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Cooperation Committee for Cambodia

Comité de Coopération Pour le Cambodge

Asia Development Bank's (ADB) Financing COVID-19 Post-Pandemic Economic Recovery

2023

Partnerships for Sustainable and Democratic Development in Cambodia

The Fair Finance Cambodia (FFC) coalition aims to reduce the negative impacts of cross-border investments on human rights, the environment, and climate change, particularly those made by multinational financial institutions, banks, and insurers, while increasing inclusive economic development. FFC is operational in Cambodia – wherein the Fair Finance Cambodia Civil Society Organization (CSO) coalition leads research and engagement with key stakeholders, including financial regulatory and policymaking institutions, banking and investment associations, multilateral development banks, and academia. FFC is a member of Fair Finance Asia, a regional network of CSOs committed to ensuring that financial institutions' funding decisions in the region respect local communities' social and environmental well-being.

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Contents

List of Abbreviation

ABC	Association of Bank in Cambodia
ADB	Asian Development Bank
CC	Climate Change
CCC	Cooperation Committee for Cambodia
CCCSP	Cambodia Climate Change Strategic Plan
CSO	Civil Society Organization
DP	Development Partners
ESG	Environmental, Social, and Governance
FFA	Fair Finance Asia
FGDs	Focus Group Discussions
GE	Green Economy
GEP	Green Economy Policy
GMS	Greater Mekong Sub-Region
HHs	Households
IRP	Involuntary Resettlement Policy (IRP)
KIIs	Key Informant Interviews
MEF	Ministry of Economy and Finance
MFIs	Micro Finance Institutions
MoPWT	Ministry of Public Works and Transport
MSME	Micro-Small-and-Medium Enterprise
NBC	National Bank of Cambodia
NSDP	National Strategic Development Plan
RGC	Royal Government of Cambodia
SF	Sustainable Finance
SME	Small and Medium Enterprise

Executive Summary

The Asian Development Bank (ADB) provided financial support of US$332 million to strengthen the Royal Government of Cambodia's (RGC) COVID-19 response, develop the financial industry, build urban infrastructure, and improve the road network. However, some projects implemented between 2021 and 2022 have yielded mixed outcomes that could affect vulnerable populations, lead to the deterioration of indigenous peoples' living conditions, or exacerbate local social conflicts. As a result, social safeguard policies and action plans are necessary to prevent these and other unintended consequences. This study specifically focuses on the Road Network Improvement Project, which aims to rehabilitate 48.8km of national and provincial roads in Prey Veng and Kandal provinces, to boost economic development along the Greater Mekong Sub-Region (GMS) Southern Economic Corridor.

To understand these problems, the Cooperation Committee for Cambodia (CCC), a Fair Finance Cambodia coalition member, in collaboration with Fair Finance Asia (FFA), conducted an analysis of green economy policies and international experience with national strategies in Cambodia. The study focuses on the case of "ADB's Financing of the COVID-19 Post-Pandemic Economic Recovery." The research objectives were:

i. To assess the positive and negative impacts on communities from the ADB's financing of COVID-19 post-pandemic economic recovery in Cambodia.
ii. To understand the feedback mechanism in place to gather input from communities within ADB.
iii. To assess the policy gaps in green and sustainable economy and related policies between the ADB, Ministry of Economic and Finance (MEF), and National Bank of Cambodia (NBC).
iv. To provide policy recommendations to key stakeholders to promote inclusivity and maximize the positive impact on beneficiaries of the green economy policy.

During the data collection process, which involved household surveys and focus group discussions, participants frequently voiced their concerns regarding compensation schemes. They reported insufficient information about the amount and timing of *compensation, relocations, and income restoration* schemes. Additionally, the participants raised concerns about ADB's involuntary resettlement policy, which includes safeguarding measures such as:

- Compensation to replace lost assets, livelihood, and income,
- Assistance for relocation, including providing relocation sites with appropriate facilities and services,
- Assistance for rehabilitation to achieve the same level of well-being as before the project.

Despite the aims of the ADB's COVID-19 response, most affected participants remain uncertain about their future employment, agricultural production, small-scale businesses, road safety, impacts of climate change, and gender-related issues. A ***series of short-term social programs*** have been proposed in this research study in response to these issues and concerns***.*** Therefore, the following recommendations are suggested:

- The ADB's Involuntary Resettlement Policy (IRP) should be introduced at the early stage of the project before road construction to the affected communities. Social assistance should be provided as cash transfers combined with support for income-generating activities and capacity building in agriculture during the transition of road construction. These measures can help prevent vulnerable women and men from giving up their farms and migrating from their villages. This scheme should look at the existing Government Social Protection initiatives.
- Since most affected families are women who primarily engage in domestic and unpaid care work, initiatives should be implemented to promote women's economic empowerment. Various financial and agricultural services to support backyard agricultural production, such as raising chickens, growing vegetables, and breeding frogs, should be considered. Training, coaching, and mentoring services should be promoted to develop women's agricultural technical skills for new crops, livestock, and farming as their businesses.
- Another option is to encourage effected women to seize opportunities for education and training to enhance their existing experience and skills, thereby improving future job prospects.

- Women's access to financial assistance for backyard agricultural productions should be promoted through MFIs' rural credit. In collaboration with MFIs, the CCC and FFC are working to identify potential target small-scale farmers who efficiently utilize loans. These farmers should be trained in financial planning and management, and agricultural technological skills.

Based on the desk review, Cambodia has made significant strides in introducing Green Economy (GE) and Sustainable Finance (SF) elements. GE means "one that results in improved human well-being and social equity, while significantly reducing environmental risks and ecological scarcities. It is low carbon, resource efficient, and socially inclusive", UNEP[1]. And, SF refers to "the process of taking *environmental, social and governance (ESG) considerations* into account when making investment decisions in the financial sector, leading to more long-term investments in sustainable economic activities and projects", EU[2].

However, there is an increasing debate on making finance greener and fairer. Policymakers, practitioners, international organizations, and academia are starting to examine the interrelationship between GE and SF. This study uses the infrastructure project (Road 23/312) as a case study. GE and SF are complex, contentious, and conflicting topics, often presented in legalistic and technical language. Based on the key informant interviews (KIIs), several policy gaps have been identified that require attention, including:

i. Lack of awareness of key components of GE as well as SF.
ii. The need for a comprehensive debate and increased motivation to promote both concepts.
iii. The need for clearer indicators of GE and SF in practice.
iv. The lack of a holistic approach and policy coherence.

To address these gaps, the following policy recommendations offer alternative approaches:

- ***Policy engagement and the pathway of policy mainstreaming***: To influence policy agendas on GE and SF, a series of consultative workshops or policy dialogues involving key stakeholders is crucial. These workshops should aim to:
    - Reach agreement on common legalistic and technical languages, terms, and concepts accepted and employed for GE and SF. The debates should focus on establishing shared terminology and discussing how GE and SF contribute to climate mitigation, adaptation, better livelihoods, economic benefits, and employment of rural communities, especially women.
    - Strengthen institutions by integrating long-term institutional knowledge and skills through policy dialogues, training programs, and practical application of GE and SF concepts.
    - Encourage key actors to support and catalyze GE and SF by establishing common structures and principles. This entails developing appropriate tools for environmental assessment, social impact assessment, and environmental, social and governance, and green procedure standards.
    - Address policymakers' and practitioners' limited knowledge and skills regarding GE and SF through capacity development initiatives and training programs to bridge the knowledge gap.

[1] Green economy, UNEP: https://me-l.co/a8b4d
[2] Sustainable finance: EU: https://me-l.co/1ebfa

Chapter 1: Introduction

1.1 Program background

In 2021, the ADB offered financial assistance of US$332 million to strengthen the RGC's COVID-19 response to develop the financial industry, build urban infrastructure and help improve the road network[3]. This financial package includes the following:

- US$ 30 million for the GMS on the Health Security Project to enhance laboratory services and infection prevention control at 81 provincial and district hospitals across the Kingdom.
- US $180 million allocated to the Livable Cities Investment Project, which aims to improve wastewater and solid waste management services to more than 140,000 residents in Svay Rieng province (Bavet), Kompot provincial capital, and Banteay Meanchey province (Poipet).
- US $82.05 million for the second phase of the Road Network Improvement Project to rehabilitate 48km of national and provincial roads in Prey Veng and Kandal provinces to boost economic development along the GMS Southern Economic Corridor.
- US $40 million allocated to the Inclusive Financial Sector Development Program to support the government in expanding access to credit among micro-small-and-medium enterprises (MSMEs), implementing reforms to promote financial stability, and upgrading financial sector infrastructure.

Between 2021 and 2022, the implemented projects yielded positive and negative outcomes that could impact vulnerable populations, degrade indigenous peoples' living conditions, or intensify local social conflicts. Thus, social safeguard policies and action plans are required to prevent these and other unintended impacts. This studyexamines the Road Network Improvement Project.

Table 1: Brief profile of the road improvement project

Road No.	Province	From	To	Total Length (km)
NR-23	Kandal	PR-21B at Koh Thom Bridge, Chrouy Ta Kaev Commune	PR-14, Peam Reang Commune, Leuk Daek District	19.83
PR-312	Prey Veng	NR-1 at PK77+082 Samroung Village, Lvea Commune, Preah Sdach District	Banteay Chakrei Commune, Preah Sdach District	28.8
Total				48.8

[3] ADB. 2022, Cambodia Resident Mission: Activities: https://me-l.co/fd6e3

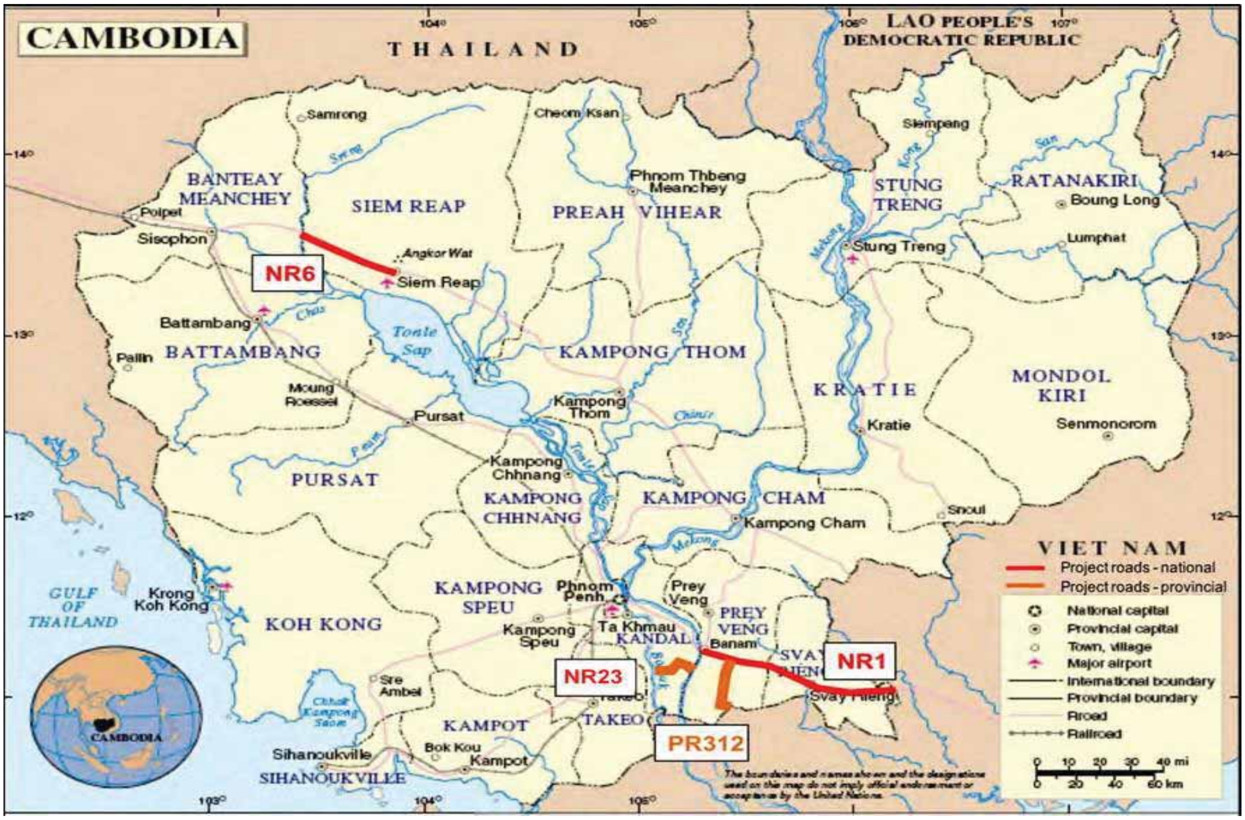

Figure 1: Location map of the road improvement project, source: ADB 2021[4]

1.2 Research objectives

i. To assess both positive and negative impacts on communities from the ADB's financing of COVID-19 post-pandemic economic recovery in Cambodia

ii. To gain an understanding of the community redress mechanisms and feedback channels available within the context of "green economy policies measures."

iii. To explore the mechanisms for receiving feedback from the communities within ADB and key regulators such as the MEF and the NBC.

iv. To assess the policy gaps that exist in the green and sustainable economy policies of the ADB, MEF, and NBC.

v. To evaluate the disparity between policies and actual practices concerning green and sustainable economy within ADB, MEF, and NBC.

vi. To provide policy recommendations to the ADB, MEF, and NBC that promote inclusivity and maximize the positive impact on beneficiaries, including communities.

1.3 Research methodology

In this research, the consultants adopted mixed quantitative and qualitative approaches using different methods such as key informant interviews (KII), household (HH) surveys, and focus group discussions (FGDs). Additionally, a desk review was conducted to examine relevant policy documents, reports, books, and other journal articles on the Green Economy Policy Measures (GEP) (Issue #3)[5] to assess policy gaps, benchmark key indicators, and identify key principles.

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[4] ADB. 2021, Initial Evironmental Examination: https://me-l.co/7ae42

[5] UNDESA. 2012, "A Guidebook to Green Economy: Exploring Green Economy Policies and International Experience with National Strategies", accessed December 6, 2022: https://me-l.co/b00e4

Table 1 provides an overview of the survey conducted in two provinces. The HH involved 308 participants, with 61% being women and 39% men. Additionally, six focus group discussions were conducted involving 46 individuals residing along the two main roads in both provinces.

Figure 2: Number of households' survey

Table 2: Key participants who were interviewed

Household Surveys and Focus Group Discussions					
Province	**Demographic areas**	**Number**		**Percentage**	
		HHs	**FGDs**	**HHs**	**FGDs**
Kondal	- **From**: PR-21B at Koh Thom Bridge, Chrouy Ta Kaev Commune - **To**: PR-14, PeamReang Commune, Leuk Daek District	100	21	32.47%	3 groups
Prey Veng	- **From**: NR-1 at PK77+082 Samroung Village, Lvea Commune, Preah Sdach District - **To**: Banteay Chakrei Commune, Preah Sdach District	208	25	67.53%	3 groups
Total		**308**	**46**	**100%**	**6 groups (100%)**
Key Informants		**Individual interview (IDI)**			
	Asian Development Bank (ADB)	0			
	National Bank of Cambodia (NBC)	2			
	Ministry of Economy and Finance (MEF)	0			
	Ministry of Public Works and Transport (MoPWT)	1			
Total		**3**			

1.4 Limitations of the research

It is important to acknowledge the potential sensitivity of this study concerning the ADB, MEF, MoPWT, and NBC, who serve as regulators, implementors, and funders. As this research addresses both positive and negative impacts on vulnerable populations, such as the displacement of families from their homes, degradation of indigenous peoples' living conditions, or intensification of local social conflicts, it may raise concerns among these entities. To overcome this issue, CCC took specific measures. Firstly, they prepared two types of supporting and invitation letters—one for local authorities and another for concerned ministries and agencies, including ADB, MEF, MoPWT, and NBC. Secondly, the research team conducted preliminary sessions with commune and village chiefs and obtained permission letters. With the assistance of local authorities, the consultants were able to identify suitable research sites and recruit willing participants from various villages for interviews. These steps ensured that the team could effectively engage with the target communities and gather valuable insights.

Chapter 2: Key Findings from Desk Review

2.1 Desk review of green economy policy and sustainable finance

From Objective 3-5, the chapter analyzes policy gaps in green economy policy, sustainable finance, and other related policies. It first looks at international and domestic policy documents, legal frameworks, and regulatory papers available online. Secondly, it explores a whole-of-government approach to green economy policy and sustainable finance. Policy gaps were identified from the desk review. Key findings can be used to formulate interventions such as policy recommendations, a series of policy dialogues, and a new program design on green economic policy and sustainable finance (Sections 2.2 to 2.5).

2.2 Mapping of the Green Economy Policy (GEP)

The GEP is a potential solution to multiple challenges, including climate change, biodiversity loss, resource scarcity, and financial instability[6]. The discourse of GEP has been constructed and used internationally and locally at three tiers. The United Nations Division for Sustainable Development (UNDESA) has published four issues from the international level.

- ***Green Growth Planning Guideline, Issue #1 (2016)[7]-*** The document provides an overview of recent literature on the ‘Green Economy’ and the related concepts of ‘Green Growth’ and ‘Low-Carbon Development’ and other variations such as low-emissions development or low-carbon growth. It is associated with this study because Chapter 1 has raised awareness of pertinent concepts of the green economy and calls upon governments to develop strategies for sustainable development, incorporating policy measures as outlined in the Rio Declaration and Agenda 21[8]. Chapter 3 presents some experience-based publications, especially the report called *“Working Towards a Balanced and Inclusive Green Economy,”* in which investment in physical infrastructure and target sectors and investment in human capital and societal infrastructure are highlighted.
- ***A Guidebook to the Green Economy, Issue #2 (2012)[9]: Exploring Green Economy Principles-*** It aims to further *‘unpack’* or *‘demystify’* the green economy concept by moving beyond the simple definitions of green economy and providing a brief overview of several sets of green economy principles that were published in the lead up to the United Nations Conference on Sustainable Development (“Rio+20”). In this publication, Chapter 1 explores the emergence of a more balanced understanding of the green economy that integrates all dimensions of sustainable development and highlights some common guiding principles that may be particularly relevant for implementation. Finally, it attempts to identify some priority areas where the green economy might be expected to deliver added value within the broader context of sustainable development and poverty eradication.
- ***A Guidebook to the Green Economy, Issue #3: Exploring Green Economy Policies and International Experience with national strategies (2012)[10]-*** It aims to explore the range of policy measures that have been proposed under the ‘*green economy*’ label by experts and practitioners in recent publications as well as by several governments in recent national planning documents. Through this review, a ‘*typology*’ of green economy policies is developed and used to identify the most common policy measures proposed by experts and adopted by governments. This guidebook focuses on exploring green economy policies and international experiences with national strategies. It develops a typology of green economy policy measures based on various policy categories and sub-categories. Issue #3 is particularly relevant to the ADB’s financing, as it covers investment, information, and inclusion in areas such as natural capital, agriculture, human capital, infrastructure, and innovation.

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[6] Jackson, Tim and Victor, Peter A. 2013. “Green Economy at Community Scale.” Accessed 20 March 2023: https://shorturl.at/brE48
[7] Global Green Growth Institute. 2016. “Green Growth Planning Guideline.” Accessed 20 March 2023: https://shorturl.at/tzZ34
[8] Roi Declaration and Agena 21: https://shorturl.at/fmqL8
[9] UNDESA. 2012. “A Guidebook to Green Economy Issue 2: Exploring Green Economy Principles.” Accessed 20 March, 2022. https://shorturl.at/sxN58
[10] UNDESA. 2012. “A Guidebook to Green Economy: Exploring Green Economy Policies and International Experience with National Strategies.” Accessed December 6, 2022. https://shorturl.at/zFMX5

- ***A Guidebook to the Green Economy, Issue #4: A Guide to International Green Economy Initiatives (2013)[11]:*** The guidebook aims to map out many key actors involved in implementing and supporting green economy initiatives globally. It emphasizes the need for collaboration among the UN system, international financial institutions, donors, and international organizations to provide countries with the necessary assistance, toolboxes, best practices, methodologies, and platforms for capacity building and technical assistance.

2.2.1 At the national level

ADB and the implementation ministry, the MoPWT have implemented key legal frameworks and policy documents. This section summarizes relevant national green economy policies and strategies and relevant online documents. From the Initial Environmental Examination, ADB has referred to the Road Improvement Project (Road #23 and Road #312) based on the following:

- Law on Environmental Protection and Natural Resources Management[12]: This law has 11 Chapters and 27 Articles. Its objectives include:
    i. Protect and improve the environment quality and public health by preventing, reducing, and controlling pollution.
    ii. Assess the environmental impacts of all proposed projects before the issuance of the decision by the RGC.
    iii. Ensure the rational and sustainable preservation, development, management, and use of the natural resources of the Kingdom of Cambodia.
    iv. Encourage and allow the public to participate in protecting the environment and managing natural resources.
    v. Suppress any acts which may affect the environment.
    vi. Chapter 7 calls for all investment project applications and all projects proposed by the State to have an initial Environmental Impact Assessment or an Environmental Impact Assessment (EIA) as specified in Article 6.
- Cambodia Climate Change Strategic Plan (CCCSP) 2014-2023[13]: It is a comprehensive national policy document responding to the climate change issues the country is facing. The CCCSP reflects the political will, firm commitment, and readiness for reducing climate change impacts on national development and contributing, with the international community, to global efforts for mitigating GHG emissions under the United Nations Framework Convention on Climate Change (UNFCCC). This study focuses on Chapter 5 of the CCCSP, "*Strategic Framework*" which highlights the guiding principles for addressing the vulnerability of climate risks and aims to draw more attention from key investors, banks, and other stakeholders. The RGC recognizes the need for mainstreaming climate change into the National Strategic Development Plan (NSDP) and national policies at all levels.

- Protected Area Law: It defines a protected area's management, conservation, and development framework. It consists of 11 Chapters and 66 Articles. This research is related to the Protected Area Law in Chapters 6-7. Article 21 in Chapter 6 states that local communities, indigenous ethnic minority communities, the public, and civil society are encouraged to participate fully in providing and accessing information relevant to protected area management, conservation, and development. Article 29 in Chapter 6 provides that citizens, Buddhist monks, school children, civil servants, armed forces members, and local authorities shall be obligated to participate in protecting, conserving, and rehabilitating natural resources within the protected areas.

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[11] UNDESA. 2013. "A Guidebook to Green Economy: A Guide to International Green Economy Initiatives." Accessed December 6, 2022: https://shorturl.at/cCMS1

[12] Ministry of Environment. 1997. "Law on Environmental Protection and Natural Resources Management." Accessed December 16, 2022. https://shorturl.at/uEPXY

[13] National Climate Change Committee. 2013. "Cambodia Climate Change Strategic Plan 2014-2023." Accessed December 17, 2022. https://shorturl.at/lntN8

Other related laws and regulations include Laws on Wildlife, Forestry Management, and Subsidiary Laws on Environmental Protection. These legal and policy documents have been used or referred to in the ADB's report on Initial Environmental Examination (Draft), 2021[14], wich mentioned about "*Rehabilitation of National Road Number 23 and Rehabilitation Road Number 312*".

2.2.2 At the community level:

According to the Anticipated Environmental Impacts and Mitigation Measures, ADB has employed the following legal and policy documents for its assessment of the impacts on communities-
(i) Positive Impacts and Environmental Benefits;
(ii) Impacts and Mitigation Measures during Preconstruction Phase;
(iii) Impacts and Mitigation Measures during Construction Phase;
iv) Impacts and Mitigation Measures during Operation Phase;
(iv) Induced and Cumulative Impacts;
(v) Information Disclosure, Consultation, and Participation;
(vi) Grievance Redress Mechanisms; and
(vii) Environmental Management Plan (see ADB's Initial Environmental Examination, page 104-115).

In short, all national and subnational legal and regulatory frameworks were presented and used in the ADB report called "*Rehabilitation of National Road Number 23 and Rehabilitation Road Number 312",* (Initial Environmental Examination (Draft), 2021)" in which the national standards of policy safeguards and green economy were followed.

2.3 Mapping of sustainable finance (SF)

Policymakers, policy practitioners, and academic researchers still poorly understand the linkage between SF and the GE . This section explores two layers of sustainable finance discussed and implemented at regional and domestic levels: the ASEAN Taxonomy for Sustainable Finance and the Cambodian Sustainable Finance Principles Implementation Guidelines[15]. These frameworks are aligned with the emerging themes of the GE and SF. However, there is currently no clear indication of the interconnectedness between the GE and SF .

2.3.1 At international level

- ASEAN Taxonomy for Sustainable Finance: It serves as a common building block that enables orderly and sustainable finance adoption by the ASEAN member states. It is used as a common language across different jurisdictions to communicate and coordinate labeling for economic activities and financial instruments.
- Fair Finance Guide International Methodology 2021[16]: A method for assessment of responsible investment and financial policies of financial institutions. The document will enable CSO coalitions collaborating in Fair Finance International and financial institutions worldwide to embark upon this road towards a fair and sustainable financial sector.

2.3.2 At national level

The "*Cambodian Sustainable Finance Principles Implementation Guidelines*"[17] have been adopted to provide a framework for Cambodian banks and MFIs to develop their own sustainable finance approaches. These guidelines are aligned with the Cambodian Sustainable Finance Principles established in 2019. In

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[14] Initial Environmental Examination (Draft), 2021: https://shorturl.at/pyzEM
[15] ASEAN. 2021. "ASEAN Taxonomy for Sustainable Finance." Accessed August, 17: https://shorturl.at/imps8
[16] FFI. 2021. "Fair Finance Guide International Methodology 2021." Accessed August 17, 2023: https://shorturl.at/aCRU5
[17] Association of Banks in Cambodia. "*Cambodian Sustainable Finance Principles Implementation Guidelines*." Accessed August 17, 2019: https://shorturl.at/tuxKQ

this guideline, there are nine principles to be introduced to the banks, microfinance Institutions, and other investors:

- ***Principle 1***: We will assess and manage environmental risks relating to climate change, pollution and waste management, and protecting our critical natural resources.
- ***Principle 2***: We will assess and manage risks that could potentially negatively impact our people, in particular, local communities, workers, and indigenous/minority populations.
- ***Principle 3:*** We will assess and manage risks that could potentially negatively impact our cultural heritage, including our language, culture, traditions, and monuments.
- ***Principle 4:*** We will increase the financial awareness and literacy of the Cambodian people and improve our approach to customer/client protection.
- ***Principle 5:*** We will expand our reach to those who previously had no or limited access to the formal banking sector and provide more innovative solutions to improve banking access and service levels.
- ***Principle 6:*** We will finance innovations that create efficiencies and improvements of existing, traditional sectors and business activities, as well as for developing new green economy activities.
- ***Principle 7:*** We will seek to build capacity across the banks to deliver to our communities as well as raise awareness of our customers and communities about sustainable and inclusive finance.
- ***Principle 8:*** We will manage our environmental and social footprints and request similar standards from our suppliers.
- ***Principle 9:*** We will annually report our individual and sector progress against these commitments to hold ourselves accountable and to share the story and outcomes of our journey and the value we believe can be created for Cambodia.

2.4 The linkage between green economy and sustainable finance

Table 3 illustrates the utilization of key policies and legal frameworks by ADB and the Ministry of Public Works and Transport, as outlined in the reports of the Road Improvement Project. It demonstrates the correlation between the green economy and sustainable finance through the implementation of Principles 1, 2, 3, and 8.

Table 3: The relationship between green economy and sustainable finance principles

No.	I. Relevant Principles of Green Economy Policy			II. Nine Principles of Sustainable Finance in Cambodia								
				Principle #1	Principle #2	Principle #3	Principle #4	Principle #5	Principle #6	Principle #7	Principle #8	Principle #9
		Readiness assessment										
A	**Main legal framework**	**Yes**	**No**									
1	Land Acquisition and Resettlement	x		x	x						x	
2	Legal Framework and Entitlements	x		x							x	
3	Consultation and Participation and Disclosure	x		x							x	
4	Grievance Redress Mechanism	x		x	x						x	
5	Institutional Arrangements and Implementation	x		x							x	
B	**National policy framework**											
1	ADB Safeguard Policy Statement (SPS) 2009	x		x	x	x					x	
2	Other Considerations											
2.1	Indigenous Peoples	x		x	x						x	
2.2	Gender and development	x		x	x						x	

2.5 Gaps between the policy development and practices on GE and SF

The assessment of policy gaps in green economy (GE) and sustainable finance (SF) is based on a desk review and key informant interviews (KII) with important regulatory and implementing bodies such as the National Bank of Cambodia and the Ministry of Public Works and Transport. ***Table 4*** provides an overview of key policy documents related to GE and SF, highlighting their thematic focus and outlining the specific areas where policy gaps exist.

Table 4: Policy gaps between GE and SF

Policy documents	Main thematic focus	Policy gaps
	Green Economy	
A. A Guidebook to the Green Economy of UNDESA (Issue # 1-4)	• ***'Green Economy'*** *and the related concepts of* ***'Green Growth'*** *and* ***'Low-Carbon Development'*** • *Exploring Green Economy Principles* • Exploring Green Economy Policies and International Experience with national strategies • A Guide to International Green Economy Initiatives	• The meanings **of 'Green Economy'**, '***Green Growth',*** *and* ***'Low-Carbon Development'*** are still conflicting and contesting discourses at international and national levels. • Common languages and principles are not formed with the national ones. • Linking these four Issues with national case studies is not demonstrated yet.
B. National policies and legal frameworks	• Positive Impacts and Environmental Benefits • Impacts and Mitigation Measures during Preconstruction Phase • Impacts and Mitigation Measures during Construction Phase • Impacts and Mitigation Measures during Operation Phase • Induced and Cumulative Impacts • Information Disclosure, Consultation, and Participation • Grievance Redress Mechanisms • Environmental Management Plan • ADB Policy on Safeguard	• Legalistic and technical themes emerged from Cambodia's policies and legal frameworks, and UNDES's Guidebook to the Green Economy has been seen, but there is a lack of common principles and terms/ languages that could be integrated. • There needs to be a workshop on GE and SF as an entry point to raise awareness and to integrate all terms into the GE policy development process based on Cambodian contexts. • All these legal and policy documents have been implemented, but there needs to be a GE workshop to debate key principles that ADB and the Royal Government of Cambodia have employed and applied at all different levels.
	Sustainable Finance	
A. ASEAN Taxonomy for Sustainable Finance	• Climate change and adaptation, healthy ecosystem and biodiversity protection, and promotion of resource resilience and transition to the circular economy.	• There is an unclear connection between GE and SF in practice at both international and domestic ones.
B. Cambodian Sustainable Finance Principles Implementation Guidelines	• Environmental risks relating to climate change, pollution, waste management, and the protection of our critical natural resources (Principle #1)	• Although there is no indication of the interrelations between GE and SF in Cambodia, the main emerging themes can be connected between GE and SF (see Table 3).

	• Risks that could potentially negatively impact our people, in particular, local communities, workers, and indigenous/minority populations (Principle #2) • Risks that could potentially negatively impact aspects of our cultural heritage, including our language, culture, traditions, and monuments (Principle #3) • Environmental and social (E&S) footprints and request similar standards from our suppliers (Principle #8).	• This is the only regulatory document used by all banks, MFIs, and other agencies to follow the nine Principles.
C. Laws and Regulations Applicable to Banks and Financial Institutions (2016)[18].	• This compilation of laws and regulations applies to banking and financial institutions. It is used to learn more and to implement the laws and regulations related to the banking sector in Cambodia. *The following laws and regulations are included*: • Laws Applicable to Banks and Financial Institutions • Regulations Concerning Licensing Conditions for Banks and Financial Institutions • Regulations Applicable for Commercial Banks and Specialized Banks Prudential Regulations • Regulations Applicable for Microfinance Institutions, Prudential Regulations • Regulations Applicable for Banks and Financial Institutions, Prudential Regulations • Payment, Settlement, and Transfers	• The guidebook provides general laws and regulations the banking sector must adhere to, including various applicable laws and regulations for banks, microfinance institutions (MFIs), and related agencies. However, the existing Laws and Regulations do not encompass the concept and principles of GE, despite the important role that the banking sector and other investors can play in promoting GE through their investments.
Concluding remarks:	It would be better if we could use this guidebook to integrate GE and SF into new policy guidelines, for example, Green Economy and Sustainable Finance Policy—investment (in natural capital, agriculture, human capital, infrastructure, and innovation).	

[18] NBC, 2016: https://shorturl.at/wHKX2

Chapter 3: Key Findings of Primary Data

3.1 Key findings from KII interviews

This section highlights the main perceptions, concerns, and reactions gathered from interviews with implementors and regulators, namely the MoPWT and the NBC. These interviews aimed to identify the existing policy spaces and gaps in GE and SF formulation and implementation at national and subnational levels. Three KIIs were conducted (see Table 2). The interviews revealed that the concept of a green economy is not been widely understood or consistently used in terms of meanings, indicators, guiding principles, and approaches. For instance, one of the KII participants from the implementors group expressed, *"We have never heard the term 'green economy.' The Royal Government of Cambodia has strategies, but I have never heard of the term green economy. Instead, we have heard the term green carbon, and the green project is acceptable. Climate change is the government's policy, and we aim to achieve our climate change goals by 2050."*

The MEF has used the term "green growth," but the term "green economy" is unfamiliar and not commonly employed. Similarly, NBC has no specific policy concerning the green economy or green bonds yet. However, the NBC encourages the MFIs and Banks to implement ESG guidelines or principles. It is worth noting that there is no ESG guideline in place, which makes it challenging to promote the implementation of ESG principles in the economy. The NBC refers to Cambodian Sustainable Finance Principles Implementation Guidelines for collaboration with inter-ministries and banks.

Regarding SF, the current debates focus on Fair Finance. NBC's involvement in fair finance is currently limited. One of the KII participants expressed, "Sustainable finance and green economy may be linked, but we don't have a deep understanding of how these terms have been applied in the infrastructure sector since it is not our area of focus" (see Table 5).

The perspectives of implementors and regulators regarding ESG, GE, and SF vary, and there is a lack of common ground and principles. They highlighted that while the RGC has different policies and strategies, the term "green economy" has not been commonly used. Instead, "green carbon" and "green project" are more familiar. In summary, considering the existing diversity of policies and strategies, there is a need to develop a comprehensive whole-of-government approach to ESG, GE, and SF frameworks in the future.

Table 5: Policy gaps of GE and SF

Awareness of the green economy	• The term GE is still not widely recognized. *"We have never heard the term 'green economy'. The Royal Government of Cambodia has strategies, but I have never heard of the term green economy. Instead, we have heard the term green carbon, and the green project is acceptable. Climate change is the government's policy, and we aim to achieve our climate change goals by 2050".* • ADB and MoPWT are focused on improving roads #23 and #312 to enhance people's quality of life. They prioritize climate resilience in road design, including considerations for gender and road safety. • The MEF has used the term "green growth," but the term "green economy" is not well-known or employed. Moreover, NBC does not have a specific policy concerning the green economy and bonds yet. The NBC encourages the MFIs and Banks to implement ESG guidelines or principles. Due to the lack of an ESG guideline, implementing ESG principles in the economy is challenging. The NBC refers to the Cambodian Sustainable Finance Principles Implementation Guideline. • The term "green economy" is unfamiliar from the implementers' perspective. It is argued that while the RGC has different policies and strategies, the term "green economy" has not been commonly

	used. Instead, "green carbon" and "green project" are more familiar. • The concepts of GE and SF are reflected in existing legal and policy frameworks in Cambodia and are considered essential components.
Current debate on green economy objectives and outcomes	• The recent discussions focus much more on fair finance. *“I don’t have any ideas for advocacy up to the policy level, and it depends on the debate events. As I knew, NBC is not yet involved in Fair Finance affairs.”* • We used to organize workshops with ABC on climate change and green economics. Green growth is the MEF term. • We agree that the terms ‘sustainable finance’ and ‘green economy’ may be linked. We don’t know how the two terms have been applied in the infrastructure sector since we don’t work on that.
Driver	• “*We don’t have any problem with the green economy, fair finance, and sustainable finance. The concepts are fine with us. We don’t have any influence on the projects.”* • For indicators, we follow NBC principles referring to the nine principles. • We have inputs for those ABC principles. It covers the green economy. “
Inclusion and involvement:	• *“For the collaboration, I think it is OK, we agree. Green economy is the way forward for the globe. We also want to have a policy on the green economy.”*
Entry points for accelerating GEP:	• *“We are working with UNDP for road safety infrastructure.* • *We are working with the World Bank and the Ministry of Mines and Energy towards **green mobility.”***
GEP indicators	• KIIs have not identified GEP indicators.
Holistic approach and policy coherence	• The connection between GE and SF is unclear.
Challenges and lessons learned:	• *“It is not easy in terms of fair finance or sustainable finance. We have to agree on the words or terms unanimously.* • *It would be good if we have a meeting to discuss it.* • *We can collaborate in the future to develop any strategies.”*
Suggestions	• NBC gives due importance to a green economy and fair finance. • We want all stakeholders to agree on the terms for policy development.

3.2 Key findings from household survey and focus group discussions: Assessing positive and negative impacts on communities.

The survey included a total of 308 households, with 32% located along Road 23 and 68% located along Road 312. Regarding gender distribution, 39% of the respondents were male, while 61% were female. The average age of male respondents was 50 years, while female respondents had an average age of 46.

Regarding the educational background of the respondents, 39% had completed their studies at the primary school level, 26% had completed secondary school, 20% had completed high school, and 5% had completed university. However, 10% of the respondents had never attended school (see ***Figure 3***).

Figure 3: Education of respondents

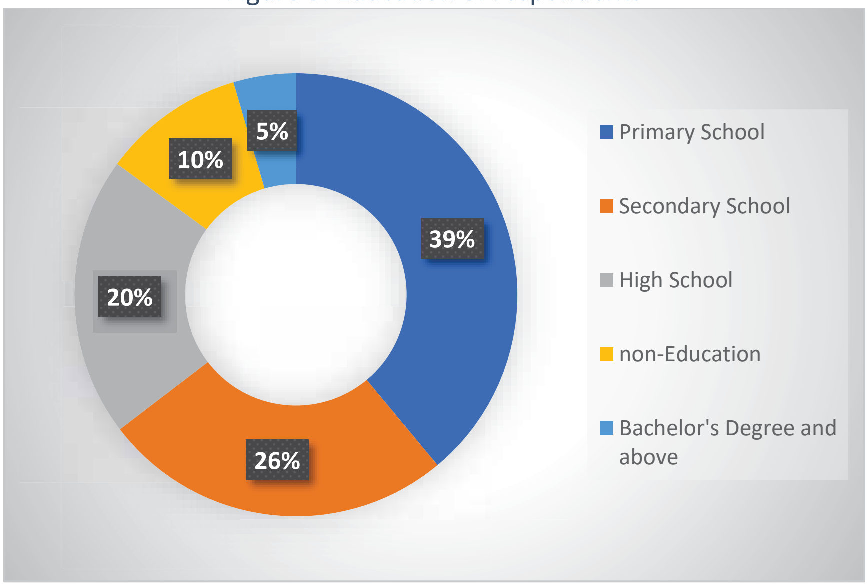


Table 6 illustrates the distribution of different occupational categories along the national roads. The largest percentage of respondents are engaged in farming, accounting for 35% of the total. Small-scale businesses comprise 29.55% of the respondents, followed by businesspeople at 12%. Fishing jobs and workers represent 5.84% and 2.27% of the respondents, respectively. These figures indicate that road projects impact farmers, small-scale businesses, and businesspeople. When examining the main occupation of respondents by gender, there are some similarities. Out of the 308 respondents, 108 are male farmers (constituting 41% of the total male respondents), and 200 are female farmers (comprising 59% of the total female respondents). Among the 91 small-scale businesses, a higher percentage of women (73%) are engaged in this occupation compared to men (27%).

Table 6: Main occupations of the respondents

Main occupation of the respondent (only one answer)	Percent
Farmer	35.06
Small-scale business owner[19]	29.55
Businessman[20]	12.01
Fishing	5.84
Worker	2.27
Small handicraft	1.95
Government employee	2.27
Repair men	0.97
Factory worker	0.65
The staff of a private company	0.32
Raising animal	0.32
Other	8.77
Total	100

3.3 Quality of public transport services before ADB's road projects

The predominant mode of transportation currently used by community members to travel from villages to other places outside the community is motorbikes, accounting for 100% of the respondents. Motorbikes are still expected to be the most commonly used mode of transportation in the future, with 99% of respondents indicating their intention to continue using them. A small percentage of respondents (1%) anticipate a shift to cars in the future. In terms of the purposes for traveling from villages to outside villages, respondents highlighted the following: 25% mentioned going to school, 23% mentioned going to markets for shopping, 21% mentioned going to work, and 20% mentioned going to the farm, as indicated in ***Figure 4*** below.

Figure 4: Current and future purposes for using transportation.

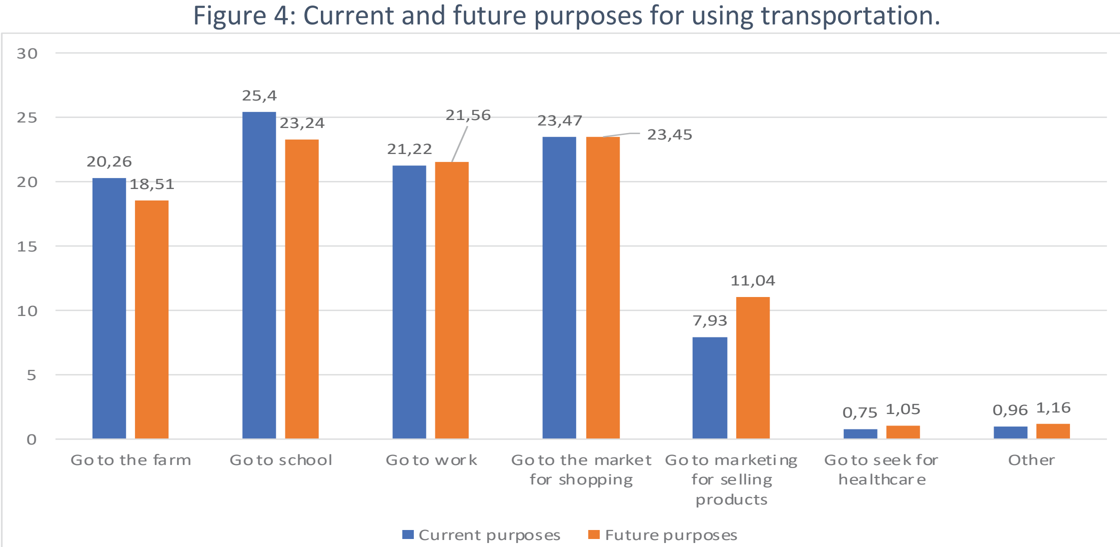


Figure 5 illustrates the primary and secondary issues related to transport services in the community before the implementation of the road projects, based on the data collected from the household survey. The participants expressed their desire for the construction of roads due to two main problems. The first problem 57.47% of respondents identified was the presence of small roads, indicating a need for broader and more accessible roadways. The second problem 28.25% of respondents mentioned was the poor condition of existing roads, characterized by mud and bumps, which made transportation challenging.

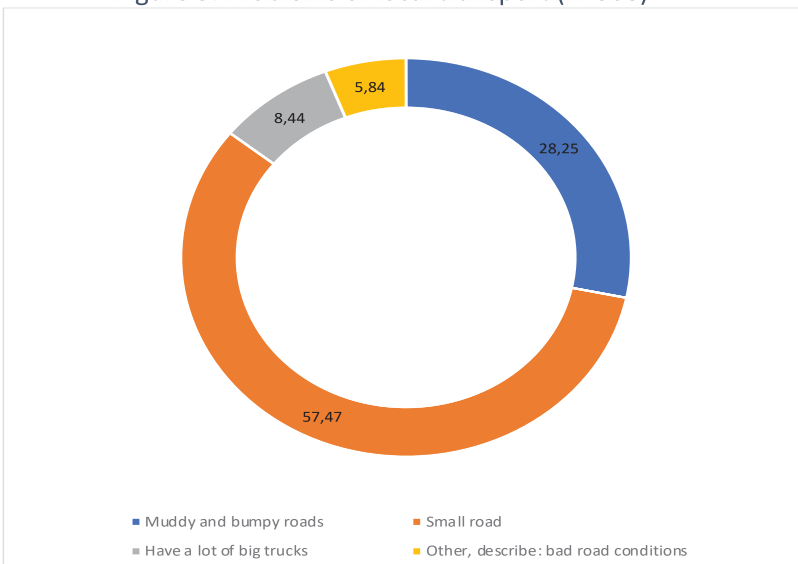
[19] Small-scale business refers to small shops (grocery, food and drink…etc) along both national roads.

[20] Businessman refers to larger business such as rice miller, factory, salon / haircut shop, and KTV parllor along the both national roads.

Another concern raised by the participants, accounting for 8.44% of respondents, was the presence of large trucks traveling from Cambodia to the Vietnam border. This issue raised safety concerns, particularly for people living along the roads, especially Road 312, as they faced a higher risk of accidents due to the presence of these trucks.

Similarly, during the focus group discussions (FGDs), various groups echoed similar concerns regarding the condition of the roads. For instance, one of the groups stated, "*The road is very small, and it is very difficult to bring our agricultural products to the market, and it is very difficult for our children to go to school.*"

Figure 5: Problems of local transport (n=308)



Other FGD groups similarly shared their positive views and expressed their support for the construction of Road 312. They believed that once the road was improved, it would facilitate the transportation of their agricultural products, such as rice, corn, mango, beans, and vegetables, to local markets. One of the groups said, "*When the road is improved, it will be easy for us to access the border, and the price of our agricultural products may be better.*"

3.4 Awareness of ADB's road project

This section describes the awareness of people who are affected by the projects. All participants (100%) were aware of the road improvement project (Road 23/312) in their villages. Most respondents (about 99%) had been aware of the project for over six months. They indicated their knowledge about the road improvement projects was primarily obtained from local authorities, with village and commune chiefs being the primary sources of information (85%). Regarding their perception of road improvement projects, approximately 98% of the participants agreed with the projects in their villages. However, a small percentage (2%) of respondents opposed the projects due to concerns about the impact on their land and houses.

Figure 6 illustrates the reasons provided by those who agreed with the road improvement project. The main factors mentioned were the anticipated benefits for business activities (27%), improved access to schools (26%), and enhanced access to markets (22%). These reasons highlight the positive expectations of the respondents, particularly in terms of economic opportunities, education, and market accessibility resulting from road improvement initiatives.

Figure 6: Reasons for agreement with the road project improvement

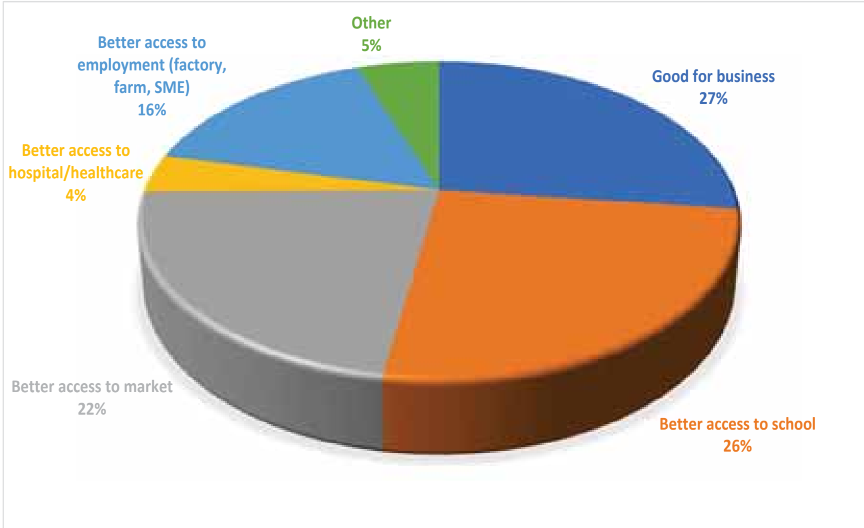
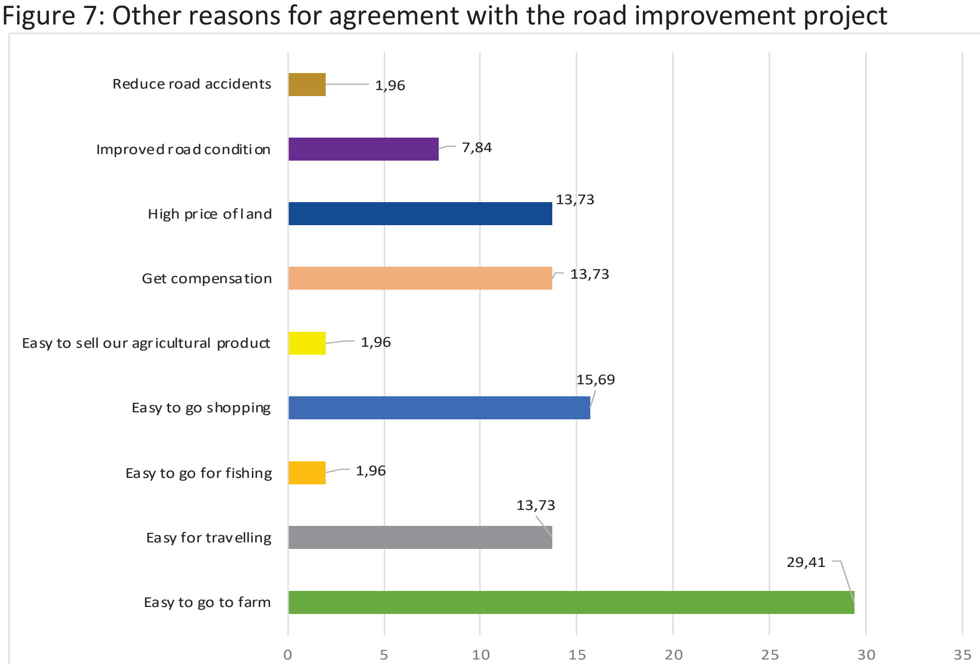


Figure 7 shows other reasons for the agreement to have the road improvement project. Approximately 29.41% of participants believed that the project would result in improved roads, facilitating their access to farms. Another notable reason mentioned by households (15.69%) was the expectation of more accessible shopping opportunities once the road is improved. Interestingly, some respondents (14%) anticipated a potential increase in land prices due to the project. Lastly, a similar percentage of participants (14%) expressed their expectation of receiving compensation from the projects.

Figure 7: Other reasons for agreement with the road improvement project



Reflecting on a small percentage of disagreement (2%), ***Table 7*** shows why they disagreed with the road improvement project. They believed that their house (44.44%), farmland (11.11%), and businesses (22.22%) would be affected.

Table 7: The reasons for not agreeing with the road improvement project.

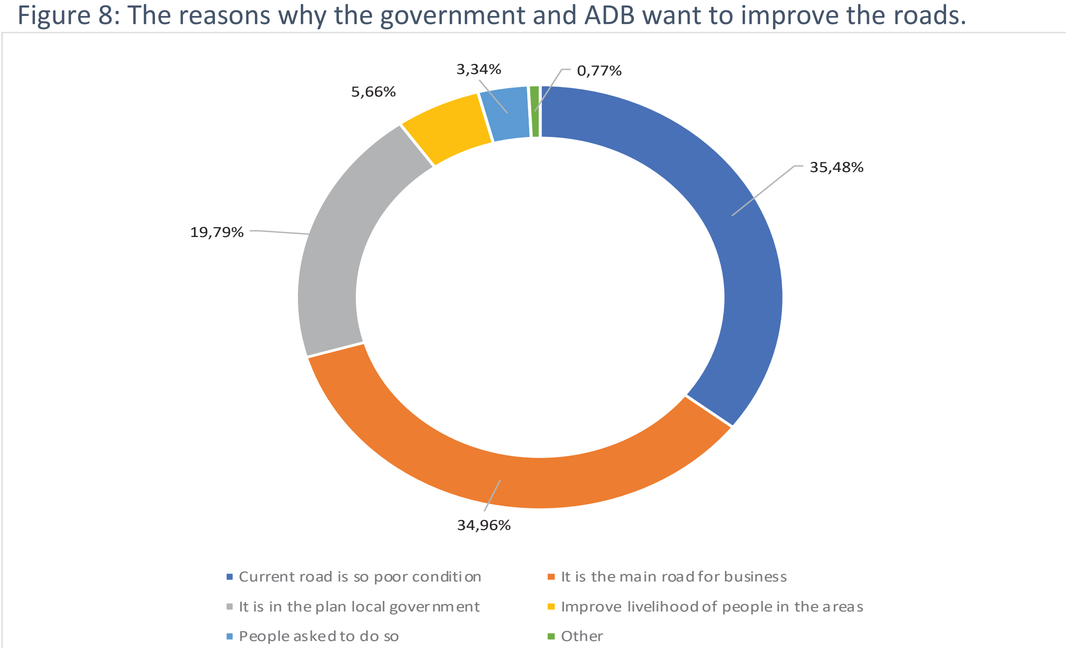
	Percent of responses
Affect my farmland	11.11
Affect my house	44.44
Affect my trees/crops	11.11
Affect my business	22.22
Affect public properties (schools, health centers)	11.11
Other	0
Total	100

3.5 Community inclusion and involvement

3.5.1 Community redress mechanisms

This section examines the community redress mechanisms and feedback mechanisms in the context of "green economy policies measures." Based on the household data collected, it was found that communities actively provide feedback within the project context. Approximately 70% of participants stated that they know why the government and ADB want to build or improve the road. The feedback provided by the FGD group echoed similar sentiments, indicating that the government and ADB aim to enhance economic activities and improve the livelihoods of people in the communities through this project. Additionally, it was noted that the project may contribute to local employment opportunities for the community members.

Figure 8: The reasons why the government and ADB want to improve the roads.



Additionally, ***Figure 8*** depicts that 35% of respondents are aware that the main roads will be used for businesses in the future. They agreed that the projects would help increase their incomes through business opportunities (29%). Moreover, 36% of interviewees believe that improved roads will facilitate more selling and economic activities, providing them with better access to local markets (35%). One of the FGDs stated, "When the roads are completed, our villagers who migrated to work outside the villages will come back."

3.5.2 Impacts on communities.

The section assesses the presumptive positive and negative impacts on communities before starting the project financed by the ADB's Financing of the COVID-19 post-pandemic economic recovery initiative. Local authorities and companies conducted the impact assessment. The communities are aware of the survey results. However, they are uncertain about the extent of compensation that will be provided for various categories, including houses, residential land, agricultural land, trees, and businesses. The impacts of the improvement projects are expected to affect different aspects: houses (6%), residential land (50%), trees (33%), and agricultural land (8%) ***(Figure 9)***.

Figure 9: Impacts on the local community

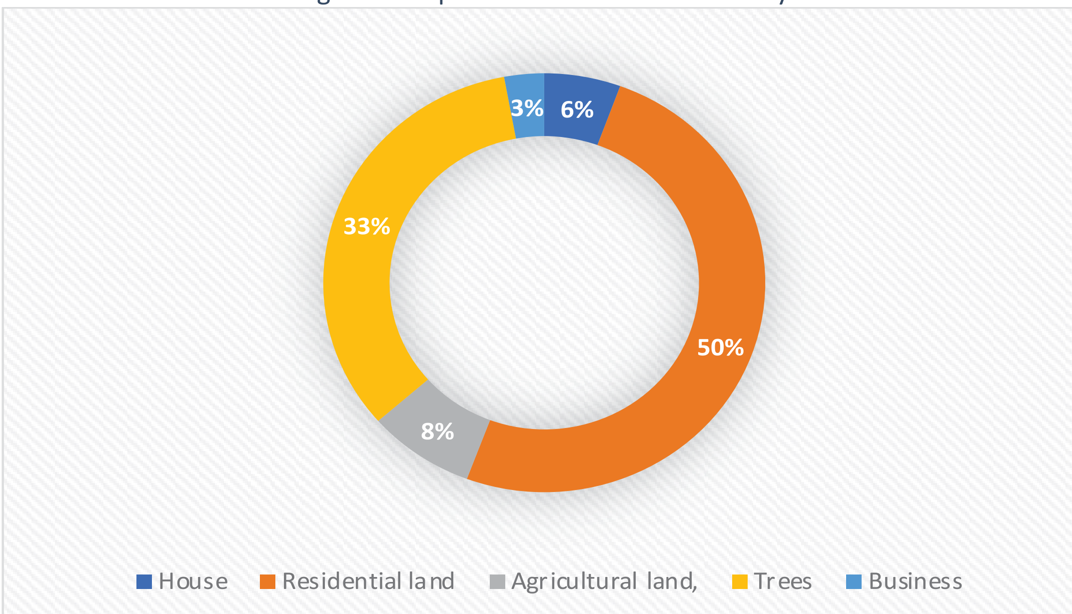


Table 8: How much income does your household expect to lose from the lost assets for a year?

	N	Mean	Std. Dev.	min	max
1- House (USD)	5	1220	865	250	2000
2- Residential land (USD)	8	1244	1176	9	3600
3- Agricultural land (USD)	16	227	199	10	810
4- Trees (USD)	135	197	328	5	1800
5- Business (USD)	14	5123	5619	100	18000

Table 8 provides information on the projected income loss for affected communities due to the impacts of the projects on various aspects such as houses, residential land, agricultural land, trees, and businesses. According to the respondents' opinions, income loss refers to the reduction in income that may be experienced by the residents who engage in existing businesses, farming activities (such as rice production), and the sale of fruits from trees. The table indicates the average annual income loss per household for each category.

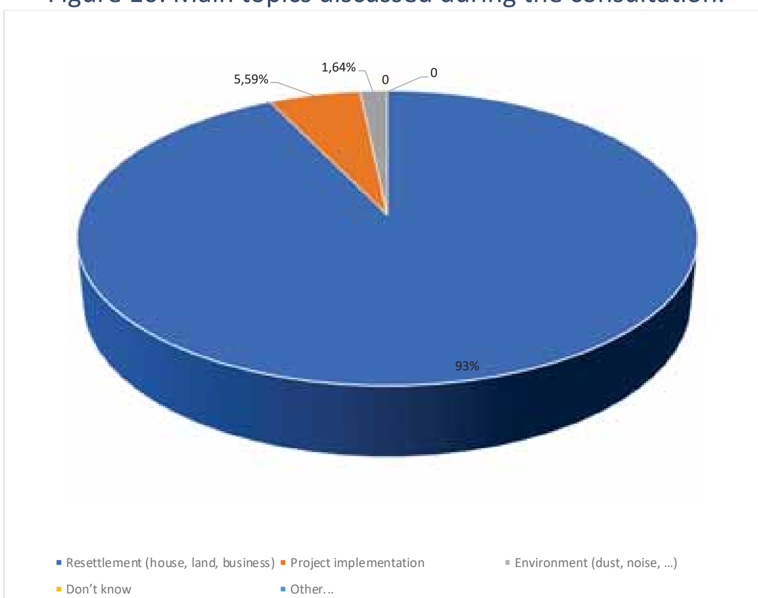
- For the five households currently using their houses for business purposes, the average income loss is estimated at US$1,220 per year per household.
- Regarding residential land, eight households may experience an average income loss of US$1,244.
- Regarding agricultural land, 16 households are expected to face an average income loss of US$227.
- Income from trees is anticipated to affect 135 households, resulting in an average income loss of US$197 per year per household.
- Finally, 14 households engaged in businesses may experience an average income loss of US$5,123 per year per household.

The affected residents have estimated these income losses based on the current market prices of land and other relevant factors.

3.5.3 Feedback mechanisms from the communities

As stated in ToR, this section aims to examine the feedback mechanisms in place for receiving input from communities, both within ADB and key regulatory bodies such as MEF and NBC. In response to the question, "Have you or your household been invited or involved in any consultations or meetings regarding road improvement?" approximately 92% of the interviewees confirmed that they were invited to attend relevant meetings or consultations. On the other hand, around 8% stated that they were not involved in the process, with some explaining that they had migrated to other cities or towns during the consultation period. During the consultation, the main topics discussed were resettlement (residential lands, farmland, and business), project implementation, and environmental issues. Around 93% of the respondents expressed that they primarily focused on discussing resettlement matters, including the impact on their residential lands, farmland, and businesses, as these were their main areas of concern.

Figure 10: Main topics discussed during the consultation.



Although the affected communities received certificates indicating the types of land, houses, businesses, trees, and farmland the project would impact, *the consultation committee did not inform them about the specific compensation each family would receive*. This is despite a government policy on compensation mechanisms outlined in the Basic Resettlement Plan (pages 33-38). Chapter 5 of the plan details the entitlements for the affected communities, including compensation, relocation, and income restoration. However, the communities lack knowledge about the specific types of entitlements they can expect.

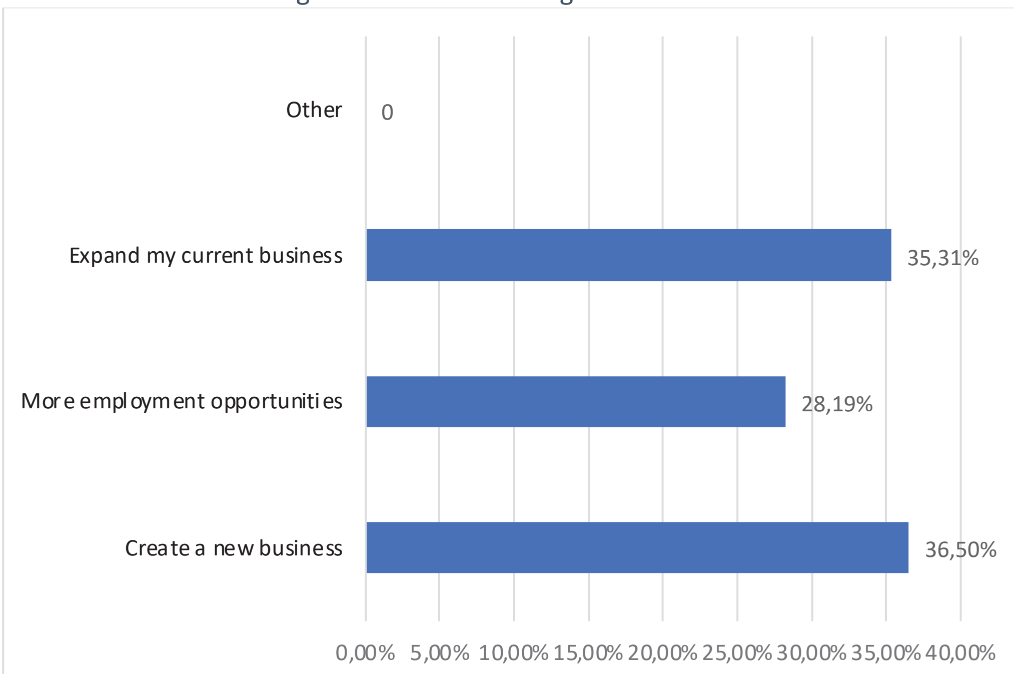
3.5.4 Opportunities for employment

According to the survey, approximately 71% of the people living along the roads express their expectation of obtaining employment opportunities from the project, while 29% do not have such expectations. The job categories present different opportunities for men, who may engage in heavy work, and women, who may find opportunities in light work. During one of the FGDs, a group expressed their hopes for acquiring new skills related to small businesses, agriculture, mechanic workshops, small vendors, beauty salons, and barbershops. The government and ADB should consider these demands and requests when formulating and designing social programs and safeguard measures.

However, some individuals have less hope for employment because construction companies already have their own staff. Additionally, some young laborers from the communities have already migrated to other areas for employment opportunities. Furthermore, many villagers lack the necessary skills to work with companies, and others are occupied with farming activities.

When asked about their expectations for acquiring new income-generating skills for the post-project and post-COVID-19 period, 70% of respondents expressed their desire to receive training in skills that would enable them to generate income. On the other hand, 30% did not have such expectations. ***Figure 11*** illustrates that 36.5% of participants anticipate the creation of new local businesses, 35% expect to expand their existing businesses, and 28% hope for increased employment opportunities in their local areas.

Figure 11: New income-generation skills



3.5.5 Community redress mechanisms (Grievance redress mechanism)

According to the survey, 80% of the respondents are aware of community redress mechanisms, while 20% are unfamiliar with them. Among those who are aware, the majority (86%) know about the process of filing complaints with local authorities, while a smaller percentage (14%) are familiar with the process of lodging complaints with ministry officials. These processes were discussed during the pre-assessment of the project by private companies and local authorities. During the interview, one of the FGDs, a group mentioned that the measurement of land and counting of trees were carried out accurately, and they have the necessary documentation as evidence. They expressed satisfaction with the process, stating, "We measured together with a survey team, and as the farmers or beneficiaries, we already have the blueprint on paper."

3.5.6 Road safety program

Because the project has not started yet, 80% of respondents have not received any training on road project improvement. However, when asked about future training programs, 80% expressed their willingness to participate in training courses conducted by companies or ministries, while 20% stated that they would not attend such training. The suggested topics for training include traffic laws (48%), safe driving practices (31%), and understanding the importance of roads (20%). Additionally, the respondents expressed their desire to see the improved road in their village as soon as possible. They emphasized the importance of appropriate and acceptable compensation for the affected villagers.

Chapter 4: Conclusion and policy recommendations

4.1 Conclusion

In conclusion, the road improvement projects on National Road 23 and 312 aim to support the government's infrastructure sector priorities by enhancing connectivity and promoting efficient movement within Cambodia and the GMS. These projects also focus on rehabilitating and developing national and provincial roads, implementing axle load control measures, promoting road safety awareness, and addressing potential social issues.

The survey was conducted as part of this evaluation to assess both the positive and negative impacts of the projects. It also aimed to identify policy gaps in green and sustainable economies between ADB, MEF, and NBC. Additionally, it assessed the disparity between the policies and practices related to green and sustainable economies within these institutions.

The road improvement project has adhered to legal and policy frameworks to ensure consideration of environmental, social, and economic impacts and outcomes for communities and the country. These frameworks include:

- Positive Impacts and Environmental Benefits.
- Impacts and Mitigation Measures during Preconstruction Phase.
- Impacts and Mitigation Measures during Construction Phase.
- Impacts and Mitigation Measures during Operation Phase.
- Induced and Cumulative Impacts.
- Information Disclosure, Consultation, and Participation.
- Grievance Redress Mechanisms, and
- Environmental Management Plan.

The key findings from the primary data indicate that the communities are in favor of the road improvement projects and emphasize the following points:

- The communities have accepted the impact assessment results conducted by local authorities and companies.
- The communities recognize the need for road project improvements, particularly concerning the current infrastructure conditions in their communities. They highlight that the roads are muddy and bumpy, and there is a specific need for Road 312 to accommodate cargo trucks effectively.
- The communities identify several benefits that would result from the road improvement projects. These include improved access to schools, markets, hospitals, and farms, crucial for their daily activities and economic endeavors.
    a. Easy access to farms, higher land prices, employment opportunities, and compensation are the main expectations from local people.

The primary data analysis also reveals some negative impacts on the residents along the roads, including the following:

- The affected residents, whose houses, residential land, agricultural land, trees, and businesses are impacted by the road improvement projects, are unaware of the amount of compensation they will receive from the government.
- The residents anticipate income losses due to the project's impact on their houses, residential land, agricultural land, trees, and businesses. These losses are expected to affect their existing sources of income, such as businesses and farming activities. The exact extent of these income losses is yet to be determined. The Basic Resettlement Plan, specifically in Chapter 5 (pages 33-38), outlines the entitlements for the affected communities concerning compensation, relocation, and income restoration. However, the affected communities need further understanding of the specific types of entitlements they are eligible for and the corresponding amounts they should expect to receive.

4.2 Policy Implications and Recommendations

This section offers policy implications and recommendations to enhance inclusivity and maximize the positive impact of the road improvement project on beneficiaries, particularly communities. Based on KIIs and FGDs, participants frequently expressed concerns regarding compensation schemes. They reported a lack of information regarding the amount and timing of the compensation, despite the introduction of *compensation, relocations, and income restoration* schemes in the ADB's project document.

Additionally, the ADB has a safeguarding policy that addresses involuntary resettlement, which includes:

- Compensation to replace lost assets, livelihood, and income.
- Assistance for relocation, including the provision of relocation sites with appropriate facilities and services.
- Assistance for rehabilitation to achieve the same well-being level as before the project.

However, most affected participants are still uncertain about their future employment, agricultural production, small-scale businesses and road safety, impacts of climate change, and gender-related issues.

In response to these issues and concerns, ***a series of short-term social programs*** should be considered:

- The ADB's involuntary resettlement policy should be introduced early stage of the project before road construction to the affected communities. Social assistance should be provided as cash transfers combined with support for income-generating activities and capacity building in agriculture during the transition of road construction. These measures can help prevent vulnerable women and men from giving up their farms and migrating from their villages. This scheme should look at the existing Government Social Protection initiatives.
- Since most affected families are women who primarily engage in domestic and unpaid care work, initiatives should be implemented to promote women's economic empowerment. Various financial and agricultural services to support backyard agricultural production, such as raising chickens, growing vegetables, and breeding frogs, should be considered. Training, coaching, and mentoring services should be promoted to develop women's agricultural technical skills for new crops, livestock, and farming as their businesses.
- Another option is to encourage affected women to seize opportunities for education and training to enhance their existing experience and skills, thereby improving future job prospects.
- Women's access to financial assistance for backyard agricultural productions should be promoted through MFIs' rural credits. In collaboration with MFIs, the CCC and FFC are working to identify potential target small-scale farmers who effectively utilize loans. These farmers should be trained in financial planning and management and agricultural technological skills.

What are the policy options?

The desk review indicates that Cambodia has made significant progress in implementing key components of a green economy and sustainable finance principles. There is a growing discussion on the need for greener and more equitable finance. Policymakers, practitioners, international organizations, and academia have begun examining the interrelationship between GE and SF. This study uses the infrastructure project (Road 23 & 312) as a case study.

However, the concepts of GE and SF are complex and subject to contested and conflicting discourses, often using legalistic and technical language. Based on the KII interviews, there are several policy gaps, including:

- Lack of awareness of the key components of GE and SF.
- Inadequate comprehensive debate and motivation for promoting both concepts.
- Unclear indicators for measuring GE and SF in practice.
- The lack of a holistic approach and policy coherence requires further discussion.

To address these policy gaps, the following recommendations provide alternative policy options:

- ***Policy engagement mainstreaming***: To influence policy agendas on GE and SF, organizing a series of consultative workshops or policy dialogues involving key stakeholders is crucial. These workshops should aim to:
    - Reach agreement on common legalistic and technical languages, terms, and concepts accepted and employed for GE and SF. The debates should focus on establishing shared terminology and discussing how GE and SF contribute to climate mitigation, adaptation, better livelihoods, economic benefits, and employment of rural communities, especially women.
    - Strengthen institutions by integrating long-term institutional knowledge and skills through policy dialogues, training programs, and practical application of GE and SF concepts.
    - Encourage key actors to support and catalyze GE and SF by establishing common structures and principles. This entails developing appropriate tools for environmental assessment, social impact assessment, and environmental, social, and green procedure standards.
    - Address policymakers' and practitioners' limited knowledge and skills regarding GE and SF through capacity development initiatives and training programs that bridge the knowledge gap.

Annexes:

Annex 1: Guiding Questions for FGDs and KIIs

Generic questions for MEF, NBC, and MoPWT

1. Individual Interview	
PARTICIPANTS	KIIs (1.5-2 hours)
A. Reviewing Green Economy Policy Measures	
Objective 4-5: To assess the policy gaps in green and sustainable economy and/or related policies at ADB, MEF, and NBC.	
Awareness:	1. The term green economy remains a contested idea internationally and locally. What terms are used in Cambodia (e.g., **green economy, green growth, low-carbon economy, or new economy**)? Why? 2. Are there relevant national **green economy policies,** strategies, and similar documents available at NBC, MEF, or MoPWT? 3. If there is, how does NBC, MEF, or MoPWT **mainstream these policies into safeguarding the project** (e.g., the ADB's Road Network Improvement Project)? To whom? 4. What are the **key elements/principles of a green economy**? If your organization does not have a specific framework, what steps are you planning to take to address this?
Current debate on green economy objectives and outcomes	5. To what extent are the dimensions of a green economy being debated and pursued through initiatives within the country?
Driver:	6. Who are the key drivers of green economy policies in the country, what motivates their involvement, and who are the main stakeholders opposing these initiatives? 7. Which government economic priorities have the potential to support the development of a green economy, such as employment generation and infrastructure investment?
Inclusion and involvement:	8. From your perspective, is there a mechanism in place to involve and integrate local communities into the design and implementation processes of green economy policies, particularly within the safeguarding policy? If so, how is this achieved? 9. Are there established mechanisms for receiving feedback from affected communities within the safeguarding policy? If yes, how are these feedback mechanisms structured and implemented? 10. What specific provisions have been made to ensure the active participation of poor and marginalized groups in the development and implementation of green economy initiatives? If there are such provisions, please describe them.
Entry points for accelerating GEP:	11. Do you believe there are opportunities for short-term and long-term green economy development in specific sectors? If yes, what are those sectors and what factors contribute to their potential? If no, please explain the reasons behind this perspective.
GEP indicators	12. Are there objective ways of **measuring relevant indicators of GEP** during project assessment, implementation, and post-project period?

	• If yes, which indicators are considered most valuable and useful by NBC, MEF, or MoPWT? ☐ *Economic Indicators (e.g., GDP growth, trade performance)* ☐ *Comprehensive Indicators (e.g., HDI, MDGs)* ☐ *Poverty Indicators (e.g., other measures, please specify)* ☐ *Environmental Indicators (e.g., other, please specify)* ☐ *Social Indicators (e.g., Unemployment, other please specify)* ☐ *Results of Public Opinion Surveys* ☐ *Other (please specify)* ____ • If no, why?____
Holistic approach and policy coherence	13. How effective has the green economy approach been in addressing multiple dimensions of green economy policies (GEP)? If the approach has not been successful, how are overarching decisions made in practice when faced with such challenges? 14. How does the whole-of-government approach to green economy policy work in terms of alignment, roles and responsibilities of different government entities, and the use of indicators to track progress? 15. To what extent do the different dimensions of green economy policies (GEP) maintain consistency and mutually support each other throughout the processes of formulation, implementation, and evaluation?
Challenges and lessons learned:	16. What are the **major barriers to implementation**? Please rank in order of importance 1 = most important. ☐ *inadequate coordination between ministries* ☐ *low political priority for integrated decision making* ☐ *problems created by slow growth* ☐ *lack of data* ☐ *inadequate or unpredictable international support* ☐ *inadequate public awareness or engagement* ☐ *other; please specify:*____
	17. What steps should be taken to address these barriers and bridge the implementation gaps in green economy policies? 18. What are the main challenges encountered in promoting integrated planning and decision-making for green economy policies? 19. What additional actions could be taken to promote effective voluntary actions and partnerships in support of green economy policies?
CONCLUSION	20. Is there **anything else you** would like to say about the Green Economy Policy?

Generic questions for ADB

1. Individual Interview	
PARTICIPANTS	KIIs (1.5 hours)
Assessing both positive and negative impacts on communities from ADB's project	
Objective 3: To seek an understanding of the mechanisms for receiving feedback from the communities within ADB, and key regulators such as MEF, and NBC.	
Problem statement	1. Could you please describe the main issues that the ADB aims to address with this project, as stated in their concept note? 2. What is the rationale behind the project's efforts to solve these issues?
Readiness assessment	3. How does **ADB involve local communities** during the pre-assessment, implementation, and post-project periods?
Awareness:	4. In Cambodia, what terms are commonly used to refer to the concept of a green economy? For example, is it referred to as a green economy, green growth, low-carbon economy, or new economy? What are the reasons for using these specific terms? 5. Are there any relevant national green economy policies, strategies, or similar documents available at the ADB? If such policies exist, how does the ADB incorporate them into the project's safeguarding measures, such as in the ADB's Road Network Improvement Project? Who are the key partners involved in this process? 6. What are the key elements or principles that define a green economy?
Holistic approach and policy coherence	7. How successful has the green economy approach been in addressing multiple dimensions of green economy policies (GEP)? If it has not been successful, how are overarching decisions made in practice to overcome these challenges? 8. How does the ADB's whole-of-government approach to green economy policy work in terms of alignment, roles, and responsibilities of different government entities, and the use of indicators to assess progress? 9. To what extent do the different dimensions of green economy policies (GEP) maintain consistency and mutually support each other in terms of formulation, implementation, and evaluation criteria?
Community inclusion and involvement:	10. From the ADB's perspective, are there mechanisms in place to involve and incorporate local communities into the design and implementation processes of green economy policies? If so, how are these mechanisms employed? 11. Are there mechanisms in place to receive feedback from the affected communities within the safeguarding policy? If so, how are these mechanisms structured and implemented? 12. What specific provisions have been made by the ADB to ensure the involvement of poor/marginalized groups in the green economy?
Financial inclusion	13. Does the ADB have policies, services, and products that specifically target the poor and marginalized groups in the project areas? If yes, could you provide details on how these are implemented? If no, please explain the reasons behind this. 14. Does the ADB have a policy aimed at improving the financial literacy of low-income individuals, marginalized groups, and micro, small, and medium enterprises (MSMEs) in the project areas? If yes,

	how is this policy implemented? If no, please explain the reasons behind this.
GEP indicators	15. Are there objective methods to measure relevant indicators of green economy policies during the project's assessment, implementation, and post-project stages? • If yes, which indicators are considered most valuable from the National Bank of Cambodia (NBC), Ministry of Economy and Finance (MEF), or Ministry of Public Works and Transport (MoPWT)? ☐ *Economic Indicators (e.g., GDP growth, trade performance)* ☐ *Comprehensive Indicators (e.g., HDI, MDGs)* ☐ *Poverty Indicators (e.g., other measures, please specify)* ☐ *Environmental Indicators (e.g., other, please specify)* ☐ *Social Indicators (e.g., Unemployment, other please specify)* ☐ *Results of Public Opinion Surveys* ☐ *Other (please specify)* ____ • If no, why?_______________________________________
Challenges and lessons learned	17. What are the **key challenges or lessons learned** from addressing those issues? 18. Please rank the following barriers to implementing Green Economy Policies (GEP) or safeguard policies in order of importance, with 1 being the most important: 1 = most important. ☐ inadequate coordination between ministries ☐ low political priority for integrated decision making ☐ problems created by slow growth ☐ lack of data ☐ inadequate or unpredictable international support ☐ inadequate public awareness or engagement ☐ other; please specify: ______________________________________ 19. What ***steps need to be taken to address these barriers*** in an effort to bridge the implementation gaps?
Entry points for accelerating GEP:	20. Do you believe that there are **opportunities for short-term and long-term GEP,** and in which sectors? If yes, why? if no, why?
CONCLUSION	21. Do you believe that there are opportunities for both short-term and long-term Green Economy Policies (GEP) in certain sectors? If yes, please explain the reasons behind your belief. If no, please explain the reasons for the absence of such opportunities. 22. Is there any additional information or comments you would like to share regarding the Green Economy Policy in your project areas?

Generic questions for local NGOs

1. Individual Interview	
PARTICIPANTS	KIIs (1.5 hours)
Assessing both positive and negative impacts on communities from ADB's project	
Objective 3: To seek an understanding of the mechanisms for receiving feedback from the communities, within ADB, key regulators such as Ministry of Economy and Finance (MoEF), and National Bank of Cambodia (NBC).	
Problem statement	1. Based on ADB's concept note, could you please describe the **core problems of the project that ADB wants to address**? 2. Why does the **project attempt to solve those** issues?
Readiness assessment	3. Are **you involved with ADB during the pre-assessment, implementation, and post-project period**?
Community inclusion and involvement:	4. From your perspective, are there mechanisms in place to involve or mainstream local communities in the design and implementation processes of the Green Economy Policy (GEP)? If yes, please provide details on how local communities are involved. 5. Are there existing mechanisms for receiving feedback from the affected communities within the safeguarding policy? If yes, please describe the mechanisms and how feedback is collected. 6. What special provisions or strategies have been implemented to ensure the involvement of poor and marginalized groups in the green economy?
GEP indicators	7. Are there objective ways of **measuring relevant indicators of GEP** during project assessment, implementation, and post-project period? • If yes, which indicators are most valuable from NBC, MEF, or MoPWT? ☐ *Economic Indicators (e.g., GDP growth, trade performance)* ☐ *Comprehensive Indicators (e.g., HDI, MDGs)* ☐ *Poverty Indicators (e.g., other measures, please specify)* ☐ *Environmental Indicators (e.g., other, please specify)* ☐ *Social Indicators (e.g., Unemployment, other please specify)* ☐ *Results of Public Opinion Surveys* ☐ *Other (please specify)* • If no, why?____
Challenges and lessons learned	8. What are the **key challenges or lessons learned** from addressing those issues?
Entry points for accelerating GEP:	9. Do you believe there are opportunities for both short-term and long-term Green Economy Policy (GEP) initiatives in specific sectors? If yes, please explain the sectors and provide reasons for their potential. If not, please explain the reasons behind the absence of such opportunities.
CONCLUSION	10. Is there **anything else** you would like to say about Green Economy Policy in your project areas?

Generic questions for communities (FGD groups)

1. Individual Interview	
PARTICIPANTS	KIIs (1.5 hours)
Assessing both positive and negative impacts on communities from ADB's project	
Objective 1-2: To assess both positive and negative impacts on communities from the ADB's financing of the COVID-19 post-pandemic economic recovery in Cambodia	
Problem statement	1. What are **new emerging challenges** in the post-COVID-19 pandemic? 2. Could you please **describe the core problems that ADB wants to address** in your villages? 3. Why do **ADB and the government attempt to solve those** issues? 4. Do **new challenges pose a fundamental risk to your community**? Why? 5. Do you know why the government and ADB want to build/improve this road? if yes, why?, if no, why?
Awareness of project/road safety	6. Which of these modes of transport do people in the community use the most from villages to other places outside the community? Currently and in the future (after the road is completed) 7. Have you ever been aware that there will be a road improvement (Road 23/312) in your village? if yes, from whom, and when? if not why? 8. Do you agree with the road improvement (Road 23/312) in your village? if yes, why?, if not, why? 9. Have you **received road safety training** or consultation? What are they? 10. What do you **know about road safety**? 11. Who **influences the community to adopt safe road** user behaviors?
Involvement: benefits of community-based road safety program	12. What are the **benefits of road safety** programs? 13. Are there **any mechanisms to involve communities** during ADB's project assessment on road safety activities? 14. Are **communities satisfied/accepted with** the way the project settles for you? if yes, why?, if not, why? 15. Is your household affected by the road improvement project? 16. How much income that your household lose for a year from that lost assets? 17. Do you accept this impact survey? If yes, why? If not, why? 18. Will you accept the payment that you will receive? If yes, why? if not, why? If no, what have you done to solve that problem? Is the problem solved? What will you do for further action? 19. Have you/your household been invited/ involved in any consultation/ meeting about a road improvement project? What kind of meeting? Did you raise any issues in the meeting? Did they accept that you have raised the issues? If not, why?

Involvement: benefits of community-based social program	20. Is there a mechanism in place for concerned communities to seek redress or address grievances arising from the project? If yes, please describe the process and steps involved in accessing redress. 21. Do **women and men obtain opportunities to participate** in construction work and other jobs with road building and its maintenance? How much do you get paid? 22. Do you **receive new income-generating skills** that can be used for the post-project and post-COVID-19 period? If yes, what are they?
Challenges and lessons learned:	23. What **challenges did you experience** during the project period? 24. What are the **unexpected results of** the project? 25. **Looking forward to the next 5 or 10 years**, what are your highest priorities for accelerating this project toward sustainable development?
CONCLUSION	26. Is there **anything else** you would like to say about ADB' project in your communities?

Annex 2: Questionnaire for Household Survey

Project: ADB's Finance COVID-19 Post-Pandemic Economic Recovery

Questionnaire for Household Survey

(Interview only the household head/HH's decision maker, a person who knows about the project, and affected HHs)

1. Geographical

Questionnaire ID	
Project in Road	1- q Road 23 2- q Road 312
Village Name	
Commune Name	
District Name	
Province Name	
Enumerator Name	
Checked by	
Date	Day……… Month………………Year 2022

2. Information of Respondent

2.6 Name of respondent..

2.7 Sex of respondent

1- q Male

2- q Female

2.8 Age of respondent: …. years

2.9 Education of the respondent

1- q No Education

2- q Primary School

3- q Secondary School

4- qHigh School

5- q Vocational skills

6- qBachelor's Degree and above

7- q Other…………………………………..

2.10 Main occupation of the respondent *(only one answer)*

1- q Government employee

2- q NGOs/IOs staff

3- q Staff of private company

4- q Businessman

5- q Small-scale business owner

6- q Motor/ taxi driver

7- qFactory worker

8- q Construction worker

9- q Small handicraft

10- q Repair Man

11- q Worker

12- q Famer

13- q Fishing

14- q Raising Animal

15- q Other (Please specify) ……………………

2.11 How many permanent members are there in your family?

2.8.1 total........., 2.8.2 male........ 2.8.3 female.........

2.12 How many people in your family are able to earn money?

2.9.1 total........., 2.9.2 male........ 2.9.3 female.........

3. Quality of Public Transport Services Before ADB's Road Project

3.1 Which of these modes of transport do people in the community use the most from villages to other places outside the community? *(one answer)*

Currently	Future (after road completed)
1. q Bike	1. q Bike
2. q Motorbike	2. q Motorbike
3. q Car	3. q Car
4. q Cattle cart	4. q Cattle cart
5. q Other, describe	5. q Other, describe ....

3.2 What are the main purposes for traveling from village to outside village? *(select three of the most important)*

Currently	Future (after road completed)
1. q Go to the farm	1. q Go to the farm
2. q Go to school	2. q Go to school
3. q Go to work	3. q Go to work
4. q Go to the market for shopping	4. q Go to the market for shopping
5. q Go to marketing to sell products	5. q Go to marketing to sell products
6. q Other, describe	6. q Other, describe ....

3.3 What are the two main problems with transport services in your community? *(priority 1st and 2nd)*

1st problem	2nd problem
1. q Muddy and bumpy roads	1. q Muddy and bumpy roads
2. q Small road	2. q Small road
3. q Quiet and scary road	3. q Quiet and scary road
4. q Other, describe	4. q Other, describe ....

4. Awareness of the project

4.1 Have you ever been aware that there will be a road improvement (Road 23/312) in your village?

1- q Yes 2- q No *(end the interview)*

4.1.1 If yes, from whom? *(can be multiple answers)*

1- q Relatives 4- q Neighbor

2- q Local authority/ministry 5- q TV/Radio

3- q NGOs 6- q Other...

4.2.2 If yes, how long ago did you hear about this? *(only 1 answer)*

1- q Less than one month 3- q From three months to six months

2- q From one to three months 4- q More than six months

4.2 Do you agree with the road improvement (Road 23/312) in your village?

1- q Yes *(ask 4.2.1)* 2- q No *(skip to 4.2.2)*

4.2.1 If yes, why *(can be multiple answers)*

1- q Good for business
4- q Better access to hospital/healthcare
2- q Better access to school
5- q Better access to employment (factory, farm, SME)
3- q Better access to market
6- q Other.................................

4.2.2 If no, why? *(can be multiple answers)*

1- q affected my farmland
4- q affected my business
2- q affected my house
5- q affected public properties (school, health center)
3- q affected my trees/crops
6- q Other.................................

4.3 Do you know why the government and ADB want to build/improve this road?

1- q Yes *(answer 4.3.1)* 2- q No *(skip to 4.4)*

4.3.1 If yes, why? *(can be multiple answers)*

1- q Current road is in poor condition
4- q Improve the livelihood of people in the areas
2- q It is the main road for business
5- q People demanded it
3- q It is in the local government plan
6- q Other..

4.4 In your opinion, have communities accepted settlement options from the project?

1- q Yes *(answer 4.4.1)* 2- q No *(skip to 4.4.2)*

4.4.1 If yes, why? *(can be multiple answers)*

1- q it is what people need

2- q it can improve the livelihood of our people (answer 4.4.1.a below)

3- q it will ease schooling, health care, and other business in the communities

4- q Other............................

4.4.1.a If the answer for 4.4.1 is 2, how does it improve the livelihood of people? (can be multiple answers)

1- q it will increase income

2- q it will increase selling activities

3- q it will ease access to the market

4- q other............................

4.4.2 If no, why? *(can be multiple answers)*

1- q the project does not provide appropriate compensation

2- q the project will have a negative impact on people's livelihood (loss of farms, businesses, etc.)

3- q I don’t know

4- q Other............................

5. Impacts on communities

- 5.1 Is your household affected by the road improvement project?

1- q Yes *(answer 5.1.1)* 2- q No *(end the interview)*

5.1.1 If yes, what kind of impact? *(can be multiple answers)*

1- q house 5.1.1.a how many .... house
2- q residential land 5.1.1.b size ....m^2
3- q agricultural land 5.1.1.c size .... m^2

4- q trees 5.1.1.d how many………… trees
5- q Business (answer 5.1.1.e)

5.1.1.a If the answer to 5.1.1 is 5 (business), what kind of business? *(can be multiple answers)*

1- q repairing machine
2- q grocery store
3- q salon/hair-cut shop
4- q store for selling food
5- q handicraft shop
6- q other……………………

5.1.1.b If yes, how much income would your household lose for a year from the lost assets?
1- q house ……………………………………… USD
2- q residential land ……………………………………… USD
3- q agricultural land ……………………………………… USD
4- q trees ……………………………………… USD
5- q business ……………………………………… USD

5.1.2 If yes, who assessed this impact? *(can be multiple answers)*

1- q Survey company
2- q Local authorities
3- q Government/Ministry
4- q Other……………………….

5.1.3 If yes, do you accept this impact survey?
1- q Yes 2- q No. If no, why?……………………………………….

5.1.4 If yes, do you know how much you will receive in compensation?
1- q Yes 2- q No

5.1.5 If yes, how much?…………………………………………… USD

5.1.6 If yes, will you accept the payment that you will receive?
1-q Yes *(answer 5.1.6.1)* 2-q No *(skip to 5.1.6.2)*

5.1.6.1 If yes, why? *(can be multiple answers)*

1- q all my losses will be repaid
2- q the procedure is not complicated
3- q the price is acceptable
4- q Other……………………….

5.1.6.2 If no, why? *(can be multiple answers)*

1- q all my losses will not be repaid
2- q the procedure is complicated
3- q the price is unacceptable
4- q Other……………………….

5.1.6.3 If no, what have you done to solve that problem? *(can be multiple answers)*

1- q complained to local authorities
2- q complained to ministries
3- q complained to NGOs
4- q other……………………….

5.1.6.4 If no, is the problem solved?

1- q Yes *(skip to 5.2)* 2- q No *(ask 5.1.6.4.a)*

5.1.6.4.a If no, what will you do for further action? *(can be multiple answers)*

1- q will continue complaints
2- q protest/demonstration
3- q will not allow the construction on my assets
4- q other……………………….

- 5.2 Have you/your household invited/been involved in any consultation/meeting about a road improvement project?

1- q Yes *(ask 5.2.1)* 2- q No *(skip to 5.2.4)*

5.2.1 If yes, what kind of meeting? *(can be multiple answers)*

1- q Resettlement (house, land, business)
3- q Environment (dust, noise, …)
2- q Project implementation
4- q Other…………………………

5.2.2 If yes, did you raise any issues in the meeting?

1- q Resettlement (house, land, business)
3- q Environment (dust, noise, …)
2- q Project implementation
4- q Other…………………………

5.2.3 Did they accept the issues you raised?

1- q Yes *(skip to 5.3)*
3- q No *(answer 5.2.1.a)*

5.2.3.a If no, why?

1- q they said it is not relevant to the project
2- q they said it is an individual issue
3- q they said it is not included in the detailed engineer design (DED) of the road
4- q other ………………………

5.2.4 If no, why? *(can be multiple answers)*

1- q I don't know about the project
2- q No one informed me
3- q I did not join the meeting since I was busy
4- q Other………………………

- 5.3 Do women and men obtain opportunities to participate in construction work and other jobs with road building and its maintenance?

1- q Yes *(ask 5.3.1)*
2- q No *(skip to 5.3.2)*

5.3.1 If yes, why? *(can be multiple answers)*

1-q there are many jobs for both men and women
2-q women can perform light work
3-q men can perform heavy work
4-q some activities are compulsory for both women and men
5-q Other…………………………

5.3.2 If no, why? *(can be multiple answers)*

1-q women cannot perform heavy work
2-q man don't want to perform light work
3-q Other…………………………

- 5.4 Do you expect to receive new income-generating skills that can be used for the post-project and post-COVID-19 period?

1- q Yes *(answer 5.4.1)*
2-q No *(skip to 6.1)*

5.4.1 If yes, what kind of new income-generating skills? *(can be multiple answers)*

1-q create new business
3-q expand my current business
2-q more employment opportunities
4- q Other…………………………

6. Community Redress Mechanisms (Grievance Redress Mechanism, GRM)

6.1 Do you know the community/ grievance redress mechanism (GRM) of the project?

1-q Yes *(answer 6.1.1)*
2- q No *(skip to 6.1.3)*

6.1.1 If yes, who informed you? *(can be multiple answers)*

1- q local authorities

2- q other villagers

3- q officer of the ministry

4- q other……………………….

6.1.2 If yes, how? *(can be multiple answers)*

1- q complaint to local authorities

2- q complaint to the ministry

3- q complaint to the construction company

4- q other……………………….

6.1.3 If no, why? *(can be multiple answers)*

1- q I don't know about the project

2- q no one informed me

3- q I did not join the meeting since I was busy

4- q other……………………….

7. Road safety

7.1 Do you receive road safety training or consultation?

1- q Yes *(ask 7.1.1)*   2- q No *(skip to 7.1.2)*

7.1.1 If yes, what kind of training? *(can be multiple answers)*

1- q traffic law

2- q how to drive safety

3- q the importance of roads

4- q other……………………….

7.1.2 If no, why? *(can be multiple answers)*

1- q I don't know about the project

2- q no one informed me

3- q I did not join the meeting/training since I was busy

4- q other……………………….

7.2 Will you join the training related to road safety in the future?

1- q Yes   2- q No

About CCC

The Cooperation Committee for Cambodia (CCC) is a leading membership based organization for NGOs in Cambodia with 178 members working on various development sectors. CCC has been playing unique roles as the Governance Champion, Coordinator and Advocate to realize enabling environment for CSOs and sustained CSO Resource Hub at the national and sub-national levels.

Vision

Sustainable and democratic development for Cambodia.

Mission

As a membership based organization, CCC works in inclusive partnership for good governance, enabling environment and sustainability of civil society organizations in Cambodia.

Goals

- Improved enabling environment for CSOs
- Sustained functionality of CSO Resource Hub at the national and sub-national levels.

Values

- Integrity
- Responsiveness
- Quality
- Cooperation
- Inclusiveness

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