

PPCR funding request for Cambodia: Climate Resilient Rural Infrastructure in Kampong Cham Province (as part of the Cambodia: Rural Roads Improvement Project II)
ADB Response to Comments submitted by the UK

Comment	Response
<ul style="list-style-type: none"> It is very positive to see that the programme will focus on building institutional capacity to integrate climate resilience into planning. We would like to hear more detail about the work streams that will be used for capacity-building within the MRD and other institutions using the \$2 million grant funding from the PPCR, to find out more the current strategy for this element of the PPCR spend. 	<p>Capacity building:</p> <p>Institutional and technical capacity to integrate climate resilience into rural development planning will be strengthened at both policy and operational levels.</p> <p>(i) Policy level:</p> <ul style="list-style-type: none"> Preparation of guidelines for the Ministry of Rural Development (MRD) on options and approaches to integrate climate concerns in rural development policy documents Preparation of guidance manuals on climate proofing design standards for rural infrastructure Identification of opportunities to integrate road design standards in engineering curriculum at tertiary levels Training of MRD staff and university lecturers on policy options for climate proofing of rural infrastructure, and disaster risk reduction alongside roads <p>(ii) Operational level:</p> <ul style="list-style-type: none"> Strengthening capacity of key MRD staff to conduct vulnerability and adaptation assessments focusing on rural infrastructure Strengthening capacity of MRD staff to implement effective disaster response systems through training on emergency management systems (EMS) - EMS is a novel system focusing on saving lives and livestock of rural residents. Training of MRD and the Ministry of Public Works and Transport staff and communities in road safety measures and climate resilience Training of communities to involve in bioengineering techniques to stabilize slopes against erosion due to heavy rainfall
<ul style="list-style-type: none"> The programme developers have been forward-thinking in suggesting other nations who could benefit from these infrastructure improvement models, but it is not clear whether any particular fora or mechanisms will be used to share the learning from their 	<p>Sharing and leaning:</p> <p>We plan to use at least four regional or sub-regional forums to disseminate lessons learned from this initiative in countries of the Association of Southeast Asian Nations and the Greater Mekong Subregion (GMS). In addition, we aim to disseminate via CIF organized events such as PPCR Pilot countries' Meetings and CIF Partnership Forum.</p>

<p>experiences?</p>	<p>(i) GMS Events:</p> <ul style="list-style-type: none"> • In addition to the ADB organized annual event of GMS Subregional Transport Forum, there are several periodic events of related sectors and working groups (e.g., GMS working group on Environment) • GMS Ministerial Meetings attended by ministers from Cambodia, Lao PDR, Myanmar, Thailand, Viet Nam and People’s Republic of China <p>(ii) Phnom Penh Plan of Action for Capacity Development:</p> <ul style="list-style-type: none"> • Experiences gained through the project will be shared with policy makers to be trained under Phnom Penh Plan of action <p>(iii) ASEAN meetings:</p> <ul style="list-style-type: none"> • ASEAN's periodic meetings organized through ASEAN Climate Change Initiative offer good opportunities for Cambodia to share experiences on adaptation and disaster risk reduction. <p>(iv) Mekong River Commission (MRC):</p> <ul style="list-style-type: none"> • MRC organizes regular workshops on climate resilience through MRC’s Climate Change Adaptation Initiative (partly funded by the Government of Australia). Those workshops also serve as a forum for disseminating information and knowledge sharing. <p>(v) PPCR Pilot Countries’ Meeting</p> <p>(vi) CIF Partnership Forum</p>
<p>We are aware of resettlement problems that have been experienced in other infrastructure programmes within Cambodia. We note that the evaluation document for the ADB’s Primary Roads Restoration project for example indicated a number of lessons to be learned on this subject, including the need to update the resettlement plan after a measurement survey, to monitor resettlement more closely and ensure timely reporting, to establish systematic data collection requirements, and to supervise resettlement more effectively. The PPER concluded that compensation paid to those resettled was not always aligned with the resettlement action plan which had been agreed upon, and</p>	<p>Resettlement:</p> <ul style="list-style-type: none"> • Only roads that do not trigger resettlement have been included in the project. • All roads identified under the project already exist. The improvement of roads to climate resilient standards does not involve road widening. Construction is limited to existing widths only, thus incurring no resettlement impacts. • In addition, the land acquisition and resettlement framework, which was formulated for the Cambodia Rural Roads Improvement Project II, will be used to handle unlikely impacts of land acquisition or resettlement that may result from the additional PPCR funded activities (please see Resettlement Framework - Linked Document 11 of the Report and Recommendation of the President to the Board of Directors: Proposed Loan to the Kingdom of Cambodia for the Rural Roads Improvement Project II, Loan 3151-CAM).

that there appeared to have been insufficient public consultation and participation in the resettlement process.

The current proposal suggests that while resettlement is not anticipated, it is still a risk (perhaps one which could be included in the risks and countermeasures list for the project?) It is evident that the ADB has considered the need to monitor these risks, through the references to resettlement issues throughout the roles and responsibilities of those implementing the programme.

However, given that a resettlement action plan was put in place and apparently not complied with by all parties during the earlier programme, and that consultants did not meet expectations on resettlement-related responsibilities, we would like reassurance that the ADB will be ensuring similar problems are not faced as part of this rural road improvement project, and that all lessons from the previous programme are being incorporated (including the need to base resettlement plans on up-to-date data).