the people. When there is relocation it affects their jobs. If construction affects 300 to 400 houses people would never be happy. But if the construction affects only their rice fields, but not their houses people would not mind. Because we had experiences with Road I. The relocation was not easy.

Q (Ngy Sary, Preak Tonloab commune chief): Most of the people are happy with the construction and less people have a concern. The bridge has a great advantage for the district, province, country and the region as a whole, not only for the Preak Tonloab people. So it is necessary to have this project. A number of speakers have voiced their concern over the relocation. But you know if you look at what has been shown to us today you will know that they cared about social and natural environment. So I believed that JICA and Cambodia will pay attention to these issues and they will do the best they can to avoid the most impact. We have more than 2000 families. As mentioned by the Peam Ro governor he had a concern that the bridge might affect the urban people. But I do hope that they will avoid the urban area. This is what I hope for. So I ask all of you here to support the project. However, I would ask for more study on the project.

Q (Mekong Watch): It is difficult to imagine the impacts of the bridge.....I would like to propose that Cambodian government and JICA could cooperate with NGOs to ensure the meaningful participation in the decision making. The alternatives to avoid the negative impacts should be considered

Mr. Gunji: I'd like to explain a little bit about the importance of this meeting of the stakeholders. As NGOs and local people are very much concerned, we would propose to conduct one special session in the Neak Loeung area. So we need to welcome your recommendation who should be invited. After this meeting, we'd like to have your opinions as the session will be soon held at Mekong area sometimes two or three weeks later.

Q: I think river is an important route for transportation. So my request is that when you build a bridge you have to think about its height so that the big boat can go across the bridge.

Q(National MRC): I support JICA project and I am very happy to see that JICA wants to build the bridge at Neak Loeung. But I just want to give an input in vertical terrain of the bridge. Cambodia has agreed with Vietnam that the bridge should be 37,5 m high. For the past 20 years, Vietnam experienced with flood and requested for only 22 m high. But we thought about the future development of country. If we agreed with 22 m it will not be good. So MRC has proposed that a vertical terrain of the bridge should be 37,5 m high at least. This height can let the big boat go across into PPhn. So this was why we requested to build a bridge with 37.5 meters high so that a boat can carry a 5000-ton container. If we do not have a high bridge then such boat cannot go across it.

Q: I am happy with the bridge construction by Japan. I hope Japan will do more for the development of the country. The bridge will help deduct the timing of transport. We longed for the construction of the bridge.

Q: (Chan Dararith, EIC): I totally support the project. I am very interested to hear the presentation by Mr. Ogawa about the basic study approach especially on subject 7 about the location. I am very much happy for this study. For the project location, I hope that in the second study you will invite our company to join in this process because we have done a lot of works on similar projects.

Q (Ministry of Agriculture): The question here is whether we accept the construction or not. But we are happy with the project. We have seen the beautiful image of the bridge. As a poor

country we lack capacity to make it our own. If there is a bridge it will bring the development. However, I request that there should be a detail study of the project.

Q: (Governor of Prey Veang): I support the construction of a bridge. It is a demand of the local people. And the Prime Minister also supports the project. Of course, we need to conduct environmental study, but we need the development. And Mr. Ogawa has given us a detail outline of what should be done. Should we keep the forest and river without taking into the consideration of building a bridge? So please help to push the project the soonest.

Q (Kandal Governor): I have no different view from the governor of Prey Veang. I very much appreciated as some people have raised a concern. But I wanted to tell you that JICA also has a concern and shared the same concern. As local authority, we have joined with JICA and MPWT to solve many problems. There are a lot of problems along road I before we renovated it, which affected the poor, but we have conducted the study with JICA over those issues. The construction of the bridge is very advantageous for the country as well as for the international. Therefore, I support the project of JICA and I will do all my best to solve the problems if they arise. I used to be a governor of Prey Veang. I worked with JICA on three projects at Neak Loeung, Preaek Tamek and Tonle Bet in 1995-96. Prey Veang and Svay Rieng seem to be isolated. After 5 pm people could not go across the river. Before the ferry closed at 6 pm and it was difficult for travelers who made a journey beyond 6 pm. When we have a bridge it seems we are in one country. In Kandal province, we have about 50 ferries. I think the reason why we could possibly have a bridge at Neak Loeung because road I is considered Asian highway this is why it is internationally focused and drawn the attention worldwide. But the cost of building such bridge is very high. I think we cannot avoid problems when we begin to construct the bridge, but we will do our best we can to avoid the pressing problems.

Q (Representative of Hun Neng Governor of Svay Rieng): I totally support the construction of a bridge. As you know using the ferry is difficult. Before the ferry closed at 6 pm now it is better as it is closed at 9 pm. Before from PPenh to Neak Loeung it took 2 and a half hours. From Neak Loeung to Svay Rieng only 60 km it took 3 hours and from Svay Rieng to Bavet it took 2 hours. And you need to spend half an hour at the ferry. Now after the rehabilitation of road I, it took only 1 hour and 20 minutes from PPenh to Neak Loeung by my car, I do not know about other's car- a Landcruiser, but my car took about 1 hour and 20 minutes. From Neak Loeung to Svay Rieng only 40 minutes and Svay Rieng –Bavet 1 hour. What has made us the most difficult is using the ferry. So I am very much grateful to the Japanese government as it has conducted the feasibility study of the construction of the bridge. It is the

priceless wealth. If Cambodia does it by its own I do not know how long or what century it will take Cambodia to be capable to construct such a bridge. As ADB has studied, there are about 2500 vehicles a day traveling on road I. Of course, we will lose something but we can gain something. This is important. We cannot step backward. If we step backward, we will lose the priceless wealth (the bridge). So I support the project. We have to go forward on our discussion. For those who want to obstruct the construction must not come to this meeting. If you oppose to the construction I doubt the Kandal, Svay Rieng and Prey Veaeng people would beat you. I am just kidding. The Svay Rieng people welcomed and supported this project. So please go ahead and we hope the construction project would finish before 2008.

Q (Secretary of State, Tram Iv Tek): The project of the Second Mekong bridge is a major project, which requires big cost. But when it is constructed it is our pride. In Laos, they have one bridge built at Norng Khay, Bakse, Sovan Khet by Japan so Laos has three bridges and in Viet Nam the bridge was built by Australia. Before we thought of a construction at Neak Loeung (1995), which would cost \$130 million to \$143 million on a 2 km to 2.3 km-bridge. (Then Japan and Cambodia agreed to build) Kizuna Bridge (which) is only 1360 meters. So the prime minister requested a bridge built over the Mekong and the people do want it at Neak Loeung. But the cost of the bridge is very high. We are afraid that Japan will not help us any longer after building a highly cost bridge. But this bridge will serve Asian and ASEAN people as we have linkage roads built BKK-PPenh-Bttambang-Poipet-SRP-Neak Loeung-Ho Chi Minh. The Road I can be considered as Asian, ASEAN and Mekong road. The Neak Loeung-Bavet section will be finished and we are constructing the checkpoint at Bavet. For PPenh-Neak Loeung section Japan is studying. The road to Battambang will be finished. Road from Poipet to Siem Reap will also be finished. So very soon we will have roads which link Poipet to PPenh and to Neak Loeung and to Ho Chi Minh. The regional governments met in PPenh to open more borders. Then there will be Chinese, Laotian, Vietnamese, Thai trucks coming across into the country. Then there will be investors. What we are concerned about is the competition from the foreign investors, which could have an impact on our economy. So we have to prepare ourselves. The Sihanoukville port will compete with Hanoi sea port when the bridge is finished and the borders are open. The investors will go to the cheaper place. So this is a competition. And there will also be a competition in river transportation as well as road transportation. For the issue of the ferry, it is not big problem. We can move the ferry to other places. But what we have to take it into the consideration is the impact of the construction on the population's houses and lands. So the committee has to find solution how to deal with this situation when it occurs. The committee has to provide those affected people with the appropriate compensation if they are moved out so that they will be happy with the construction of the bridge. For the

environmental impacts which have been raised, I think the impact is not very much. The biggest issue is the impact on the land and houses of the people. But I believed that there will be studies on a number of locations to build a bridge. And the committee will pick the least impacted one after doing the comparison. And there will be several meetings like this to weigh and see if the bridge can be built. For the height of the bridge, Australia that helped build NIPPON Bridge in VN asked us how high the bridge would be. The study first showed that 30 m was enough. But then we requested them to build 37.5 m. Then they built the NIPPON Bridge with 37.5 m. But this can be discussed later. What we are caring about is the impact on social and natural environment.

Q: (Ouk Chan, MPWT): Japan has helped developed Cambodia and has cooperated with MPWT in a number of major projects. First we began with the Chruoy Changvar bridge, which was destroyed in the war and has been rehabilitated by Japan. Thus, we have experienced from the traffic of this bridge. This bridge brought about the development in the east of PPenh. We saw lights of vehicles like flowers. So we saw the development in the east of Mekong. And that island has become a developed and progressive island. And then Japan helped rehabilitated Road 6A. In the war time, this area filled with landmines and a lot of holes. And Japan has helped rehabilitated a 40 km road. Japan then helped rehabilitated the PPenh port with more than \$30 million to ensure the present and the future economy of the country. Japan also provided us a road consultation center, which train us how to make good roads. And ADB and World Bank continue to provide money for us to build more roads. There will be a road which links Kracheh to Laos border, with the financial assistance from China. Then Japan helped build Kizuna bridge, which connects Phnom Penh-Kracheh. And in the northeast of Cambodia we have Neak Loeung. Seven provinces in the northeast has a potential economic advantage for Cambodia. Therefore, there is a need that the Neak Loeung bridge be built. Of course, there have been a number of challenges as we need to widen road I and look for landmines. During the war, a lot of bombs were thrown into the Mekong. I heard engineer unit of the government has collected a lot of tons already from the Mekong. So the JICA Study Team, please do not worry. We will help clean up the bottom of the river and the river beds. We cannot forget that during the flood, the seven provinces in the northeast were flooded from the Mekong river, only road 11 and road I emerged from the water. Therefore, we really need Neak Loeung bridge. There are many factors, which bring development inside the country. There are many potential benefits from this bridge, tourism, regional economy. We have seen the advantage from this construction, which will bring development to both the south and the southeast. We are grateful to Japanese ambassador, the Japanese government and we thank JICA for holding a public consultation today. The construction of the bridge we are discussing today is priceless, it worth about 8 tons of gold as our Prime Minister said. So

we all including the relevant ministries have to unit and help in this project so that the project study would take only more than a year. And then we would start the project implementation right afterward. We are thirst for the bridge. 2500 km of roads have been paved.

3) List of Attendant

No.	Name	Organization	Position
1	Mr. Chann Sopleap	DOF	Officer
2	Mr. Trac Thai	Phnom Penh City Hall	Deputy Governor
3	Mr. Geerinac Heven	Mekong River Commission	Navigation Programmer Manager
4	Mr. Seng Setha	MPWT	Deputy Director
5	Mr. Nhean Tola	CRDB/CDC	Staff
6	Mr. Ly Tek heng	CMAC	Ass. Manager
7	Mr. Ean Narin	DPWT PP	Deputy Director
8	Mr. Thou Samnang	MPWT	Staff
9	Mr. Ros Vanna	Kamsab	Director General
10	Mr. Seng Rethy	Lighterage of Cambodia	Legal
11	H.E. Mr. Uk Chan	MPWT	UOS
12	Mr. Sok Sokun	Ministry of Tourism	Deputy Director
13	Mr. Nhean Bona	Resettlement Action Network	Receptor
14	Mr. Vann Borey	LOCOMO CO. Ltd.	Administrator
15	Ms. Dou	Chinese Embassy	Third Secretary
16	Mr. Khan Ra	MPWT	Staff
17	Mr. Va Sim Soterind	MPWT	Staff WB.PIU
18	Mr. To Sitha	MPWT	Staff WB.PIU
19	Mr. Sok Say	Depart. Public Work Prey Veang	
20	Mr. Noun Cham Rong	Depart. Public Work Prey Veang	
21	Mr. Meng Keng	Depart. Public Work Prey Veang	
22	Mr. Kou Yoauram	Director of commune Prey Veang	
23	Mr. Sao Praseth	Peam Ro District	
24	Mr. Chea Sary	Peam Ro District	
25	Mr. Nhem Vet	Peam Ro District	
26	Mr. Keo Chhim	Peam Ro District	
27	Mr. Hu Pavy	k>s>k	
28	Mr. Dean Lan	Neak Loeung Ferry	
29	Mr. Om Rayyanak	MUKIBBAH	SH. Contract
30	Mr. Chin Fookmin	MUKIBBAH	Contract Eng.
31	Mr. Yos Sovanna	Ministry of Economic and Finance	Staff
32	Mr. Sou Phalla	National Institute Management	Lecturer
33	Mr. Soun Socheath	Kandal Province	
34	Mr. Long Boung	MAFF	Senior Officer

No.	Name	Organization	Position
35	Mr. Meas Ponnreay	Engineer Institute Cambodia	Member
36	Ms. Sok Sotheavy	Cambodia Chamba	Administrator
37	Ms. Kol Leakhena	NGO Forum	Project Officer
38	Mr. Rom Tichmony	Deputy Governor	Kandal Province
39	Mr. Me Sary	National Election Committee	Information
40	Ms. Rena Sugita	Mekong Watch	Program Coordinator
41	Mr. T. Korezumi	Embassy of Japan	Secretary
42	Mr. Gny Uysong	Kohsontepheap Newspaper	
43	Mr. Chon Narith	Kohsontepheap Newspaper	
44	Mr. Ok Sokkhoeun	Agence Khmer de Press (A.K.P)	
45	Mr. Em Vutha	Ministry of Posts and Telecommunication	Director
46	Mr. Mey Lihout	Ministry of Water Resource & Metrology	Deputy Director
47	Mr. Uy Soratha	Ministry of Commerce	Chief
48	Mr. Nhan Leng	Ministry of Economic and Finance	Vice Secretary
49	Mr. Y. Nomura	JICA Study Team	Regional Development Planning
50	Mr. Koan Chuon	Phnom Penh Post	
51	Mr. Nong Sarith	Traffic Police of Prey Cheay Kok	Officer
52		MPWT	
53	Mr. Te Navuth	Ministry of Water Resource & Metrology	Director of River work Depart.
54	Mr. Oun Raksmy	Depart. Public Work of Kandal Provincial	Deputy Director
55	Mr. Sot Song	Deputy of Traffic Police	Vice
56	Mr. Lev Nal	Ministry of Women's and Veterans Affairs	Supervisor
57	Mr. Ngun Men	Svay Rieng Provincial	Second Governor
58	Mr. Mhom Sovann	MPWT	Ass. H.E. Ok Chan
59	Mr. Chhok Chay hang	Institute of Technology of Cambodia	Chief of Depart.
60	Mr. Khem Rotha	Institute of Technology of Cambodia	Labor
61	Mr. Y. Koizumi	JICA	Ass. Resident Representative
62	Mr. No Nim	Kandal Provincial	Director
63	Mr. Chan Vuthy	Kandal Provincial	Deputy Director
64	Mr. Any Ridelle	National University of Management	Lecturer
65	Mr. San Paeng	Neak Loeung Commune	Secretary
66	Mr. Un Sarem	Preak Khsay Ka Commune	Secretary
67	Ms. Em Nimul	Preak Khsay Kha Commune	Secretary
68	Mr. Kong Sokhan	Banlich Prasat Commune	Chief
69	Mr. Kruch Phanat	Banlich Prasat Commune	Secretary
70	Mr. Meas Soen	Depart. of Public Work Kandal Provincial	Chief
71	Mr. Nhem Sotho	Depart of Public Work (Leuk Deak District)	Chief
72	Mr. Leng Sochea	Cambodian Mine Actions Center	Deputy Director

No.	Name	Organization	Position
73	Mr. Kim Hong	Ministry of Women's and Veterans	Chief of Depart.
74	Mr. Chan Dararith	Depart. of Cambodia Engineering	Vice
75	H.E. Tep Nunary	Kandal Provincial	Governor
76	Mr. Prom Chea	Depart. of Transport Svay Rang Provincial	Vice
77	Mr. Pen Daramony	Officer/Ministry of Economic and Finance	Vice
78	Mr. Chu Vanny	Ministry of Economic and Finance	Ass. Of Depart.
79	Mr. Pech Heng	MPWT	Officer
80	Mr. Cheam TITA	Cambodian Mine Actions Center	Officer
81	Mr. Yim Rech Linh	MPWT	Gen. Inspector
82	Mr. Pich Dum	CNMC	Deputy Secretary General
83	Mr. Ngy Sary	Preak Tonloab Commune	
84	Mr. Ngy Sara	Preak Tonloab Commune	Chief
85	Mr. Khoun Tong		
86	Mr. Saneth Vathna	Royal University of Phnom Penh	Deputy Head of Dep. Eng.
87	Mr. Lay Chanthly	Royal University of Phnom Penh	
88	Mr. Slot Sambo	GDA	Director General
89	Mr. T. C. Kosal	MPWT	First Deputy Director General
90	Mr. Kang Phirith	MPWT	Department of HEC
91	Mr. Prak Vanna	MPWT	Department of HEC
92	Mr. Ouk Somaly	MPWT	PIU-1
93	Mr. Hem Pholy	MPWT	PIU-1
94	Mr. Pin Vuthea	MPWT	PIU-1
95	Mr. Kol Sam Ol	Leuk Daek District	Governor
96	Mr. Rath Sokha	Kampong Phnum Commune	Secretary
97	Mr. Mao Sameth	Prey Veang Provincial	Officer
98	Mr. Uo Sirita	Ministry of Agriculture, Forestry's & Fisheries	
99	Anne Burlat	BAU MPP	Cooperation FSP
100	Mr. Katuta. Hozumi	MPWT/JICA	JICA Expert
101	Mr. Lao Saroeun	MPTC	
102	Mr. Chea Neong	Neak Loeung Ferry	
103	Mr. Om Chamreng	Neak Loeung Ferry	
104	Mr. Pok Vanny	Neak Loeung Ferry	
105	Mr. Men Chanrith	Inspector Leuk Deak District	Deputy Director
106	Mr. Chay Rithysen	MPP	MPP
107	H.E. Chay Sareth	Prey Veang Provinsial	Governor
108	Mr. Sen Chhun	Neak Loeung Ferry	Chief
109	Mr. Heak Pirun	Harbor of Phnom Penh	Vice Officer
110	Mr. Hy Guang Bich	Vietnam Embassy	Counselor

No.	Name	Organization	Position
111	Mr. Nguyen Thah Lu	Vietnam Embassy	Attaché
112	Mr. Khuy Heang	Council of Minister	Director Dep.
113	Mr. Prom Say Heng	Dep. Communication & Post	Staff
114	Mr. Nautinu Niyaso	Thai Embassy	First Secretary
115	Mr. Duk Sota	MPWT	Secretary
116	Mr. Sin Chhay	Mekong River Commission	Program Officer
117	Mr. P. Sopheap	Mekong River Commission	Program Officer
118	Mr. Balerin Yannick	A.F.D	Project Officer
119	Mr. Sus Sophal	MLMUPC	Director Dep.
120	Dr. Yit Bunna	PWRC/MPWT	Director
121	H.E. Khim Bo	Kandal Provincial	Second Governor
122	Mr. Phy Sophat	PWRC/MPWT	Deputy Director
123	Mr. Bun Savann	Depart. of Public Work Svay Reang Provincial	Chief
124	Mr. Leang Mengleap	Ministry of Environment	Director Officer
125	Mr. Ngoun Kong	Ministry of Environment	Deputy Director
126	Mr. Nuy Pharom	Neak Loeung Ferry	
127	Mr. Dong Chantha	Concil for the Development of Cambodia	Staff
128	Ms. M. Tamagake	JICA Cambodia	
129	Mr. Thor Chetha	CMAA	Director
130	Mr. H. Hirose	ITOCHU	General Manager
131	Mr. Au Pich Hatka	CNMC	DD, Planning Dep.
132	Mr. Tokuhiko Makita	MPWT	JICA Expert
133	Mr. Tiv Kim Piseth	MPF	Deputy Chief Cabinet
134	H.E. Tram Iv Tek	MPWT	Secretary of State
135	Mr. Isamu Gunji	JICA Study Team	Team Leader
136	Mr. Junji Yasui	JICA Study Team	Bridge Planning
137	Mr. Takanori Hayashide	JICA Study Team	Natural Environment
138	Mr. Yasukazu Kobayashi	JICA Study Team	River Planning
139	Mr. Kiyoshi Yasukawa	JICA Study Team	Transportation and Road Planning
140	Mr. Atsutoshi Sakata	JICA Study Team	Geography and Geology
141	Mr. Hidetoshi Nakano	JICA Study Team	Coordinator
142	Mr. Yuichi Aida	JICA Study Team	Coordinator

(3) Special Session of the 1st Public Consultation

1) General

JICA and Ministry of Public Works jointly organized a special session for the public consultation at Neak Loeung Ferry Office on 21 June 2004. Eighty villagers in the Neak Loeung area from 16 villages in 6 communes were invited to join. However, the session

received 76 villagers and 31 governmental organizations and non-governmental organization representatives.

After presentation from the representative of Ministry of Public Works and Transport, the villagers were divided into 8 groups for an hour discussion. The 8 groups were supposed to discuss three main questions: 1. How is crossing the Mekong River deeply related with your life, and/or how much important? 2. Now, the ferries are operated for crossing the river, but are there problems? 3. If there are problems, how would you like to do?

Below is the outcome from the group discussion.

2) Reports from 8 Group Discussions

Group I:

Our Group I has listened to your presentation and we learned about the construction of a bridge. Our Group I would like to ask the government to build the bridge because first it can alleviate poverty. Secondly if we have the bridge we can make our safe and quick trip to Phnom Penh and vice versa. We can cross the river whenever we want to. Having a bridge is better than having a ferry. So we request the government to build a bridge. When our children fall sick we can attend to the hospital on time. The ferry we are using is much slower and less convenient than the bridge. Using the bridge will take us only a few second to cross the Mekong. On the contrary, the ferry takes us half an hour or an hour to cross the river.

Group II:

Our group has agreed on the following points. For the question, we found that the construction of the bridge is very important for the local people as well as for the people in the whole country. When we have the bridge we can transport our sick children to the hospital on time. Farmers can transport their goods to the markets on time. The ferry is much slower and eats the time and the budget. It is not convenient to transport the sick people in the day time as well as in the night time by ferry. After learning that the government planned to build a bridge across the Mekong, we all believed that the bridge would help facilitate the traffic across the river. However, the construction may affect the people's homes. Finally, we have a request to the government to provide a suitable compensation to the affected population.

Group III:

Through our discussion in the group we all have agreed that the construction of the bridge over the Mekong will help alleviate poverty, facilitate traffic flow, especially it allows the villagers to take their sick children to the hospital on time. In so doing, it will save lives of the sick people. It will facilitate the distribution of goods of the people and this will increase the income of the people. We all thank the government and JICA for initiating to building the

Neak Loeung bridge. The problem of using the ferry is that people spend money and time. So the people in Group III would like to request the government and JICA to build the Neak Loeung bridge the sooner. In addition, our group III has a question. They wanted to know what would happen to their private ferry of Kaoh Chamroeun after the construction of the bridge and where they are allowed to embark and how?

Group IV:

I just want to give short answer to each question posed to our group. For the first question, our group has responded that at present there is difficulty to cross the river. For the second question, despite there is a ferry service it does not provide 24-hour service to the people. For the third question, we all have agreed that the bridge will provide 24 hour service. But when there is a construction of a bridge, there will be an impact on the people's residence. So we would like to request JICA and the government to provide a suitable compensation. For example if the construction affects a \$10,000 house, which is the current price, so we request that the government must compensate that amount of money. Thank you.

Group V:

On behalf of Group V, I would like to present the outcome of our discussion. I believed that what we have already discussed is not different from the views presented earlier from Group 1 to Group 4. I would like to respond to the first question. The construction of a bridge will make people cross the river on time. It will help villagers to transport their goods on time. It will bring in tourists and alleviate poverty as well as develop this area. For the 2nd question, there is problem of using the ferry because it creates traffic jam. It costs money. So it is very important that the bridge is built to cross the river.

Group VI:

The people in Group VI are happy to see that the government and donors have a project to build a bridge at Neak Loeung. The bridge is meaningful because it is as valuable as Preah Puth (Buddha) Preah Thor (dharma) and Preah Sang (monks). The bridge plays important role. It connects one end of the road to the other end. It allows farmers to transport their goods, their sick children who need oxygen to get to the hospital on time. It is very important for us. Building a bridge is like celebrating a Buddhist ceremony in which the builders and the fund providers will receive good deeds. Japan for example who is to build a bridge will receive goodness. However, our group request that a suitable compensation must be provided to those who are affected from the project. "Congratulations to the real image of the construction of the bridge over the Mekong in Cambodia!".

Group VII:

Our group has agreed the following. The bridge will provide easier access for the people to cross the Mekong. It will help in poverty reduction. It saves life of the sick people. Workers from Phnom Penh who come to visit their families in the provinces can make a fast and easy journey back and forth. Using the ferry costs money, so we request through the government and the international organization to have a bridge built.

Group VIII:

Throughout the one hour discussion, our group has come up with the following outcome. For the first question, the bridge will develop the local economy. We know that everyone needs to cross the river and they really need the bridge. The bridge will facilitate the transportation of goods. For the second question, using the ferry is slow some time it gets jammed and disorder. People need to spend money when they use the ferry. The security provided by the ferry is not good. The ferry does not serve the people's demand. For the third question, what is the solution? We request the government to build a bridge because it will facilitate transportation and people would spend less money. The bridge will help alleviate poverty.

3) Comments from Mr.Touch Chankosal, Ministry of Public Works and Transport:

Thank you. I would like to summarize what you have reported. Through your reports after a one-hour discussion, we found that every group in general has picked the bridge as an alternative of crossing the river. Every group has agreed that the construction of a bridge is very important because people can make a quick cross over the river. It provides 24 hour service, facilitates the transportation. Some group even has said that the bridge is as valuable as Preah Puth, Preah Thor and Preah Sang. About 99% of the Cambodians are Buddhists. So if you mentioned that the bridge is as valuable as Preah Puth, Preah Thor that means the bridge is the necessity of everyone. Concerning livelihood of the people, the bridge will decrease the timing of crossing the river. It makes people no worry of traffic jam. The ferry keeps people waiting. Some have raised that the bridge can save life of the sick people. If using the ferry one has to wait for one or two hours to cross the river and that will cause problem to the life of the sick people after they get to the hospital. If we have a bridge we can make a quick cross and get to the Phnom Penh hospital on time. You have said about spending on ferry and disorder and security. The ferry does not provide as good security as a bridge. When there is a wind, it will cause a problem taking a ferry, though it is a large ferry. The ferry is not like a bridge, which is firmly constructed and cannot easily collapse. So this means that our meeting today has decided to pick the bridge as a necessary alternative to cross the river. However, there is a question about private ferry at Kaoh Chamroeun. How is it going to be solved? At present, you and I have not known about the location of the bridge. But as I informed you that we will pick the least affected location. This means before the construction, we have to conduct study in all locations. And we will select the least socially

and environmentally affected site. We will select the location which has the least impact on the people's residence. For social and environmental impact, we also conduct the study to avoid the most serious affect on the population. Thus why it requires a study. Secondly, there is a question that when the construction affects the people's homes and lands what should be done? I would like to inform you that the state has a policy to guarantee the people's property. The constitution also mentions this. When we want to build a bridge or a road the state is entitled to suitably compensate to the people's loss. The word 'suitable' means there must be an agreement made between the state and the people. The people must not be forced to accept the compensation and the state must not be forced to pay more (at people's demand). There must be a compromise and agreement. In the past, we used to work that way. So we have to measure the land if the people live within the right of way, which belongs to the state, there will be no compensation. If you own the land, the state will compensate. If the construction affects the people's home the state is entitled to pay compensation. For instance, how much one square meter is for a stone house, for thatch house? The compensation will also include the removal service. You will see how the state solves this problem if the construction affects your home. I give you one example of a construction of a bridge in Kampong Cham, which affected half of the Kampong Cham town. Some people's homes were gone. Like a home belonging to Ta. Mab, who run a restaurant. The state compensated him and now his living condition is better than before. His home before was not in the middle of town, now his is in the middle of town. We used to eat at his restaurant. Now he got the money and built nicer home. He seemed to get angry with us before now he looked thankful to us as he gets nicer home in the middle of the town with the compensation the state gave to him. Before his home was in a muddy place. When you go to Kampong Cham you will find his home easily just ask where the home of Ta Mab is. So you all agreed to accept the bridge but you are still doubt if the construction affects your home what should be done? But as I told you the state has a clear policy to compensate and the state will not force you to leave with nothing. And JICA also has its guideline to solve the problem along side with our law for those who are affected by the project. We will also follow up the living of the people after relocation whether it is worse or better than before. So this is what I want to tell you. If you all agree and accept what I told you please clap your hands to show your approval.

4) Comments from Representative, Ministry of Economic and Finance:

Thank you for your presence and participation in today's long meeting. Through the public consultation today, all sides have agreed to choose a bridge to cross over the Mekong, instead of a ferry. On behalf of the inter-ministerial committee of the Ministry of Finance I would like to thank you for your active participation in this special session of the public consultation on the construction of a bridge over the Mekong. We found that there was a sincere and frank

discussion and exchange of views among the participants. I believed that your suggestions and views will become a useful contribution. Ministry of Public Works and the inter-ministerial committee will host several such sessions and the success of the public consultation rests on your participation. Today I am very happy to see the active participation of the participants from Neak Loeung and from other communes.

5) Questions and Answers

Q: NGO Forum on Cambodia: I believed that to organize this meeting in a transparent way we need to have an independent organizer. It requires more participation in the workshop. And in the workshop itself, the negative and positive impacts from the project should be raised and the strategy to solve the problem should also be raised. Especially, we need to have everyone get involved in this discussion to assure that the transparency is purely met.

Q: I have a question for Ministry of Public Works about the compensation for the people who were affected by the rehabilitation of Road Number I. In the past, the inter-ministerial committee has paid the compensation to those who lived within 30 meters of the right of way. Now what happened was that some of them have moved back to live by the road, which created disorder. Another problem is that there are more than 20 families who have not yet received the compensation. So I would like to have your clarification on this issue.

Q: My name is Ek Vanara. I am a representative of the people who are victimized by the highway rehabilitation project. I want to ask the government about the compensation whether it compensated the affected people or it financially supported them. One has to clearly distinguish between the compensation and the financial support. The people were told that they would not be suffered by the project. But the working groups of inter-ministerial committee and the provincial committee told the people that they would have gotten the financial support, not the compensation. (To my knowledge) The financial support has been given to the partisans (those who belong to one particular powerful group). In the past, there has been such problem until today. The people were told that they would not be suffered. For example, in a case of Kampong Trabek village people has yet to receive the lands. The inter-ministerial committee has solved the problems of about 20 families. In (Prek Khay Kha) commune of Preah Sdech district, the affected people have not yet had home to live in. So this is the suffering of the people from road rehabilitation, not the leaders. Now there is a construction of a bridge. (I think) only people will be affected. So if there is compensation, it should be broadcast on TV so that it becomes official. Therefore, I request that a comprehensive study should be conducted to see how the project impacts on the people's livelihood. The ADB told us that we would receive compensation, but the authority told us

that we would get a financial support. So one should make this clear, whether a compensation or a financial support.

A: (Mr. Tauch Chankosal) I would like to respond to the questions. About the independent body, what we are doing now is following the new JICA guideline. So we cannot do anything against this guideline. As aid recipient, we have to follow the instruction from JICA. But our meeting today is not secret. And we did not press the people to repeat after the government. In the first public consultation at the ministry we invited all stakeholders including NGOs, representatives from commune, district to voice their views. And we gave them a floor to present their views and comments according to their wish. Today we are here to organize the workshop in which the participants had to express their own opinions. We did not push them to say this or say that. Each group had voiced their views. Until now we did not know where the location of the bridge is but we are sure that the location is right in this area. So if you all agree to accept the construction of a bridge then there will be a study on what location should be selected. If you don't need a bridge and you think that the bridge will not improve your living and your economy in your area and in the region then this phase of study will be terminated. And there will be no more study. For the transparency, I did not see any pressure. All of us who are from the ministry and JICA will be pleased if you have other comments and suggestions regarding this project. You can write down your request what you like and what you dislike and send us that letter. For Road I, there is another commission who worked on this project. I am not very clear about this project so I can't respond to this question. However, I will bring your concern to the unit that is working on this road project at the ministry. I just want to assure you that the project I used to work on before there was no problem as you have experienced. For the World Bank project, the solution to the relocation should be taken before the project starts. At least, it is solved one month before the project starts. This is what we did before. For Road I, I do not know how they did. For those who lived within the right of way will not receive the compensation because it belongs to the state. We can only pay when the project affects your home and the cost of relocation. There are two ways to solve the relocation issue. We checked with the people whether they want the land. Second, for those who do not want the land because they think that the land is far from the business area then they can decide to take money. For ADB project, I do not know how they did. But I will bring your concern to the group who is working on this project. I will also report to you what I will learn from them. For the compensation and the financial support, I think they are not different. But this depends on how much you will get. For Road I, the right of way from the road axis is 30 meter on one side, so altogether is 60 meters. And the people do not have right to occupy the right of way as it belongs to the state. If you live in the right of way that means you illegally reside there. For ADB project on Road I, in the first phase if

they need the people to move out from the right of way for 12 meters they will compensate the people for that relocation. But if they (ADB) need 25 meters to 30 meters (from the ax of the road) the people have to move out of the right way and the compensation is not allocated. People can move from a 12 meter- right way and live within the 25-30 meter right way, but when the state needs them to move out from that area they will not get the second compensation because they have received the first one already. For my experience, first we will do the demarcation and then we will classify what type of compensation to be paid to the affected homes. For instance, the wooden house, the stone house- how much does it cost per square meter? So if the owner of the house agrees on the price per one square meter then the state will settle the price for them. Usually, the compensation is a compromised settlement between the state and the people. I am sorry that I cannot answer this question. My role today is to work on the bridge project.

Q: (Rena from Mekong Watch) : This is a large project, which will have positive and negative impact. The project will pollute the air and cause accident. So we have to avoid the social and environmental impact. As a Japanese citizen, I would like to see that the project mitigates the impact on the livelihood of the people. Right now no one knows what the impact will be like so we need to conduct a comprehensive study. Right now JICA study team is studying on what could be the impact of the project. So if you the villagers have a concern about the impact of the project please report that to JICA so that your concern will be incorporated into JICA's guideline and the impact can be avoided. At the moment, you all have thought only about the advantage of the bridge but you did not think about the impact of the bridge construction. So please think about the negative impacts... when there is a bridge there will be more pollution from the more volume of traffic and accident. When you have a good road and a good bridge the travelers will not stop buying things along the road. Another concern is that there will be more people coming in here and bring HIV/AIDS. So the more you think of the negative impacts the more contribution you will offer to the project for the construction of the bridge. This did not mean that we oppose to the construction of the bridge, but we want to mitigate the most impact. So when you get back to the village talks to your neighbors what the negative impact that will affect their lives... I suggest that the government should find way that people could present and send them their view and their concern.

Q: The people in this area depend on the market by the foot of the ferry here. All vegetables and agro-products of the people are transported to here and to Phnom Penh. And I thank JICA for conducting a feasibility study on the construction of a bridge. The bridge will develop this area economically. As you know many people rely on the agriculture. Some time

we have enough rain and some time we do not. So many people rely on the market activities here.

Q: Lady from Phum 5: We are happy with the construction of the bridge. However, I requested JICA for a suitable compensation if the project affects the people's home and lands. People here have experience from the construction of Road I. Many people were cheated to leave without compensation. We are very happy in the location we are living. But if you want to move us out you have to make suitable compensation. In the past, people were moved out and (the authority) took the land and sold it to others. And the people have resolved to cease giving up their lands because of this (because they did not get anything).

Q: Representative from Phum 4: We are all very happy to see that the government and JICA came to conduct a feasibility study on the construction of the bridge. So when I return to the village my neighbors will crowd around and ask me whether we can have a bridge. We the people who live here better know where can be the most affected and where can be the least affected. But it is up to the technical experts who will make a decision on what location. Because we did not know about the techniques. Before I end I would like to say that our villagers in Phum 4 are very happy to hear about the construction of the bridge. And we thank JICA and the government for doing this.

Q: (Khatris from ACHR) : Today's discussion in the public consultation focused on initial environmental examination and I would like to see that JICA and the government will commit to the new JICA guideline. From this public discussion, people have expressed a desire to have a bridge without knowing exactly the consequences of the project. So I want them to think about the negative impact. Do not just say "I want a bridge". If, for example, the bridge affects your home and you would never get the same compensation I think you would say 'no, I do not want a bridge ". So I request to JICA and the ministry to include every concern the people have expressed in their report. Some people have said that the bridge can facilitate the sick people to get to the hospital on time. But if you are moved away because the bridge affects your home how can you get to the hospital faster.... so my request to JICA is that please help people to think something besides the bridge. They can think how they can develop their area economically. ...

Q: I just want to know how high and how long the bridge will be. Because when I get to the village my neighbors will ask me that question.

A: (Mr.Tauch Chankosal) : I just want to respond to the questions raised earlier. Today's discussion did not mean an end of our study. This means you can send your questions, your concerns to the Ministry or you can talk to JICA about your own problem. Some of JICA representatives are here. Because we do not want to work on this project without the villagers' knowledge, this is why we have the special session here today so that villagers can voice their views and comments democratically in a transparent way. As I explained that there is positive and negative advantage of the bridge. But you have to weigh your decision whether the negative covers the positive or the positive covers the negative. And I believed that what you have said here came from your heart without any pressure. I understand that you are knowledgeable enough to make your own judgment on what should be done and what should not be done because you have enough experience in your lifetime. For the settlement of compensation, the government will learn from their experience and try to improve their activities. With the new JICA guideline, the study will take two years to complete. This is not long but it is not short. So we will be able to comprehensively study the negative and positive impacts. This project is different from the project we did in Kompong Cham. So now we found that the positive and the negative impacts are much different. And there is an enormous advantage from the bridge. As I pointed out earlier we will select the location that has the least negative impact on the people's livelihood, and the social and economic development in this area. As you know there will be 7 special sessions like this. So you have enough time to present your views and comments. You have the documents in your hand and when you go back, talk to your neighbors. When you get the answers from them send the answers to me or to our team. For the last question about the height and the length of the bridge, I cannot tell you right now. Because we are studying the social and environmental impact from the construction. After the 7 sessions with the stakeholders we will summarize the report whether the people need a bridge. If the people say they do not want a bridge then the project will be suspended. And we will not continue. After the 7 meetings in March 2005 if people prefer to have a bridge then we will come to a study on the location of the bridge. Then we will study the depth of the river. After that we can know how long the bridge will be. Now I cannot answer how high the bridge is. Even the Government of Japan, they did not say yet that they would fund the construction of a bridge. Even JICA did not know what will happen next after March 2005. So please think about the advantage and disadvantage of having a bridge for not only this area but also for other places else such as Kandal province, Preveang province, Svay Rieng province, Phnom Penh, Battambang province. And the study team not only conduct the study in this area but they also conduct study and collect data elsewhere from the border. Because this road will become Asian highway and it will serve not only local but also regional transportation across the border. Thai trucks can cross to Viet

Nam and trucks from Viet Nam can cross to our country and to Thailand. We will send you the report (from our study) and you can correct or add anything you want.

6) List of Attendant

No.	Name	Organization	Position
1	Mr. Touch Chankosal	MPWT	First Deputy Director General
2	Mr. Kang Phirith	MPWT	Depart. HEC. MPWT
3	Mr. Chhim Phalla	MPWT	Depart HEC .MPWT
4	Mr. Kry Thong	MPWT	Depart HEC. MPWT
5	Mr. Kim Sokun	Phoum II	
6	Mr. Lae Meng Hour	CCHR	Voice of Democracy
7	Mr. Tuy Pharom	L. N	Ferry
8	Mr. Chan Bun Thân	L. N	Ferry
9	Mr. Meas Heng	PPWT Prey Veang	Department of Water Pipe
10	Mr. Sok Say	PPWT Prey Veang	President
11	Mr. Noun Chamrong	Department of Public Work Prey Veng Provincial	Chief of Department Bridge and Road
12	Mr. Him Sareth	Phoum Boun	People
13	Mr. Ben Daramony	Ministry of Economic and Finance	Representative
14	Mr. Chhin Chhem	Department Public Work	Chief of Department Equipment
15	Ms. Kol Leakhena	NGO Forum	Program Officer
16	Mr. Ou Kamsam	NGO Forum	RAN member
17	Mr. Lim Chhay	NGO Forum	Volunteer
18	Ms. Phoung Sok Ka	NGO Forum	Research Team Leader
19	Mr. Seng Rethy	NGO Forum	RAN member
20	Ms. Rena Sugita	Mekong Watch	
21	Mr. Abdol Rashid Khatri	ACHR (Asian Coalition for	Tech. Adv.
22	Mr. Meas Soean	Department of Public Work Kandal	Director of Department
23	Mr. On Reaksme	Department of Public Work Kandal Provincial	Deputy Director of Department
24	Mr. Koizumi Yukihiro	JICA Cambodia	Assistant Res. Rep
25	Mr. Katsuta Tokuhiko	JICA/MPWT	JICA Expert
26	Ms. Tamagake Mitsue	JICA Cambodia	Program Assistant
27	Mr. Ham Samnang	CICP	Consultant
28	Ms. Un Vanna	JICA STUDY TEAM	Translator
29	Mr. Takeshi OMURA	JICA STUDY TEAM	Reginal Infrastructure Planning
30	Mr. Kiyoshi YASUKAWA	JICA STUDY TEAM	Transportation and Road Planning
31	Mr. Yuichi AIDA	JICA STUDY TEAM	Coordinator

AP8.2.2 Record of Stakeholder Meeting 2-1

(1) Presentation Material

- Introduction
- Part I: Alternative Methods to Cross the Mekong River
- Part II: Final Scoping and TOR for IEE-level Social and Environmental Considerations Study
- Part III: Regional Development Scenarios

The Stakeholder Meeting 2-1 for the Construction of the Second Mekong Bridge in the Kingdom of Cambodia

Introduction

October 7, 2004
Conference Hall, MPWT

Ministry of Public Works and Transport (MPWT)
in cooperation with JICA

Introduction

1. Review on Outline of Project
2. Outline and Naming System of Stakeholder Meetings
3. Review on Stakeholder Meetings 1-1 and 1-2
4. Objectives of Stakeholder Meeting 2-1
5. Outline of New Website

1. Review on Outline of Project

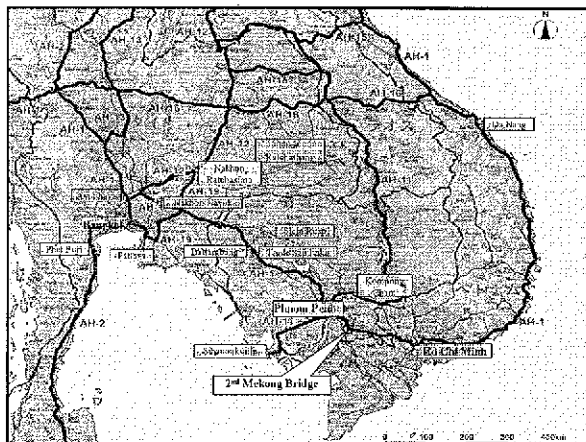
- National Road No.1 (NR-1) runs from Phnom Penh to the Vietnam border towards Ho Chi Minh City
- NR-1 also forms part of the Asian Highway Route A-1 and connects Ho Chi Minh City and Bangkok through Phnom Penh.
- The Neak Loueng-Vietnam Border section of the NR1 is improved by ADB fund and almost completed
- The Neak Loueng-Phnom Penh section is planned to be improved by the Japanese Grant Aid.
- The crossing point of the Mekong River at Neak Loueng, presently depending on a ferry service, is becoming a bottleneck to the transportation of both goods and people, and
- Consequently, the bottle neck at Neak Loueng is likely to hinder not only Cambodia but also neighboring countries to develop socially and economically.

STUDY AREA

- Economic and Social Impact Area:
Cambodia and its Neighboring Countries
- Direct Impact Area (Bridge Location Area):
Neak Loueng and its Surrounding Area

STUDY SCHEDULE and TARGET

- First Stage: 25 April 2004 up to end of March 2005
Target: Consensus of Stakeholders on the Optimum River Crossing Method
The study may terminate on this stage, if no consensus is made among stakeholders.
- Second Stage: April/May 2005 up to November 2005
Target: Examination of Feasibility on the Selected River Crossing Method



2. Outline and Naming System for Stakeholder Meetings

PC No.	Stakeholders Meeting	Venue	Study Level	Major Objectives	Timing
1 st	Stakeholders Meeting 1-1	Phnom Penh	Kick-off	Introduction of the Project, explanation of the JICA's Guideline and Scoping for IEE	May 24, 2004
	Stakeholders Meeting 1-2	Neak Loueng	Kick-off	Same as above	June 21, 2004
2 nd	Stakeholders Meeting 2-1	Phnom Penh	IEE	Discussion on Scoping and TOR for IEE	October 7, 2004
	Stakeholders Meeting 2-2	Phnom Penh	IEE	Presentation of Interim Results of IEE	December 2004 (Planned)
	Stakeholders Meeting 2-3	Phnom Penh	IEE	Presentation of Draft Final Report of IEE and Interim Study Report	February 2005 (Planned)
3 rd	Stakeholders Meeting 3-1	Phnom Penh	EIA	Discussion of Scoping and TOR for EIA	May 2005 Subject to Results of IEE
	Stakeholders Meeting 3-2	Phnom Penh	EIA	Presentation of Interim Results of EIA	July 2005 Subject to Results of IEE
	Stakeholders Meeting 3-3	Phnom Penh	EIA	Presentation of Draft Final Reports of EIA and Overall Study	September 2005 Subject to Results of IEE

3. Review on Stakeholder Meetings 1-1 and 1-2

- May 24, 2004: The Stakeholder Meeting 1-1 at Phnom Penh
- June 21, 2004: The Stakeholder Meeting 1-2 at Neak Loeung (Neak Loeung Special Session)

Summary of Stakeholder Meeting 1-1 at Phnom Penh

- A number of stakeholders expressed that the construction of the 2nd Mekong Bridge is favorable for the enhancement of their livelihood as well as the regional development.
- Majority of local government officials also expressed their strong support for the construction of the Bridge.
- Stakeholder such as NGOs requested to ensure transparency of the process and opportunities to express opinions of possible project affected people. In order to provide village stakeholders with opportunities to express their opinions, it was determined to hold the special session at Neak Loeung.

Summary of Stakeholder Meeting 1-2 at Neak Loeung (Special Session at Neak Loeung)

- The majority of stakeholders expressed that the construction of the 2nd Mekong Bridge is favorable for the enhancement of economic development, quick and easy access to various social services.
- Some stakeholders expressed their concerns about whether or not the government would provide them with suitable compensations for involuntary resettlements.
- It was also pointed out that it is imperative to conduct a thorough environmental and social study, and transparently disclose the result of the study, since village stakeholders are not fully aware of the negative impacts from the bridge construction at early stage.

4. Objectives of Stakeholder Meeting 2-1

- To share views among all the stakeholders on alternative methods to cross the Mekong River
- To make consensus on scoping and TOR (Terms of Reference) for IEE (Initial Environmental Examination)-level social and environmental considerations Study
- To preliminarily explain the regional development scenario in the Neak Loeung Area

5. Outline of New Website

- URL
 - www.2ndmekongbridge.com
- Major Contents
 - To provide stakeholders with information on outline of project and study
 - To provide stakeholders with opportunities to exchange views on the internet
 - To provide stakeholders with all the related documents which are downloadable from the website
- Function of BBS (Bulletin Board Service)
 - The function of the BBS (Bulletin Board Service) which enables all the stakeholders to exchange views on the internet will be shortly available.

■ Sample Pages

- Sample 1: Top Page
- Sample 2: Top Page (English)
- Sample 3: Top Page (Khmer)
- Sample 4: Page for Stakeholder Meeting 1-1 (English)
- Sample 5: Page for Stakeholder Meeting 1-2 (Khmer)

THANK YOU !



for your attention and patience.

Ministry of Public Works and Transport

The Stakeholder Meeting 2-1 for the Construction of the Second Mekong Bridge in the Kingdom of Cambodia

Part I Alternative Methods to Cross the Mekong River

October 7, 2004
Conference Hall, MPWT

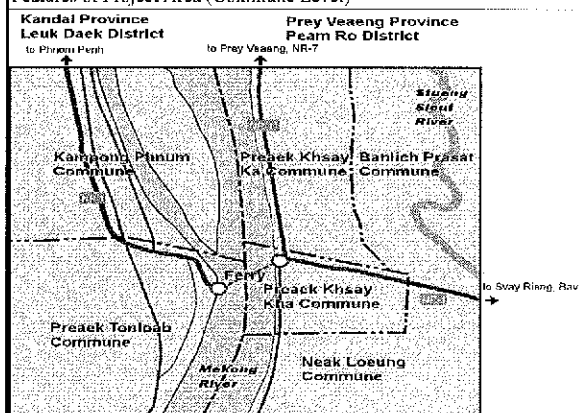
Ministry of Public Works and Transport (MPWT)
in cooperation with JICA

1. Features of Neak Loeung Area
2. Explanation on Possible Alternative Methods
3. Summary of Possible Alternative Methods

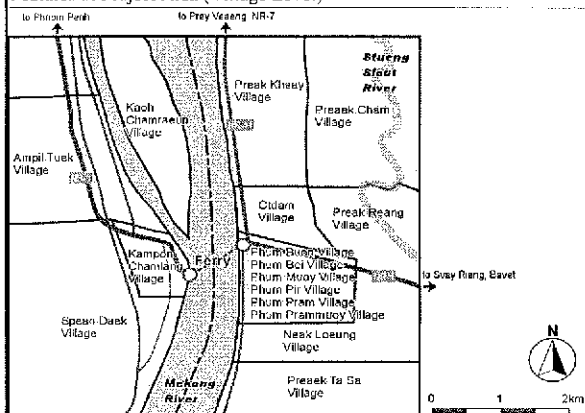
1. Features of Neak Loeung Area

- The area covers 6 communes and 16 villages
- Number of households: around 7,500
- Number of population: around 39,000
- Major industries: agriculture in the west side; commerce and trade in the east side
- Main commercial activities are retail, wholesale, and transport
- Commercial areas are located near the ferry terminals on both sides of the river, though the eastern side is large in size.

Features of Project Area (Commune Level)



Features of Project Area (Village Level)



2. Explanation on Possible Alternative Methods

■ Possible Alternative methods of the Mekong River Crossing:

- Ferry option, Bridge option and Tunnel option can be conceived.
- Do nothing (Zero option) option is considered as one of the Ferry option.

■ Ferry option will cover the following two alternatives:

- Ferry capacity remains unchanged but the maintenance should be undertaken properly. ("Do Nothing" or "Zero Option")
- Ferry capacity is improved as the traffic demand increases. The improvement may cover such plans as up-sizing the existing ferry or additional ferry boats with additional pier.

■ **Bridge option will require the following analysis:**

- Appropriate bridge location and type of bridge are to be analyzed.
- Appropriate timing of the bridge construction will be analyzed taking into account the future traffic demand.
- Combined option of improved ferry and construction of bridge may give as a step-by-step approach. That is, the ferry should be improved to its maximum extent before the bridge construction is proved economically feasible.

■ **Tunnel option seems not realistic because of the following reasons:**

- Influx water by flooding should be securely prevented by designing the tunnel openings at a safe height.
- Maintenance and management costs are significant to keep the ventilation and drainage working properly.
- Once the tunnel is submerged by flooding, it needs significant costs not only to recover but also to provide a substitute means of river crossing.
- Fire accidents must be avoided in the tunnel by the traffic control and management, which can be much easier to the bridge option.
- Generally in such a country as Bangladesh, a tunnel has never been adopted as an alternative to substitute for a bridge, where the floods frequently happen.

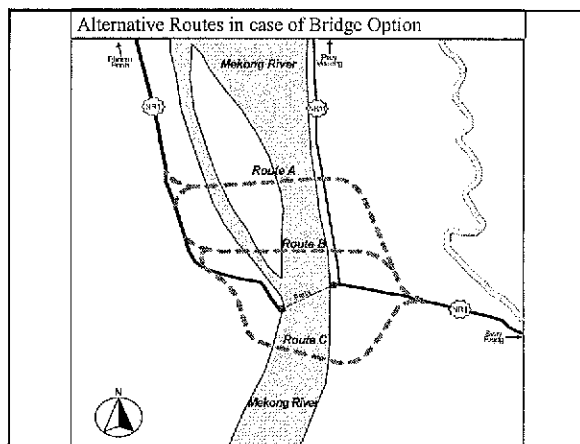
■ **The following three alternative routes were set up paying attention to:**

- (a) a total crossing distance over the Mekong River
- (b) a crossing distance over the main stream of the River, and
- (c) a length of the approach road.

They are considered to significantly affect the cost of construction.

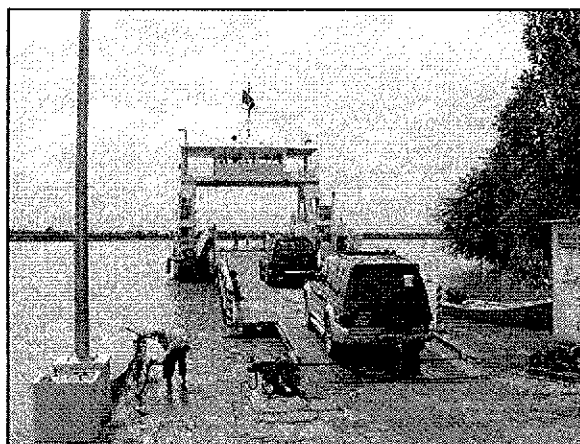
- Route A: Located to the North of N.L. Ferry route and where the river width of the main streaming is the shortest in the N.L. area. (However, the total distance between the east and west bank of the Mekong River is the longest among the alternatives).
- Route B: Located to the North of N.L. Ferry route and intended to minimize the involuntary resettlement in crossing the NR-11 as well as the extension of approach road.
- Route C: Located to the South of N.L. Ferry route, and intended to minimize the crossing distance over the River.

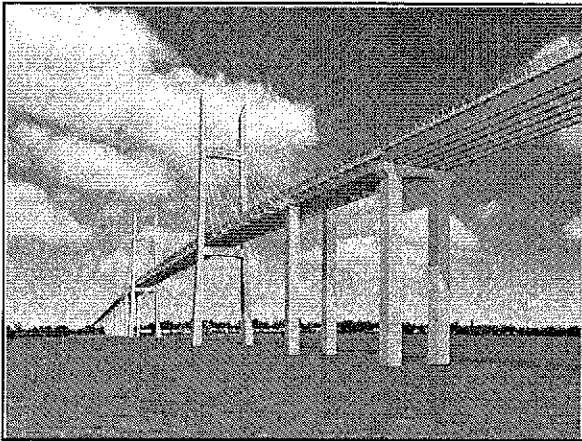
For the selection of the optimum route, subsequent study stage will analyze the traffic flow, project cost, geo-technical conditions, influence on floods, regional development and the number of involuntary resettlement.



3. Summary of Alternative Methods

No.	Option		Remarks
1 Ferry			
1-1	Ferry	Existing Ferry with Proper Maintenance	Zero Option
1-2	Ferry	Upsizing of Ferry Boats or Additional Ferry Boats with Additional Pier	
2 Bridge			
2-1	Bridge	Route A	
2-2	Bridge	Route B	
2-3	Bridge	Route C	
3 Tunnel (Excluded from Possible Alternative Methods because of Engineering Factors.)			





THANK YOU !



for your attention and patience.

Ministry of Public Works and Transport

The Stakeholder Meeting 2-1 for the Construction of the Second Mekong Bridge in the Kingdom of Cambodia

Part II Final Scoping and TOR for IEE-level Social and Environmental Considerations Study

October 7, 2004
Conference Hall, MPWT

Ministry of Public Works and Transport (MPWT)
in cooperation with JICA

1. IEE (Initial Environmental Examination)

- IEE: To preliminarily review current environmental conditions in the project area and identify and evaluate the significance of impacts based on the existing data/information, and field survey.

2. Scoping and TOR (Terms of Reference)

- Scoping: To decide alternatives to be analyzed, a range of significant and likely significant impacts, and study methods
- TOR (Terms of Reference): A set of Administrative, Procedural and Technical Requirements for the Study

Scoping of IEE (Natural Environment)

No.	Impact to be assessed	JICA Guideline Requirement	Scoping at SW Mission (Dec. 2003)	Proposed impacts to be Assessed
1	Air quality	X	X	X
2	Water quality	X	X	X
3	Soil and sedimentation quality	X		X
4	Waste disposal	X	X	X
5	Noise and Vibration	X	X	X
6	Subsidence	X		X
7	Bad smells	X	X	X
8	Topography and Geology	X		X
9	River bed Materials	X	X	X
10	Fauna and flora	X	X	X
11	Use of water resources	X		X
12	Accidents	X	X	X
13	Greenhouse effect/gas	X	X	X

Scoping of IEE (Social Environment)

No.	Impacts to be assessed	JICA Guideline Requirement	Scoping at SW Mission (Dec. 2003)	Proposed impacts to be Assessed
1	Migration of population involuntary resettlement	X	X	X
2	Impact on local economy (employment, livelihoods, etc.)	X	X	X
3	Utilization of land and local resources	X	X	X
4	Social institutions (social capital and local decision-making institution)	X	X	X
5	Existing social infrastructure and services	X	X	X
6	Vulnerable social groups	X		X
7	Equality of benefits and losses and equality in development process	X		X
8	Local conflicts of interests	X	X	X
9	Gender	X		X
10	Children's rights	X		X
11	Cultural heritage	X	X	X
12	Infectious diseases (HIV/AIDS)	X	X	X

3. Proposed TOR (Terms of Reference)

- Understanding of Needs
 - In the course of the Study, a series of social and natural environmental assessments will be implemented in line with the JICA guideline for social and environmental considerations.
 - The Project is classified as "Category A", in which it might have a wide range of impacts on natural and social environments.
 - Each alternative method to cross the Mekong River, especially the construction of the Bridge, might have a wide range of impacts on natural and social environments.
 - According to Clause 3.2.3.4 of the JICA guidelines for environmental and social considerations, the terms of reference (TOR) should include the impacts to be assessed, study methods, an analysis of alternatives, a schedule, etc.

■ Impacts to be assessed

Please refer to;

- 13 impacts in natural environment
- 12 impacts in social environment

■ Study Methods

- Based on the comprehensive literature reviews, the collection of the up-to-date baseline environmental and social information/data, the current bio-physical environmental conditions as well as the social environmental conditions around the study area of Neak Loeung including 16 villages in the following 6 communes.
- The site visits will be conducted on demand in order to quantitatively and qualitatively identify the potential bio-physical and social impacts.

Province	District	Commune	No. of Villages
Kandal	Leuk Daek	Kampong Phnum	2
Kandal	Leuk Daek	Preak Tonloab	2
Prey Veng	Peam Ro	Preak Khsay Ka	2
Prey Veng	Peam Ro	Preak Khsay Kha	6
Prey Veng	Peam Ro	Neak Loeung	2
Prey Veng	Peam Ro	Banlish Prasat	2

■ Analysis of Alternative Methods

No.	Option			Remarks
1 Ferry				
	1-1	Ferry	Existing Ferry with Proper Maintenance	Zero Option
	1-2	Ferry	Upsizing of Ferry Boats or Additional Ferry Boats with Additional Pier	
2 Bridge				
	2-1	Bridge	Route A	
	2-2	Bridge	Route B	
	2-3	Bridge	Route C	
3 Tunnel (Excluded from Possible Alternative Methods because of Engineering Factors.)				

■ Study Schedule

Year	2004			2005		
Month	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.
Literature Review						
Collection of Data/Information						
Preliminary Analysis for IEE						
Reporting of Outline of Results of IEE						
In-depth Analysis for IEE						
Draft Final Report on Results of IEE						
Final Report on Results of IEE						

THANK YOU !



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Ministry of Public Works and Transport

The Stakeholder Meeting 2-1 for the Construction of the Second Mekong Bridge in the Kingdom of Cambodia

Part III Regional Development Scenario

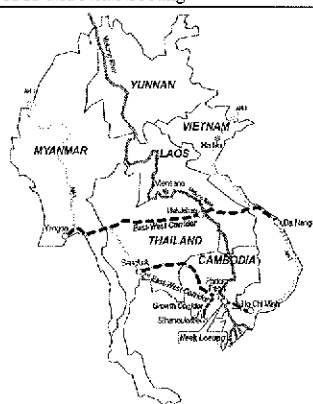
October 7, 2004
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Ministry of Public Works and Transport (MPWT)
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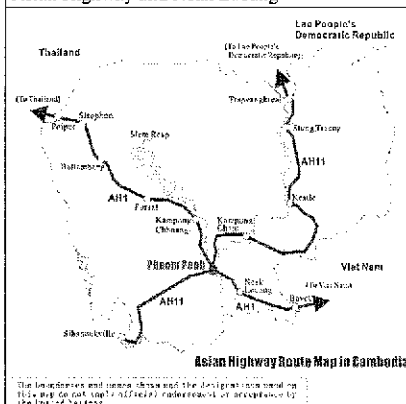
1. Global, ASEAN and GMS Regional Development Contexts:

- "Economic distance" to the market access to the global and ASEAN market should be reduced significantly.
- There is more competition in the global and regional economy as Cambodia was approved as a member of WTO and AFTA aiming at zero tariff zone at ASEAN region.
- It is important to view Neak Leung as a strategic point in GMS for crossing over the river like "the Second East-West Economic Corridor" and the Asian Highway part of which is NR-1.

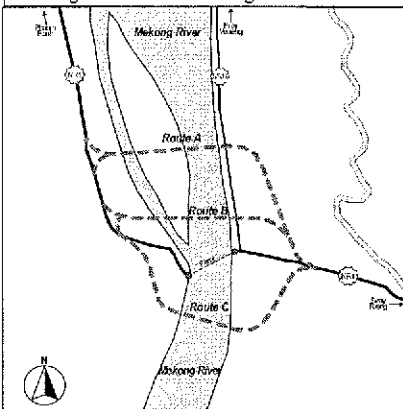
GMS and Neak Loeung



Asian Highway and Neak Loeung

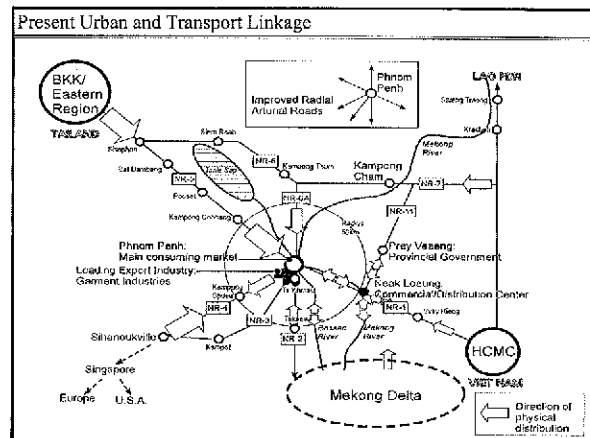
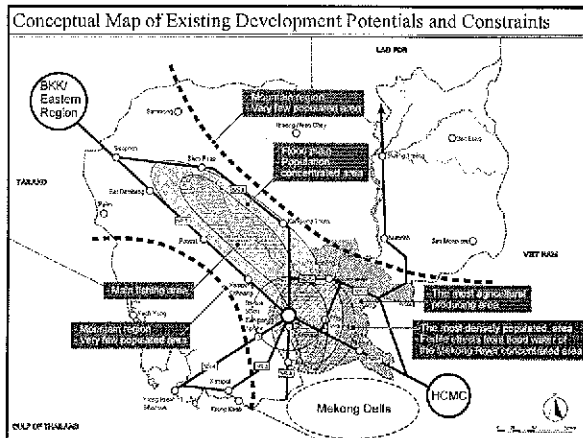


Crossing Point at Neak Loeung



2. Proposed Regional Development Scenario (Background of the Regional Development) :

- Neak Loeung neighboring area is most densely populated area in the country. The most land of the area on the flood plain of the Mekong River has been contributing mainly to paddy rice production.
- Prey Veang province has two centers. One is Prey Veang (capital of the province) located in 30 km distance from Neak Loeung, which is functioning another center for commercial activities.
- Historically Prey Veang was established as the administrative town of the provincial government on rather less flooded land in the province in water transportation era.
- Prey Veang is a town from 24 Km from Peam Ro which is an important nodal point where the river from Prey Veang city meets the Mekong River.
- Neak Loeung neighboring area has been grown as a strategic point to exchange road and water transportation since the enhancement of NR-1.



3. Advantage for Regional Development

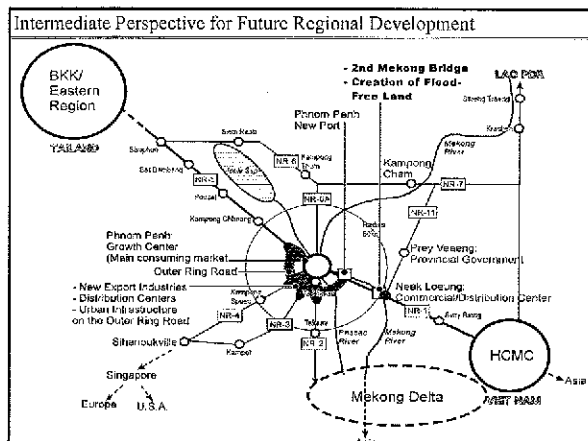
- Neak Loeung neighboring area is an important place for road transportation located between Phnom Penh and Ho Chi Minh.
- The principal water transportation route is the Mekong River, while the main road transportation routes are NR-1 and NR-11 to which many small rivers and roads are connected.

4. Constraints for Regional Development

- It is difficult to construct road as well as flood-free land in such a flood plain of the Mekong River, so that the administrative and commercial functions can not be integrated into either Prey Veang town or Neak Loeung town, but remain separated. Due to the lack of flood-free land, future development potentials of these two towns will be confined only to grow as a small rural town.

5. Proposed Regional and Local Development Scenarios (Intermediate Perspective)

- The Neak Loeung area is economically depending on Phnom Penh which is the major market in the country.
- For the future development of the Area, it is important to develop a post-garment leading industry such as labor-intensive, export oriented manufacturing industries which contribute to generate employment opportunities.
- Concentrating investments of such industries on Phnom Penh and its suburbs is necessary for maximize the investment efficiency.
- When the population and purchase power of the Metropolitan area are increased, industrial development will have to be promoted along arterial radial roads and eventually suburban area.
- The industrial development in the suburbs require such infrastructures as an outer ring road for the Phnom Penh Metropolitan area.
- Development of final sewerage, solid waste treatment and logistic center will accelerate the development of Phnom Penh Metropolitan area. In this connection, development of New Phnom Penh Port is also important.



6. Regional and Local Development Scenario (Target of the Development)

Two development targets will be set up for the Neak Loeung area.

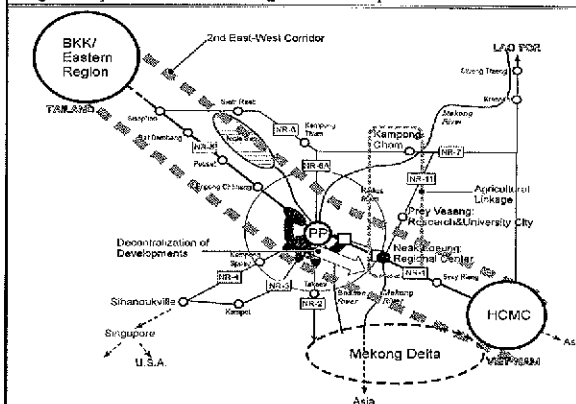
- **Promotion of Regional Center at Neak Loeung (Target 1)**
 - Subsequently to the integrated urbanization and growth of Phnom Penh Metropolitan Area, the move of industrial development will shift to the regional center areas located in about 60km from the Capital on the national arterial roads in general and on the Second West-East Corridor in particular.
 - Neak Loeung will be endowed with the highest potential by the rehabilitation of NR-1 and the construction of the Second Mekong Bridge.
 - Relocation of the provincial government to Neak Loeung to integrate regional administrative and economic centers.
 - Accumulate effects of urban economy to Neak Loeung.
 - It is also expected that the Neak Loeung area would become a center for the agro-industry located between Kampongcham province (with major agricultural production) and Svay Rieng province (with lower risk of damage from the flood).

- Development plans for the New Research and Development town for the development of agro-industry (including freshwater fishery) and animal husbandry will be proposed for the Prey Voang town after transferring its administrative function to Neak Loeung.
- Neak Loeung should be developed as the regional center where the administrative, economic and social activities are integrated.

■ Creation of the Flood-free land (Target 2)

- In order to develop the Neak Loeung area as a regional center, an extensive flood-free land is required for urbanization.
- Except for the river banks (NR. 1 and 11) and limited city areas, most of the Neak Loeung neighboring area is submerged by the flood during the rainy season. (Generally in August to November)

Target Perspective for Future Regional Development



7. Creation of Flood-free land

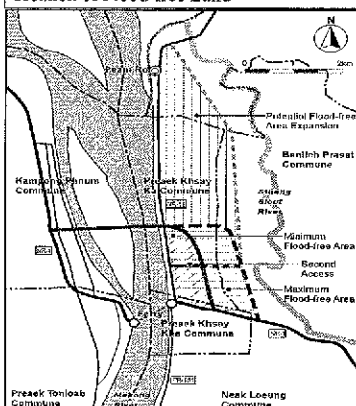
- Flood-free land is created by the following two components, if the bridge option is adopted.

- Circle Levees
- Construction yards

■ Circle levees

- The approach roads could be utilized as the levee to protect the area from flooding.
- The area surrounded by NR-1, NR-11 and the approach road of the Second Mekong Bridge could delineate "Circle Levee" and create flood-free land.
- In the context of the producing the "Circle Levee", the northern route will be the most appropriate selection for the bridge construction.
- Since the northern route area surrounded by NR-1, NR-11 and Stung Slout River, has become poorer drainage land this area is more suitable to divert land use for urban development than the southern route area.
- There is a possibility to create the second circle levee that can be further extended to Peam Ro, which used to be a traditional commercial center in the water transportation era.

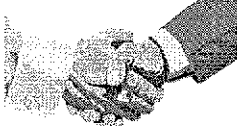
Creation of Flood-free Land



■ Possible Utilization of Construction Yard

- For the bridge construction, the construction yard is necessary.
- The construction yard, which is the "Flood-free land", is a valuable space for the future development.
- For the utilization of the construction yard after the construction, the following development concepts are proposed:
 - "Michi-no-Eki" (roadside stations) with one village-one product concept
 - Evacuation space from flood
 - Storage facilities and agro-industry
 - Administration facilities of the bridge and road

THANK YOU !



for your attention and patience.

Ministry of Public Works and Transport

(2) Minutes of Stakeholder Meeting 2-1

1) General

This is the Stakeholders' Meeting 2-1 for the Study on the Construction of the Second Mekong Bridge to follow up the Stakeholders' Meeting 1-1 held in Phnom Penh on the 24th of May and the Stakeholder Meeting 1-2 held in Neak Loeung on the 21st of June 2004.

In this Stakeholders' Meeting, 80 villagers from 16 villages in 6 communes around Neak Loeung area were invited to participate in the meeting. In addition, 82 representatives from government institutions, diplomatic corps, NGOs, and academics participated in the meeting.

The villagers were divided into 8 groups to discuss their problems for crossing the river, the negative impacts of increasing ferry service and that of the bridge construction.

Below is the result of the discussions after the presentations by MPWT.

2) Questions & Answers Session

Q: My name is Ouk Sokly. I am from Phum (village) Preak Khsay of Preak Khsay Ka commune. I want to know how far from the ends of the bridge the state allows people to settle. Thank you.

Q: My name is Has Sothon from Phum Udom, Preak Khsay Ka commune. I have a suggestion for the committee or JICA if they could tell us in advance where the construction of the bridge would take place so that we can seek other area to resettle if the construction affects our residence. Last night, representatives from 30 families in my village asked me to raise this to the meeting today if you could let us know in advance where the bridge is going to take place so that we could seek elsewhere for resettlement.

Q: My name is Leam Moneap, from the Ministry of Environment. First of all, I would like to strongly support the project of the construction of Neak Loeung Bridge because the bridge not only promotes local economy but also regional one. While there is a benefit for the country and the region, the project would cause social and natural environmental concern. So the study of the project impact is critical to assess the negative impact socially and environmentally. The study would also help minimize the negative impact for the environmental sustainability in the region. Based on the presentation, I found that JICA has conducted the social and natural environmental examination study for the project. I saw a table of your study and I found a missing gap that I would want to fill in. In Number II of your presentation, you have focused on water quality. I support that, but would want to add a study on the water regime, the water current, and the maximum height of the water in Mekong River. For social impact study, you should include a study on traffic, which would

increase after the construction of Neak Loeung Bridge and the types of vehicles that would cross the bridge. I also saw the three locations A, B and C of the construction sites. I suggest you conduct a study on each site to clearly see what will be affected and how much the cost is.

Mr. Gunji, JICA STUDY TEAM LEADER: Let me briefly answer the two questions you have posed. The first question is about the right of way and where the people are allowed to settle from the central line of the bridge or approach road. Am I correct? As you can see, there are 3 alternative routes, route A, B and C. We do not know yet which route will be appropriate for the bridge location. So, at this moment, the government cannot reply where people can possibly settle. Besides the bridge, an approach road is also necessary. The bridge will be 30 to 40 meters high. If the bridge is high the approach road at the end of the bridge is also high and it gradually goes down to reach the ground. Now we are examining the most appropriate clearance height of the bridge. So, we cannot tell you now where people can be settled. Maybe sometime in February next year, we will prepare the interim report in which we will recommend the most suitable bridge location and also the clearance height of the bridge.

The second question is also related to my answer now. Where should the bridge be constructed? We have to examine which is the most feasible or appropriate route, and the conclusion will become available February next year. After we decide the most optimum location among the three alternatives details of the location will become available. And the detail study of that selected route will be carried out. That study will start April or May next year as the feasibility study.

Now, I want to tell you about the right of way. The right of way is from the central line to the right and left side of the road is 30 meters, according to the government law. That means 60 meters in total. That is the standard for the new road. Regarding the environmental issue, my colleague Mr. Ogawa will explain.

Mr. Ogawa: I would like to respond to the question raised by the Ministry of Environment. Your first question is that our study does not include the hydrology or navigation matters. Please look at the table again. This is the impact to be assessed in the IEE (Initial Environmental Examination)-level study. Of course, the hydrology matter or navigation matter has already been included in item NO. 11 “Use of Water Resource” of the table. “Use of water resources” includes not only drinking water but also irrigation water and all kinds of water resources, so please do not worry. The second question is whether or not the study includes the traffic volume impact analysis. Please also look at this chart. In the course of study, the impacts will be assessed in such items as ‘Air Quality’ and ‘Traffic Accident’ based on the increased traffic volume which will be estimated by the traffic demand forecast.

Therefore, Items 1 and 12 are based on the study of the traffic volume forecast. So we will have the detailed study on the traffic volume forecast. Your last question is which route the most appropriate route is based on the IEE study. We have two study stages. The first one is IEE-level study. In this stage, we will decide the best alternative method to cross the Mekong river. So, we will examine the impacts of social and natural condition on each alternative method of crossing the river.. If the bridge is the best way to cross the river, we will move on to the EIA-level study, which will start in April next year. At this stage, we will conduct a full-scale EIA study for the selected method of crossing the river.

Deputy Governor of Kandal: In the first meeting, we tried to get the consensus on having a bridge over the Mekong River. The agreement to have a bridge would support the government policy headed by Prime Minister Hun Sen, who also requested the Japanese government to build a bridge to connect the eastern and western parts of Neak Loeung. I have two points to raise here. Today we are looking into what alternative to pick to cross the river. As shown in the presentation, we have three alternatives to cross the river. First, whether use a ferry, secondly increase ferry service and thirdly building a bridge or a tunnel. But the tunnel would not work because of engineering difficulty. For ferry, there is no safety. Our ferry can carry about 30 to 40 cars, plus many passengers. The safety that I mean here is the overload of the ferry. As observed, the cars filled all the spaces in the ferry from one end (entrance) to the other (exit), lifted by the cables. If the cables break then accident would occur. Secondly, the ferry does not operate 24 hours a day. It operates only daytime, so it causes problem for sick people who want to cross the river at night. The third is a crossing time. We spend at least 30 minutes crossing the river. If we have a bridge we cross the river for about 10 minutes. Fourth is money. People have to buy ticket. People in Kandal support the construction of a bridge. My second point is that I saw 3 routes: A, B and C and I want to hear explanation from Route A whether you build two bridges or one bridge, because there is one small river here. For route B, I think it is difficult because there are people living on the ground and on the river. It is like urban area. In my opinion, I would prefer routes A and C. The bridge will connect Asian Highway (A-1) and bring in tourists.

Rep. from Ministry of Public Works: For your question regarding the three routes A, B and C. I would like to inform you that these 3 routes have just been selected for more detailed study. The question you raised whether there would be two bridges or a dike, we cannot answer at this moment. I think maybe JICA Study Team would take this question.

Mr. Gunji: I would like to reply to the question whether there is a second bridge on the route. The selected alternatives A and B of course will go across the small river in Kandal province. Let me remind you that we are now in the intern stage and our major study focus will include the comparative study among the alternatives. The alternatives mean the method of crossing

which includes the ferry, the bridge or tunnel. We have been studying to compare these alternatives. And our recommendation will become available March next year. Although most of the stakeholders have expressed their favor to have the bridge the process of comparative study is quite important to make sure whether or not the bridge is the best solution, because the cost of the bridge is very high. Who will bear the cost of construction? It is not yet decided. It would be grant or people's money? So, we have to be very careful with what is the most economically feasible solution to cross the river. We also have to compare the alternative routes. Route A, B and C are those that we are going to compare. The method of crossing and location of the bridge are being studied now. The result will become available to you in next stakeholders' meeting. The outline interim result will be introduced in December this year. And our recommendation will be available in February or March next year at the time of interim report presentation.

MRC Rep.: I would like to thank for inviting MRC to this meeting. I would like to express our support for the improvement of the transit, especially in ASEAN network that we are all looking after to implement. The agreement was signed by four countries, i.e. Cambodia, Lao, Thailand and Vietnam on article 9 "freedom of navigation". Freedom of navigation means there should be no barrier for cross border navigation, border transportation on the river. If you build the bridge, which we fully support, we have to make sure that it is not additional barrier and we have to look at the future of shipping as well. So this is the first aspect that it should not be additional barrier, it should be an improvement. That is why we have to look at the height of the bridge. In 1994 the Cambodian government requested to Vietnamese government when they were going to construct a bridge in the *My Thuan* for 37.5 meter high. Please take this into the consideration when you make this into your own plan. This was requested by the Cambodian government to the Vietnamese government to let the ship enter Phnom Penh. The second aspect is actually the technical justification. The World Bank is studying the access to Bassac and Mekong rivers for entry from the sea into the Mekong river system. Considering a by-pass channel, which may cost \$M100, now in the term of reference of the World Bank they have stated that ship of 5,000 tons container should be able to use the Mekong river system and also should go to Phnom Penh. Now according to the American standard of height clearance the height for 5,000-ton container ship is 36 meters. If you add 1.5 meters safety you will get 37.5 meters. And I would like to compare this with what happens in China. In China near Nanjing they have built a bridge of 25 meter high because at that time they wanted to save cost. Now Nanjing and the access from the sea has become one of the busiest area now they stuck with the 25 meters low bridge. So please think about this when you make the term of reference for future work. The cost between low and high bridge which I understood from the estimation will be \$M5. And in the opinion of MRC, \$M5 is not

so much if you talk about the future of Cambodia's economic development. Of course, it is much for the moment and still you have to look at in the long run. And I think the Japanese government may have the responsibility in making sure that the bridge should not be the additional obstacle to the freedom of navigation. Once again we are fully supportive of the improvement. We are fully supportive of the bridge. For the following reasons technical, operational and diplomatic we have to make sure that we have the best solution. And I would like to thank the Cambodian government and the consultant for having all the stakeholders here. I think the best solution can be achieved.

Q: My name is Tol Nhok from Ministry of Post & Telecommunication: I strongly support the upgrading of the country's infrastructure. As a representative from MPT, I would like to provide you with some data for your information when you begin to build route A, B or C. We have some optic cables lying across the bottom of Mekong River at Neak Loeung ferry for about 300 meters. My second suggestion is that we request you, when you design a bridge, to leave a space where we can stretch our cables across the river from the eastern to the western part.

Mr. Gunji: Your suggestion is duly taken into consideration. When I was present at the JICA meeting in Tokyo the optic cable issue was also raised when we discussed alternative location of the bridge.

Q: I am from Phnom Penh Port. I have a question regarding the relocation of Phnom Penh Port to the new place. Why do we need to relocate the Port? Based on what principles? As you know when the bridge in Neak Loeung is constructed, Chbar Ampov (Monivong) bridge would become bottleneck, which would obstruct the flow of boats with containers.

Mr. Gunji: JICA Study Team is considering the relocation of the Phnom Penh Port, because of the shortage of the port yard and a rapid progress on containerization. Although we have to wait for more detail study about the development of the Phnom Penh Port the existing area of Phnom Penh port is not sufficient enough to handle the future containers. If the containerization grows at the pace as we see now, that will increase tremendously. We are not saying that the Phnom Penh port should be relocated now. But in the medium or long-term future, the relocation will be one of our recommendations. Of course, the Monivong Bridge problem will have to be tackled, when the NR1 and the bridge at Neak Loeung is completed. The Monivong Bridge will become the next target, since the bridge will become a bottleneck problem for completion of the NR1 development corridor.

Governor of Prey Veng: From the local government point of view, I would like to say that we wish to have the bridge. But today what we are discussing is not building a bridge. We are talking about the three alternatives to cross the river: whether a bridge, or increase of ferry

service or a tunnel. In Cambodia, there is a necessity to have a bridge. For tunnel, it is geographically difficult for Cambodia to build a tunnel. But if we increase the ferry service, the problem will remain the same even the ferry is speedier or more convenient because there is a lot of progress in land transportation. I can give you one example, five years ago I saw a few cars going to Prey Veng. Now within one hour we see cars going back and forth. So in the future what will be the problem like, if we have no way to deal with this situation? I think we need a bridge but we have to hear from the people who are gathering here because they will be affected by the bridge. I have no question, as this stage is a study stage. We do not know where the construction is going to take place and who would fund the project. If the bridge at Neak Loeung is built I guess there will be more passer-by and more transportation as seen at Kizuna Bridge, even more. The government has improved several roads in Battambang, Kampong Thom, except in Siem Reap and Banteay Meanchey and NR1 between Phnom Penh and Neak Loeung. If the road section between Neak Loeung and Phnom Penh is improved there will be more cars.

Q: I am a villager from Phum 1, Preak Khsay Kha. People at Neak Loeung about 99 to 100% want a bridge. At the coffee shops or restaurants, people discussed about their desire to have a bridge. And they are happy to hear that JICA is studying this project. Using a ferry causes a lot of difficulty. The ferry is slow and people have difficulty to cross the river at night especially when there is an emergency. The ferry cannot carry sick people so we need to take them by small boat which cost from 70,000 (USD 17.50) to 100,000 Riel (USD25). So the people at eastern part of Neak Loeung support the project of JICA and the government of Japan. As far as I know the affected people from the construction of a bridge will agree to move out if they are suitably compensated. People now have become knowledgeable from listening to radio and watching TV. Neak Loeung is a business center of Prey Veng so when the bridge is built it will increase the development in this area. And if factories are built there it will be good for Neak Loeung. I also saw in the presentation that a dike will be built in the northern part, this is better.

Q: The deputy governors of Phnom Penh have left. I am a representative from Kandal but as I was requested to come here I would like to represent the people in Phnom Penh. I heard that about 100% of the people in Neak Loeung want a bridge, and I would like to say that people in Phnom Penh about 500% also want to have a bridge.

Q: I am from Phum 1, Khum Preak Khsay Kha. My name is Ek Vannara. When you construct a bridge there will be two impacts. One is environmental impact and second is social impact. So social impact I mean it affects the residence of the people. So I have a suggestion for the committee and JICA if the people are affected by the bridge how are they going to solve this problem? What is the compensation? How to compensate the people? So I suggest that the

committee publicly declare how much they compensate on a house and how much on a land. The compensation should be clearly stated in a sub-decree. In the past, the compensation on people who were affected by Highway has not been clearly and publicly stated in a sub-decree. It affected the right to live of the people. It has been 5 to 6 years that people have been suffered (from Highway rehabilitation). And who is holding this responsibility for the people? For building of Route A, B or C, it should be clearly stated that how far people could settle from the end of the bridge.

Touch Chankosal: I just want to answer the last question. As you can see in the presentation that the construction of the bridge would cause environmental and social impacts. As raised by the villager from Neak Loeung that the construction would affect people's home and land. I would like to inform you that in our constitution it says the government will pay compensation to those who are affected by the project. How the compensation would be implemented it is up to the government's land solution policy. It will take long time to talk about this policy. Therefore, I would come to it when we start talking about social impact. From May 2005 we will talk about the social impact. By the time, I will let you know. There is nothing that I should hide. The government has a clear and right policy to solve the problem on the voluntary basis. The government has nothing to hide from the people. In the past, we have done that with the people affected by the construction of Kizuna Bridge and there is no problem until now. I heard about your problem and I have reported to the committee already. Highway rehabilitation was ADB-funded project. So we wait to hear from them. For this project, we will do the best we can. Our study will last for two years. After we finish solving the problem that may arise for example house and land then we will start the project. The relocation will be on the voluntary basis. We do not force people to leave.

Mr. Gunji: Thank you for your participation in this stakeholders' meeting. We understand your hope and anticipation to have a good facility to cross the river. In order to realize the project it is important to share the understanding of the project with so many stakeholders. If the bridge is the most appropriate solution, we have to convince donors, who think about the economic efficiency other than the social, diplomatic or political matters. Economic efficiency means the cost and benefit. Who will pay for the cost of the bridge construction? So, the cost and the benefit will have to be compared finally. The rational explanation is very important to convince the stakeholders. It may take time to complete the study. We appreciate very much for your patience, cooperation for joining this stakeholders' meeting. This kind of meeting will be held two times in December and maybe in February and then we will decide what is the most appropriate solution to cross the river and we will also decide which location is the most appropriate, then we will see whom the bridge will affect. More detailed study on the project impact will be analyzed after the location is decided. So we want to share with all

the stakeholders to see who will be affected. Although it might be small in number, they are significantly affected by the construction of the bridge. If so, how can the people in Neak Loeung help them or how can the government help them? We all have to have a common basis that there are people who receive the benefit from the bridge but also there are people who are significantly affected by the project. So we'd like to proceed with the study step by step with your understanding. Today people from Neak Loeung area got up 4 or 5 in the morning and spend the whole day. The stakeholder meeting will be held two more times before March next year. I hope we altogether participate in the planning process to select the best solution to cross the river and its location. This is very time consuming but effective in the long run. So, please be patient, and again we appreciate your cooperation.

1) Group Discussions and Presentations

The below is the presentation from 8 groups after the group discussion. Three questions were posed for their debate: 1) problem of crossing the river, 2) negative impact of increasing ferry service and 3) negative impact of the bridge construction.

Groups 1 to 4 took questions 1 and 3 into their debate, while Groups 5 to 8 debated on questions 1 and 2.

The new method was used to generate their ideas and impressions. The villagers were asked to write their opinions on the card and stick them to the board.

Group I Presenter: Our group was assigned to the discussion about problems for river crossing. There are many problems but we pick the most three pressing problems. The first problem is that when we cross the river to Phnom Penh we use our budget to buy the ticket for the ferry because the ferry needs to pay for gas and its workers. So if we do not want to spend money crossing the river, we have to request for a bridge construction. The second is the crossing time. Time is also money. The ferry has its timetable. At nighttime from 9 pm the ferry stops its operation. The major problem happens when we want to transport the sick people at night. I want to give you one example. I took my daughter to Phnom Penh hospital and the doctors told us that if we arrived late in 15 minutes they could not help her survive. Another example, pigs and chickens died on the way to Phnom Penh because of waiting long for the ferry. For safety, we are scared when we cross the river during strong wind. This affects our feeling and causing health problem. For the negative impact of the bridge construction, it is inevitable that the construction would affect people's home and land. However, we hope that the state would not disappoint the people. For the business impact, there are about 150 families of both east and west part of Neak Loeung, who depend largely on the Neak Loeung ferry. As the ferry operates punctual time the small and big businesses can make money by selling their goods. So when there is a bridge, it affects their jobs. They

will lose jobs. Looking for job is very difficult. It takes 3, 4 or 5 years for a person to set up a business. Another impact is that the ferry workers will be affected. They will lose jobs and incomes.

Group II Presenter: Our group agreed that problems of crossing the river are the budget, time and safety. So you can see that we shared the same common concern with Group I. So I do not want to spend time explaining all over again. Let me go to the impact of the bridge construction. For the construction of the bridge, it would affect land, houses, and jobs. The construction would also affect farmland, and that would make people lose jobs. For the impact on jobs, in my area it is not a problem but I think most people in Preah Khsay Kha would lose their businesses because the travelers would go over the bridge and pass the businesses. They would not stop to buy things from vendors any more.

Group III Presenter: We have problems for river crossing, especially when we want to go to the hospital or transport sick people to the hospital. Using the ferry at present makes us pay for the ticket and keep us waiting and losing our time. Some people even pay bribes (in order to be allowed to go earlier). For the bridge construction, it would affect our homes. It would cause traffic accidents and instigate robberies. Even though, our group wants a bridge.

Group IV Presenter: As mentioned earlier by the previous groups, using the ferry cost money. Passengers and trucks pay for crossing the river. Secondly, we could not transport the sick people to the hospital on time. I give you one example. My neighbor had a high blood pressure and was transported to hospital. He waited for about an hour for the ferry. He died when we got to the hospital. This is the problem. There was a traffic jam caused by the slow ferry and accident. For bridge construction, it affects land and people's homes. Some people would lose their jobs because passer-by would not stop to buy things from them. It would cause more traffic accidents as cars would speed up because of road.

Group V Presenter: The problem of using the ferry to cross the river is that we have to spend money to buy ticket. The second is its slowness. We could not go as quickly as we wished to. The ferry might cause accident as the ferry cable would break and pull all the trucks down into the river. The next task assigned to our group is to discuss whether there is an impact if the ferry service is increased. Our group's discussion is different from the previous ones that focused on the construction of the bridge. I would say despite the ferry service is increased we are still using the ferry and we are still paying. So there is nothing different from using one or two ferries because we still have to pay 200 Riel for crossing the river. The more ferry would pollute the environment. The fan of the ferry would cut fish in the river. There is nothing changed despite the ferry service is increased. People would use similar time and

keep losing time for crossing the river because the distance of the river, which is 1 km, is not changed.

Group VI Presenter: I would like to support the previous groups and I agreed with their presentations. The problem of using the ferry is a time, money and security. I would like to begin the second question on increasing ferry service. Though we increase ferry service, we still keep losing money and our time. On the other hand, it cannot guarantee the safety. Passengers or cars would slide into the river. The ferry cable would break. And the ferry would be drowned by strong wind. All of our people in Phum Kampong Phnom and in the entire country want a bridge and thank the government for initiating this project.

Group VII Presenter: The problem of using the ferry is that we have to pay for the tickets. It is difficult for those who carry heavy bags. The safety and security are also of great concern. There is theft on the ferry. The ferry cable would break and pull down all the cars into the river as mentioned by the previous speakers. Though we increase the ferry service, the time to cross the river is the same about half an hour. Accidents and environmental pollution would also remain.

Group VIII Presenter: The problems for crossing the river are money, accident and safety concerns. Even though the ferry is improved or increased, it would not reduce the crossing time or money. Moreover, it would more badly pollute environment. It would cause more landslide and oil spill over the river.

3) List of Attendant

No	Name	Sex	Organization	Position
1	H.E. Mr. Chom Eak	M	MPWT	Secretary of State
2	H.E. Mr. Kep Thon	M	MPWT	Under Secretary of State
3	Mr. I. Gunji	M	JICA Study Team	Team Leader
4	Mr. M. Okubo	M	JICA Study Team	Hydrology and Hydraulics
5	Mr. Y. Kobayashi	M	JICA Study Team	River Planning
6	Mr. Lang Meng Leap	M	Ministry of Environment	Chief Office
7	Mr. Meas Sarath	M	Police of Kandal Province	Traffic Chief
8	Mr. M. M. Sabbir	M	JICA Study Team	Hydrological Analyst
9	Dr. Atsutoshi Sakata	M	JICA Study Team	Geography and Geology
10	Mr. Hem Choan	M	Reakmey Kampuchea Newspaper	Reporter
11	Mr. Thou Samnang	M	MPWT	Technical Official
12	Mr. Hong Sinara	M	MPWT	Dept. Director
13	Mr. Nguyen Vanvu	M	Embassy of Vietnam	
14	Mr. Ham Samnang	M	JICA Study Team	Consultant
15	Mr. Basim Soya	M	MPWT	Director of Planning
16	Mr. Liv Vann Heng	M	Ministry of Tourism	Deputy Chief
17	Mr. Nida Ouk	M	ADB	Program Office
18	H.E. Mr. Sim Souleng	M	MPWT	Under Secretary of State
19	Mr. Junji Yasui	M	JV Consultant	Bridge Planning
20	Mr. K. Yasukawa	M	JICA Study Team	Transportation and Road Planning
21	Mr. Deip Len	M	Neak Loeung Ferry	Technique
22	Mr. Pok Vannny	M	Neak Loeung Ferry	
23	Mr. Chan Dararith	M	CMAA	Assistant
24	Ms. Bun Polika	F	Institute of Technology	Teacher
25	Mr. Oun Reakmsay	M	DPWT of Kandal Province	Deputy Chief
26	Mr. Kong Sophal	M	Search Center	Chief Office
27	Mr. Hé Kan	M	Kandal Province	Vice Governor
28	Mr. Praom Say Heng	M	Council of Minister	Assistant of Dep.
29	Mr. Rom Tekkhak Mony	M	Kandal Province	The 2 nd Governor
30	Mr. Lev Nal	M	MoWVA	General Inspector
31	Mr. Uy Sokharath	M	Ministry of Commerce	Director
32	Mr. Ky Seng Hoir	M	Ministry of Commerce	Assistant of Director General
33	Mr. T. Endo	M	Japan Business Association	Vice Chairman
34	Mr. Tokuhiko Makita	M	MPWT	JICA Expert
35	Mr. Kaing Sao Serey	M	Institute of Technology	Chef Dep./Prof.
36	Mr. Juro Chikaraishi	M	JICA	RES. REP

No	Name	Sex	Organization	Position
37	Dr. Yit Bunna	M	PWRC/MPWT	Director
38	H.E. Mr. Suong Heng	M	MPWT	Secretary of State
39	H.E. Mr. Chay Sareth	M	Prey Veng Province	Governor
40	Mr. Khuy Hoang	M	Council of Minister	Director
41	Mr. Hong Virak	M	Ministry of Commerce	Deputy Director
42	Mr. Ly Bunna	M	Ministry of Economy and Finance	Deputy Chief
43	Ms. Sus Sophal	F	MPUC	Chief of Dep.
44	Mr. Sok Say	M	PPWT Prey Veng	Director of Depart.
45	Mr. Chan Sochet	M	Mine	Deputy Chief of Depart.
46	Ms. Tamagake Mitue	F	JICA Cambodia	Program Assistant
47	Mr. Pich Dur	M	CNMC	Dep. Sec. General
48	Ms. Pin Vuthear	F	PIU.WB MPWT	Gov. Staff
49	Ms. Ouk Somaly	F	PIU.WB MPWT	Gov. Staff
50	Ms. Hem Pholy	F	PIU.WB MPWT	Gov. Staff
51	Mr. Chhin Kong Hean	M	MPWT	Director General
52	Mr. Tan Thira	M	MPWT	Moderator
53	Mr. Lak Kim Teng	M	MPWT	Moderator
54	Mr. Tol Gnak	M	MPTC	Deputy Manager Transmission
55	H.E. Mr. Mom Sibon	M	PWT	Secretary of State
56	Mr. Tomohiro ONO	M	JICA Cambodia	Ass. Res. Rep.
57	Mr. Lieven Geerin	M	MRC	Navigation Program
58	Mr. Kok Sothea	M	Royal University of Phnom Penh	Lecturer
59	H.E. Mr. Tram Iv Tek	M	MPWT	Secretary of State
60	Mr. Chea Noun	M	Neak Loeung Ferry	Planning
61	Mr. Om Chamreoun	M	Neak Loueng Ferry	Staff
62	Mr. Mao Samath	M	Inspector of Prey Veng Province	Chief Office
63	Mr. Soo Phalla	M	University of National Management	Teacher
64	Oung Vuthy	M	Ministry of Environment	Deputy Chief
65	Mr. Leng Sochea	M	Council Minister	Deputy Director General
66	Mr. Dy Narin	M	National Television of Cambodia	Reporter
67	Mr. Cheang Sokhavy	M	National Television of Cambodia	Reporter
68	Mr. Trak Thaiseang	M	Phnom Penh Municipality	Deputy Governor
69	Mr. Seng Phally	M	Consultant	Legal Consultant
70	Mr. He Pavy	M	PPAP	Director General
71	Mr. Yuichi Aida	M	JICA Study Team	Coordinator

(3) Minutes of Stakeholder Meeting 2-1 (Minority Session)

This is the second Special Session that JICA Study Team has held with people who might be affected by the construction of a bridge. In this 28 October meeting, JICA Study Team focused their attention on the minority groups which included Vietnamese and Cham.

There were 39 Vietnamese participants and two Muslim people who participated in two separate meetings. While Vietnamese people met in the morning session, Cham participated in the afternoon session.

Below is the result of the meetings.

1) Meeting with Vietnamese Community

Official from MPWT: After self introduction I would like to tell you that we have held several meetings concerning the construction of a bridge. As you know, we are now using the ferry to cross the Mekong River. At present, the Japanese Team have been helping us to study the construction of a bridge. As you know that the construction of the bridge is very costly therefore we need to study in details to see whether there will be a development (in this area) after the construction of the bridge. Through our study and previous consultations with stakeholders in the past, we found that the bridge will connect the areas in the region as well as Thailand and Vietnam. We will save time if we use the bridge to cross the river. The bridge will bring in development such as tourists, businesses. As the cost of the bridge is very high and the bridge is very beneficial for the country's development, today we would like to have your views, whether you, 39 Vietnamese, want a bridge and how you think about the impact that the bridge may bring to your area. For the construction of the bridge, please do not worry. If the construction affects you we have our committee (IRC) that can help solve the problem in accordance with the government's law and measures. So, today you all have to voice your own views whether you would like to have a bridge or use a ferry to cross the river. The handouts in your hands were reference materials of the study prepared by the Japanese study group. They are in Khmer and Vietnamese. So, I hope you can read and understand them. The handouts tell you about the advantage and positive and negative impact of having the bridge. The study also points out the need to link traffic in the region. To cross the river we have three alternatives whether building a bridge, using a ferry or constructing a tunnel. In Cambodia, constructing a tunnel is not practical. For the construction of a bridge, three alternative locations have been selected. Please look at the map you can see A, B and C, which are being studied. So, today you have to voice your views and your concern. Please do not be afraid. You can ask questions if you have.

VIETNAMESE: First I would like to say that the construction of the bridge is very beneficial because sick people from Phnom Penh who seek medical treatment in Vietnam would cross the river faster without waiting.

VIETNAMESE: I also shared the same view as raised by the previous speaker. However, I have additional request that if the construction of the bridge affects our residence, the government of Cambodia must provide us new location for re-settlement or give us suitable amount of money, so that we can look for the new location by ourselves.

VIETNAMESE: We, thirty-nine people, gathered here shared in common view and agreed with what has been presented by the official from Ministry of Public Works and Transport concerning a construction of a bridge and the compensation.

H.E.TOUCH CHANKOSAL, Undersecretary of State: Now I want to hear your view. If there is a construction of a bridge, what will you lose? For example, you sell rice here and people who use the ferry stop to buy your rice. But when there is a bridge people would go pass your store. So please tell us what you will gain and what you will lose from having a bridge.

VIETNAMESE: I think the impact of the construction on the business is not very much if compared to the great advantage of the bridge that may bring to the country and the region.

VIETNAMESE: We all agreed with the previous speakers. We do not have other comments.

FACILITATOR: We understand that you all agreed. But we want to know where you want a bridge to be constructed.

VIETNAMESE: We are ordinary people. We do not know about the technical affairs. It is up to the engineers to decide which location is best fit.

REPRESENTATIVE from NGO Forum: I am happy to see that the consultation is arranged with the ethnic and minority people about the development project. This is the first time that the government of Cambodia and JICA organize such consultation meeting. I understand that this would follow JICA new guideline. Due to my experience, I have worked with people who were affected by a number of projects it is you who understand your own problem. It is not us the NGOs or the government or the donors. I think you have to start talking in small groups, which comprises of 4 or 5 people. Your small group could begin to discuss the problems such as when you lose land, homes and jobs what would you do? You can submit your proposal through the village or commune office or to the team (MPWT/JICA Study Team) here. As mentioned by H.E Touch Chankosal, you have to speak about your problems. Once your problem is identified then JICA would correct their project and that would minimize the (negative) impact. You all have to make your own decision. We are just the observers.

MR.GUNJI: My name is Gunji. I am a team leader of the Study. We are happy to have you here today and to explain about our study to you. By the construction of the bridge, there are many people who get benefits or losses from it. We want to know the ideas and suggestions from you before the construction starts, so that we can find the solution how to solve and avoid the problem. If the construction is finished and a problem emerges, how can we solve it? We started the study of planning the bridge, but we need to decide how to cross the Mekong River, whether by a bridge, by the improvement of the ferry or by the tunnel. If we find a very serious problem when we construct the bridge maybe you should not choose the bridge. For example, if the cost of the bridge construction is very high, who will be able to pay for the construction? We have started to study what is the most appropriate method to cross the Mekong River and who will be affected by the bridge construction. We have to find the solution of the problem. . In order to find the best solution, we need your cooperation. So, please feel free to express your opinions about the project. We as the Study Team are going to study which is the most appropriate route. We will have two more stakeholders' meetings, first in December and the last meeting will be held in February. And we will invite you again and explain to you our recommendations at the meetings.

VIETNAMESE: I have three opinions. First of all, I would like to say that small business will not be affected by the bridge construction. We hope that the Government has the policy to the resettlement and fair compensation for affected people. Finally, we would like to accept the compensation directly from donors not through government or middle-men because of corruption.

H.E.TOUCH CHANKOSAL: I would like to thank you for your presence in the consultation meeting here. In order to avoid the serious impact on your livelihood, we have organized several meetings. Until now we have organized 4 meetings including today's meeting. Here we organized two meetings, in the morning and in the afternoon. Until today the study has not yet focused on the location of the bridge construction. The study mainly focused on environmental and social impact such as smoke, noise etc. And if people think that this does not cause any problem we would step further to study the location of the bridge. So, your opinion is very important and your decision whether to have a bridge built, a ferry improved or other options is of great significance. In the meeting today you all have agreed to have a bridge built. Despite you think that the construction of the bridge would affect your livelihood you still insist to have a bridge built. But I would like you to think more because we still have more meetings until the end of 2005. For the impact of the construction, the government has a policy to compensate those who are affected based on the consensus between the government, donors and the affected people. On behalf of Ministry of Public

Works and JICA, I would like to thank you for participating in this meeting. Your ideas and contribution will help us to further our study.

2) Meeting with Cham Community

FACILITATOR: The construction of the bridge is very costly and our government may not be able to pay for it. This is why donors need to have detailed study to see what advantage of the bridge, what people gain or lose after the construction of the bridge. We have three alternatives to cross the river: building a bridge, improving a ferry and building a tunnel. For the tunnel, we could not build it because of technical and geographic problem. So we want your opinion, which one is better: building a bridge or improving the ferry service?

CHAM: We have seen that a ferry will not do better than the bridge. The bridge can easily facilitate the transportation of goods from rural to urban areas. So we are happy to hear that the government wants to build a bridge across the river.

FACILITATOR: I would like to tell you that from our two meetings in Phnom Penh and the one that we held here, our people have expressed the desire to have a bridge. The importance of the bridge is that it connects highways which link Thailand and Vietnam via Cambodia.

CHAM: The construction of a bridge will inevitably affect villagers' residence. I have a request that the government should fairly compensate the affected people if the construction affects their residence.

FACILITATOR: The government has its policy to solve this problem. In the past, the government had a policy to compensate those affected by the road project. Those who lived in the right of way for example within 15 meters or 25 meters from the center of a road were also considered to be compensated. They have the commission who work on this solution in accordance with the market price. If the construction of a bridge affects land or home of the people, the government has a clear policy to compensate. For the location of the bridge we do not know where. This is why we do not know how many families would be affected by the project. We just know that there are 16 villages in six communes in this area. If there is a bridge what do you think the bridge might bring to this area for example, tourists, traffic flow? Do you think there will be a development in this area?

CHAM: If we have a bridge it will facilitate traffic flow and cut back the cost for crossing the river.

FACILITATOR: Please look at this map. We have picked three possible locations for constructing the bridge. So today we want to hear your personal view which represents the ethnic people if you want to have a bridge or you want to have the improved ferry.

CHAM: We are happy to learn that the government is considering to build a bridge across the Mekong River. I am happy that I was born to see the construction of a bridge. Secondly, according to our prime minister the bridge would help in poverty reduction. People in remote area can transport their goods to Phnom Penh without delay.

FACILITATOR: Have you thought of negative impact after the bridge is built for example, noise and smoke which pollute the environment?

CHAM: I think this is inevitable. Even in the city there is so much noise and smoke and accident. When we have a bridge there will be more cars and motorcycles and the atmosphere will be polluted. However, the bridge is best option. We want to have a bridge.

Mr.GUNJI: We are still conducting our study about the construction of a bridge. But we would like to hear your opinion. If the construction of the bridge affects your land or home what do you think?

CHAM: If the bridge affects our land or home we would like the government to fairly compensate to the loss. For example, I lose two hectares of land and a home and a job. My land costs \$20,000, for example and the government pays me this amount. I am afraid that this amount cannot buy the same land, as the price would be higher. However, the government has to pay the fair compensation so that we can look for other place to re-settle.

FACILITATOR: I would like to tell you that the government has a policy to compensate those who are affected by the project. Our government is not a military government. You will not be disappointed. We have NGOs who monitor this process. So everything will be solved through legal procedure. There will be two more meetings. If you have other concern or opinion, please do tell us.

3) List of Attendant

No.	Name and Surname	Sex	Organization	Position
1	H.E. Tauch Chankosal	M	MPWT	Under Secretary of State
2	Mr. Kang Phirith	M	MPWT	Deputy Director WPIU
3	Mr. Kry Thong	M	MPWT	Counterpart
4	Mr. Chhim Phalla	M	MPWT	Counterpart
5	Mr. Ono Tomohiro	M	JICA Cambodia	Ass. Res. Rep.
6	Mr. Nhean Tola	M	JICA Cambodia	Program Assistant
7	Ms. Kol Leakhana	F	NGO Forum	Project Office
8	Mr. Lim Chhay	M	NGO Forum	Volunteer
9	Ms. Phoung Sok Ka	F	NGO Forum	Research Team Leader NR1
10	Mr. Isamu Gunji	M	JICA STUDY TEAM	Team Leader
11	Mr. Sok Bamey	M	JICA STUDY TEAM	Interpreter
12	Mr. Akira Nagamachi	M	JICA STUDY TEAM	Public Consultation
13	Ms. Un Vanna	F	JICA STUDY TEAM	Translator
14	Mr. Yuichi Aida	M	JICA STUDY TEAM	Coordinator