

Project Investment Cost and Development Assistance

Financier	Investment Cost (US\$)
Asian Development Bank	84 million
Government of Australia	22.96 million
Government of Cambodia	20.3 million
OPEC Fund for International Development	13 million
Government of Malaysia	2.8 million (in-kind)
	Total Investment Cost: 143.06 million
	Total Development Assistance: 122.76 million

Source: ADB website, Fact Facts: CAM: Loan 2288 – (GMS) Rehabilitation of the Railway in Cambodia Project, available at: <http://www.adb.org/Projects/CAM-Railway/fast-facts.asp>

***Toll Royal Railways granted 30 year concession to operate the railways**

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Life along the tracks



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Estimated Affected Households

- 4,029 Affected Households
 - Northern Line & “Missing Link” (338 km): 1,165 AHs
 - Southern Line (238 km): 206 AHs
 - Phnom Penh (78 km): 1,289 AHs
 - Poipet (6km): 942 AHs
 - Samrong Estate: 238 AHs

Compensation

- Compensation provided to the affected families was inadequate. Some resettlement sites were too far from the original location, making it impossible for the families to maintain their jobs, and infrastructure at the sites was lacking. The income restoration program set up to help them was delayed and activities were so poorly designed that the program was unable to create new income sources. As a result, many families became indebted even to meet their basic needs.

Resettlements Sites: Located too far from jobs and schools



ADB's Accountability Mechanism



After failed negotiations with the ADB management, a Cambodian NGO filed a grievance with ADB's Accountability Mechanism

- In August 2012, affected households submitted a joint complaint to CRP, requested a parallel compliance investigation.
- This complaint requested an investigation into the Project's overall compliance with the ADB Involuntary Resettlement Policy.
- The CRP conducted its investigation into the project in October 2013.

Results

- 31 January 2014, the board approved the CRP Report and adopted 6 the following recommendations in order to bring the project back into compliance of ADB Safeguard policies.
 1. Establish a compensation deficit payment scheme;
 2. Improve facilities at resettlement sites;
 3. Improve the functioning of the grievance redress mechanism;
 4. Develop an appropriate program to build capacity for resettlement among relevant Cambodian government officials;
 5. Establish a debt workout scheme to help highly indebted families repay their accumulated debts through a dedicated credit line and a debt workout facility; and
 6. Implement the expanded income restoration program in a sustained and sustainable manner.

Results

- CRP's 2nd and most recent monitoring report dated June 2016, however, found that only 4) was fully complied. The others were partially complied. With regard to 5) and 6), which are crucial to restoring the displaced communities, CRP found that *"the remedial actions fall far short of the Board-approved recommendations"*. The CRP also writes:
 - *Urgent and concerted action is required on the part of ADB to ramp up efforts to close these gaps and ensure that remedial actions meet Board requirements and expectations. If that is not done in a timely fashion, the Project is unlikely to be brought into full compliance with ADB's operational policies and procedures as envisaged in the Board's decision.*

- Today, seven years since the affected families first contacted ADB about the resettlement issues in 2010, the project still has a long way to be in compliance with ADB policies.

Thanks for listening!

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A Study on the Resettlement Process and Impacts
of the Rehabilitation of the Cambodian Railway

