

# Environmental and Social Monitoring Report

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Project Number: 46293-004

Loan 3194-CAM

Environmental and Social Monitoring Report (January to June 2021)

July 2021

## Cambodia: Greater Mekong Subregion Tourism Infrastructure for Inclusive Growth Project

### Kampot Pier and Kep Crab Market Subprojects

Prepared by the Ministry of Public Works and Transport for the Asian Development Bank.

This environmental and social monitoring report is a document of the borrower. The views expressed herein do not necessarily represent those of ADB's Board of Directors, Management, or staff, and may be preliminary in nature.

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# Environmental and Social Safeguards Monitoring Report

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15 July 2021

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## LIST OF ABBREVIATIONS

ADB - Asian Development Bank  
CEMP- Contractor environmental management plan  
DAFF- Department of Agriculture, Forestry and Fisheries  
DDR- Due Diligence Report  
DDSC- Detailed design & supervision consultant  
DGPS- Digital Global Positioning System  
DOE - Department of Environment  
DPWT- Department of Public Works and Transport  
DOT - Department of Tourism  
DOWRAM- Department of Water Resources and Meteorology  
EA- Executing agency  
EIA - Environmental impact assessment  
EMC - Environmental monitoring consultant  
EMP - Environment management plan  
EO - Environmental officer  
ERT - Emergency response team  
EERT- External emergency response team  
GMS - Greater Mekong Sub-Region  
IEE - Initial environment examination  
IEIA - Initial environmental impact assessment  
MAFF - Ministry of Agriculture, Forestry and Fisheries  
MOE - Ministry of Environment  
MME - Ministry of Mines and Energy  
MPWT- Ministry of Public Works and Transport  
MOT - Ministry of Tourism  
MOWRAM - Ministry of Water Resources and Meteorology  
PAM PCR- Project administration ~~Physical~~ cultural resources  
PCU - Project coordination unit  
PIU - Project implementation unit  
PPTA- Project preparatory technical assistance  
RP- Resettlement plan  
ROW- Right of Way  
UXO- Unexploded ordinance  
WWTF- Waste water treatment facility

## WEIGHTS AND MEASURES

Km - Kilometer  
Kg - Kilogram  
Ha - Hectare  
km<sup>2</sup> - Square kilometer  
L/l - Length  
lm - Linear meter  
m - Meter  
m<sup>2</sup> - Square meter  
m<sup>3</sup> - Cubic meter  
w - Width

## ***EXECUTIVE SUMMARY***

The Environmental and Social Safeguards monitoring report, covered for a period from January to June 2021. The safeguards monitoring report will help to make sure that social and environmental management plan has been implemented regularly and strictly, especially during construction period. GMS Tourism Infrastructure and Inclusive Growth Project has two main subprojects: Kep Crab market improvement subproject and Kampot Passenger Pier development subproject.

As of this monitoring period, both sub-projects had been classified as category B for Environment and Involuntary Resettlement (IR), and category C for Indigenous Peoples (IP). Two due diligence reports (2 DDRs) had been prepared on January 2019, endorsed/approved and disclosed onto ADB website on 19 March 2019 prior to the start/commencement of civil works. The last updated IEE/EMP included COVID-19 managing risk and prevention for Kampot pier subproject was submitted to ADB on 1<sup>st</sup> April 2021 to endorse and uploading onto ADB website and awarded contractor has to continue implementing

Kep Crab market subproject had been successfully completed civil works in September 2020, whereas, Kampot Passenger Pier has about 75.12% civil works accomplishment which is about 29.53% percent increases from the last monitoring period (Jul-Dec 2020). The remaining works are constructing access road with concrete pavement, wastewater treatment plant, sewer pipeline system, storm drainage system and other facilities and utilities. The progress of civil work for this subproject has slowly moved on due to pending design and COVID-19 pandemic since early 2020 until presently.

Based on the results and findings drawn from field visits on 3-5 March, 5-7 April, and 7-9 June 2021, the contractors' interviews, SBK site engineers, there is major corrective actions of environmental issue caused by the Project for a period from Jan-Jun 2021 which is included provision of potable drinking water to workers immediately, providing seasonable personal protective equipment (gloves, safety hats, vest...) to workers, strengthening/enforcement of COVID-19 managing risk and prevention-face masks, social distancing, temperature checking/infrared thermal checking. While the construction civil works of Kep market subproject was completed on September 2020 and construction material, equipment and any waste were removed and cleaning up to pre-project level.

Kampot passenger pier development sub-project, there are some minor issues that contractor/sub-contractors have to take some further actions to improve the condition such as solid waste management (especially at camp site), regularly cleaning up the toilets, the use of personal protective equipment (PPE) and continued regular COVID-19 managing risk and prevention following the Ministry of Health's guidelines and regulations.

The overall recommendation is that the awarded contractor/sub-contractors have to continued strengthening comply with Environmental Management Plan regularly and strictly, especially proper solid waste and waste water managements, personal protective equipment (PPE) and the COVID-19 managing risk and prevention-currently, it has temperature checking before enter into site.

## ***I.INTRODUCTION***

### ***1.1. Project Overview***

1. The Greater Mekong Subregion (GMS) Tourism Infrastructure for Inclusive Growth Project is a multi-sector tourism investment project in Cambodia, the Lao PDR, and Viet Nam. The project is comprised of transport-related and environmental infrastructure subprojects and activities in twelve provinces of the three participating countries.

2. From the beginning of the project implementation till 21<sup>st</sup> May 2020, the Ministry of Tourism (MOT) of Cambodia was the executing agency (EA) and has received a loan from ADB for implementing of the GMS Tourism Infrastructure and Inclusive Growth Project (ADB Loan 3194-CAM). The MOT has delegated her responsibility and accountability to the Ministry of Public Works and Transport (MPWT) on 21<sup>st</sup> May 2020 till presently (official letter from MEF).

3. The objective of the project is to accelerate inclusive tourism growth in the targeted areas of the GMS. The development of tourism to enhance pro-poor employment is consistent with the GMS Strategic Framework 2012–2022, GMS Tourism Sector Strategy 2005–2015, and the current poverty reduction strategies of the participating countries. The GMS Tourism Sector Assessment, Strategy, and Roadmap indicate that ADB's assistance to the tourism sector will focus on:

- Improving last-mile tourism access infrastructure and environmental services in secondary destinations;
- Capacity building for public officials and local communities; and
- Promoting multi country tour circuits.

4. The project is included in the participating countries ADB Country Partnership Strategies which emphasize the need to improve rural transport infrastructure, expand municipal infrastructure and services, and promote small and medium-sized enterprises to boost the poor's access to economic opportunities. The project has four outputs as follows:

Output 1: Last Mile Tourism Access Infrastructure Improved which includes new and upgraded roads, passenger pier, and new improved tourism support facilities in Kampot;

Output 2: Environmental Services in Cross Border Tourism Center Improved which includes improved wastewater collection and treatment system at Kep Crab market;

Output 3: Institutional Capacity to Promote Inclusive Tourism Growth Strengthened; and

Output 4: Effective Project Implementation and Knowledge Management.

5. The subproject area of Kampot province is delimited by the coastal zone of Kampong Bay, the bank of Tuek Chhu/Prek Kandal estuary, and southern periphery of Kampot town along the east side of the Estuary. The coastal zone of Kampot is noted for extensive seagrass beds and mangrove forests which support rare and endangered marine animals including the green turtle and dugong/sea cow, a marine mammal (IUCN red list). The crab market of Kep is situated in the centre of Kep town on the coastal zone to the east of Kampot town.

6. The environmental improvements at the Crab Market in Kep township has installed a Wastewater Treatment Facility (WWTF) that has a built-in filtering system which does not require an infiltration gallery, in place of the Anaerobic Baffler Reactor (ABR) septic system. The main function of the WWTF is to collect and treat wastewater from the market and adjacent restaurants to improve tourist amenity and mitigate pollution at the site. Subproject activities are described in Table 1-The civil works was completed on September 2020.

**Table 1: Components of Environmental Improvements at Crab Market in Kep**

Activity	General Specifications
Install a Wastewater Treating Facility (WWTF) to receive domestic waste. (The WWTF will be made of Fiberglass Reinforced Plastic)	<ul style="list-style-type: none"> <li>• capacity 100 m<sup>3</sup>/day</li> <li>• connected to public toilets, shops and restaurants stalls, not nearby hotels</li> </ul>
Reclaim certain portion of the seafront at the northern side of the market	<ul style="list-style-type: none"> <li>• location for the WWTF set-up</li> <li>• Landscaping and tree planting within the WWTF area</li> </ul>
Expand crab market structure to the adjacent dry goods area,	<ul style="list-style-type: none"> <li>• upgrade internal drainage</li> <li>• create area for future cold storage facilities in the crab market (cancelled)</li> </ul>
Pave existing parking lot	Not Applicable
Install new public toilets	<ul style="list-style-type: none"> <li>• link to WWTF</li> </ul>
Upgrade existing waste management system of the market area	<ul style="list-style-type: none"> <li>• include provisions for routine desludging of WWTF septic tanks at an MOE-approved disposal site</li> <li>• improve solid waste management practice in the Kep crab market and its vicinity.</li> </ul>
Upgrade existing power supply and install improved lighting to the market and adjacent public open areas	
Install signage in key locations	

Source: EMP for Kep Crab Market Environmental Improvement subproject (November 2019)

7. Kampot Passenger Pier consists of pier construction, passenger landing, setting up of immigration office and the support facilities to include public toilets, installation of wastewater treatment, and upgrading of existing access road to the site. Subproject activities which are still to be implemented are described in the following table.

**Table 2: Components of the Environmental Improvements at Kampot Passenger Pier:**

Activity	General Specifications
Upgrade existing 2.3 km access road	<ul style="list-style-type: none"> <li>• 2.3 km x 11m carriageway (1+9+1)</li> <li>• Reinforced concrete payment access road ( it is a completed construction in a reserved 20m wide road corridor/ROW which follows only little alignment of existing road)</li> </ul>
Install new embankment stabilization structure	
Construct new internal access roads	
Construct new pier	<ul style="list-style-type: none"> <li>• suitable for tidal and flood level fluctuation;</li> <li>• longitudinal to the Riverbank</li> </ul>
Construct new passenger landing area	<ul style="list-style-type: none"> <li>• 1,400m<sup>2</sup></li> </ul>
Construct new passenger arrival/departure hall with customs/immigration offices, administration and ticket offices, landscaped tourist reception/information center, restaurant area	<ul style="list-style-type: none"> <li>• total area of 1,900 m<sup>2</sup></li> <li>• equipment to support customs and immigration operations</li> </ul>



Waste Water Treatment Plant WWTP	<ul style="list-style-type: none"> <li>• Compact containerized waste water treatment plant by anaerobic-aerobic treatment process 100m<sup>3</sup>/day.</li> </ul>
	<ul style="list-style-type: none"> <li>• Similar to Kep Crab Market system</li> </ul>
Install new public toilets	
Construct new parking area	2,000 m <sup>2</sup>
Install new power supply and lighting system to all internal and external public areas	
Connect the project site to Kampot Town Water Supply system	<ul style="list-style-type: none"> <li>• Include internal piped supply system with concrete reservoir storage</li> </ul>
Develop new solid waste management	<ul style="list-style-type: none"> <li>• garbage bins and garbage waste collection station</li> </ul>
Construct new perimeter security fence	
Install directional and information signage	
Provide other supporting infrastructure utilities	

Source: Updated EMP for Kampot Passenger Pier Development subproject (April, 2021)

## ***1.2. Purpose of Report and Report Preparation***

8. This Environmental and Social Safeguards Monitoring Report (ESMR) covers the period from January to June 2021, in compliance with the Project Loan Agreement, which requires the preparation of ESMRs for submission to ADB. The report presents the findings of the monitoring of environmental and social safeguards protection and supervision activities. In particular, it determines whether or not the EMP and environmental protection measures and mitigation recommended in the approved EMP document have been implemented effectively to avoid, minimize, or mitigate environmental impacts. It also identifies activities that have not been properly implemented by the project.

## ***II. PROJECT PROGRESS***

### ***2.1. Project Implementation Progress***

9. Kampot pier development subproject has commenced its civil works since early July 2018, up to this semi-annual safeguards monitoring report, the civil works have been accomplished approximate 75.12%. SBK has been employed for overall management, supervisions and oversight of the quality of building/structures and amenities constructions, timely completion of the works according to proposed work plan. The SBPH contractor has to implement the civil works daily with the help of SBK site engineers and management. The contractors are also implementing the safeguards which are included, especially, the EMP in IEE, COVID-19 managing risk and prevention is also implementing.

10. Project overview and project progress are summarized in the following table:

**Table 3: Project Overview, Snapshot of Project Progress**

<b>Project Number and Title:</b>	Project Number: 46293-004; Loan 3194-CAM (SF) Title: GMS Tourism Infrastructure and Inclusive Growth Project	
<b>Safeguards Category</b>	Environment	B
	Indigenous Peoples	C
	Involuntary Resettlement	B
<b>Reporting period:</b>	January to June 2021	
<b>Last report date:</b>	December 2020	
<b>Key sub-project activities since last report:</b>	<p>Contract awarded and date: for Kampot pier subproject was on 3 Jul 2018 and Kep was on 15 Nov 2017</p> <p>Progress of civil works by 30<sup>th</sup> June 2021:</p> <ul style="list-style-type: none"> <li>• Civil works of Kep Crab market subproject (100% completed since Sept 2020) and</li> <li>• Kampot Pier development subproject was (75.12% to date or about 29.53% percent increase from last monitoring report, Jul-Dec 2020)</li> </ul>	
<b>Report prepared by:</b>	PMU under technical support by SAO Botumroath, social and environmental safeguards specialist	

11. The physical completion of the project is indicated as a percentage to cover a period of January to June 2021. Based on the below table, the Kep Crab market subproject was successfully completed civil works since September 2020, while Kampot Passenger Pier subproject has been accomplished about 75.12%. The detailed progress of Kampot passenger pier subproject is described in the following table.

**Table 4: Progress work of each sub-project**

No	Province	Contract No.	Description	Contract's Name	Award Date	Completion Date	Construction Progress by 30 June 2021(%)	
							Status	Progress
1	KEP	MOT/PC U/ TIIG/CA M-W01	Kep Crab Market Environmental Improvement Subproject	Khmer Décor Construction Co., Ltd	15-Nov-17	Sep 2020	Completion	100%

2	Kampot	MPWT CAM- ICB-W01	Kampot Passenger Pier Development Project	SBPH Engineering and Construction Co., Ltd	03-Jul- 18	30- Jun- 21	On going	75.12%
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**Table 5: Progress Work of Pier Subproject in Kampot**

<b>No.</b>	<b>Items</b>	<b>Completion (%)</b>
1	Site Preparation work and Construction Expense	96.26%
2	Utility area (Soil filling, Stripping trees, Levelling, Compaction, Transportation of unsuitable Soil)	100%
3	Landscape, Tree, Pond, Connection Outdoor Corridor, and Outdoor lighting	40.08%
4	Fence, Gates & Security guards	77.58%
5	Garbage house	98.80%
6	Public toilet	82.42%
7	Technical house with underground water tank (140m <sup>3</sup> )	63.73%
8	Concrete road, Sidewalk (pavement block), Parking marking & Direction sign	68.52%
9	Bridge/cancelled	98.58
10	Passenger Landing area	93.08%
11	International Terminal building	61.26%
12	RC Retaining wall Embankment/Cancelled	100%
13	Power Supply connected with EDC Kampot:	70%
14	Security Camera System, Internet System (Indoor & outdoor)	0%
15	Water Supply & plumbing System to outdoor & Indoor (Main pipeline 7.3km from Site to Kampot Town)	100%
16	Waste water treatment plant (100m <sup>3</sup> /day), Sewer pipeline System storm drainage System, manholes, Channel, Ditch	97.86%
17	Hydrant Installation / Fire Fighting system to all Buildings, Terminal Area, Loading / Landing Area	10.46%
18	2.3km access road with concrete pavement,	88.95%
19	Provisional sump (mines/UXO clearance)	100%
	Overall progress work	75.12%

Figure 1: Project Location Map for Kampot



### III. IMPLEMENTATION ARRANGEMENTS FOR SAFEGUARDS

#### 3.1. Roles and Responsibilities for EMP and Monitoring Implementation

12. Roles and responsibilities for EMP and monitoring implementation is summarized in Table 6.

**Table 6: Summary of Roles and Responsibilities for EMP and Monitoring Implementation**

Agency	Responsibilities
Ministry of Public Works and Transport are the executing agency (EA) for Kampot subproject	<ul style="list-style-type: none"> <li>Take overall responsibility for successful implementation of the EMP.</li> <li>Establish a Phnom Penh-based Project Coordination Unit (PCU) within the Tourism Development Department</li> <li>PMU established in Ministry of Public Works and Transport, both will provide Safeguards Coordination for EMP.</li> </ul>
Safeguards Coordination Unit of the PCU	<ul style="list-style-type: none"> <li>Provide operational guidance to the PIU for implementation of the EMP and</li> <li>Liaise with the ADB on safeguard reporting and issues.</li> <li>The Safeguards Focal Person of the PIU will oversee the work of the EO of the contractor on the implementation of the</li> </ul>

Agency	Responsibilities
	CEMP5 for the particular construction package.
Project Implementation Unit (PIU)	<ul style="list-style-type: none"> <li>Comprised of technical teams for infrastructure and tourism. The infrastructure team will be cross appointed from the Department of Public Works and Transport (DPWT). The infrastructure team will include a Safeguards Specialist who will lead the implementation of the EMP in conjunction with the Environmental Officer(s) (EO) of the construction contractor(s).</li> </ul>
Safeguards Focal Person (SFP) of the PIU	<ul style="list-style-type: none"> <li>Initially assist Detailed Design and Supervision Consultant (DDSC) with updating the EMP to meet final detailed subproject designs;</li> <li>Notify PIU to verify that Government approvals of project are met, and that the EMP is compliant with requirements of Royal Government of Cambodia (RGC) sub-decree on EIA, No. 72 ANRK.BK, issued by the Ministry of Environment (MOE, 1999);</li> <li>Assist the DDSC with inclusion of CEMP requirements in bidding documents, including bid evaluations, based on the updated EMP;</li> <li>Undertake day to day management of EMP implementation activities;</li> <li>Work with EMC on implementation of monitoring plan of EMP;</li> <li>Ensuring compliance with loan covenants and assurances in respect of all subprojects, including EMPs (as well as the GAP and resettlement plans);</li> <li>Lead follow-up meetings with all affected stakeholders;</li> <li>Prepare and submit semi-annual reports on EMP implementation to the PCU;</li> <li>Oversee implementation of the CEMP by contractor;</li> <li>Coordinate with ES of DDSC for EMP implementation;</li> <li>Undertake regular construction site inspections to ensure contractor implements the CEMP properly; and</li> <li>Ensure the contractor's EO submits monthly reports on construction mitigations and monitoring.</li> <li>Oversee and coordinate the strict compliance and monitoring of EMP mitigation measures</li> </ul>
Environmental Specialists of the DDSC	<ul style="list-style-type: none"> <li>Updating the EMP to meet final detailed design requirements of subprojects;</li> <li>Provide technical direction and support to PIU for implementation of the EMP;</li> <li>Oversee the design and delivery of capacity development and training of PIU staff and the contractor's EO;</li> <li>Provide advice and support to the EMC with their monitoring activities;</li> <li>Review all reports prepared by the PIU and EMC for PCU and ADB; and</li> <li>Review and inspect the location of any possible contaminated sites near subprojects.</li> </ul>
Environmental Officer (EO) of Contractor	<ul style="list-style-type: none"> <li>Implement the CEMP during the construction phase of subprojects; and</li> <li>Prepare and submit monthly reports on mitigation and monitoring activities of CEMP and any environmental issues at construction sites.</li> </ul>

Agency	Responsibilities
	<ul style="list-style-type: none"> <li>Carry out the strict implementation and monitoring of the EMP mitigation measures compliance</li> </ul>
Provincial Department of Environment (DOE)	<ul style="list-style-type: none"> <li>Provincial agency which oversees environmental management of Kampot.</li> <li>The DOE with district staff provides direction and support for environmental protection-related matters including application of the Law on Environmental Protection and Natural Resources Management, enacted by National Assembly, 1996, promulgated by Preah Reach Kram/NS/RKM-1296/36; and environmental standards.</li> </ul>
ADB	<ul style="list-style-type: none"> <li>Provides guidance to EA/PCU with any issues related to EMP and reviews semi-annual reports on EMP activities compiled and submitted by the PCU.</li> </ul>

**Table 7: Name and Person Responsible for Safeguards**

No	Name	Position	Contact Detail
1. PCU	H.E. MAK Sideth	Safeguards Coordinator	012 835867
2. PIU-Kampot	Mr. Chinh Kourng	Provincial Department of Public Works and Transport	012835203
3. PMCES/SBK	Mr. Roeun Phally	General Information Specialist	095477123
4. Consultants/SBK	Mr. SAO Botumroath	Social and environmental Safeguards Specialist	011628282

### **3.2. Updated EMPs & RPs and incorporation of safeguard requirements into contracts**

13. The project is categorized as Category B for environment and related to site specific impacts where mitigation measures can be implemented and designed to minimize environmental impacts. As a part of the project's PPTA phase, IEEs were completed for the Kampot Passenger Terminal and the Kep Crab Market in March 2014. In December 2016 the EA conducted Initial Environmental Impact Assessments (IEIA) for both sites. The key finding

of the IEIA was that based on the construction designs for both sites the environmental impacts were considers normal to negligible and that the EMPs for both sites were sufficient to manage and mitigate environmental impacts at both sites. The IEIA recommended that a full EIA was not necessary given the proposed scope of works. The versions of the IEE, EMPs and IEIA can be found at <http://www.tiig-cam.org/en/environmentalsafeguards/>. The last updated IEE/EMP included COVID-19 managing risk and prevention was on 1<sup>st</sup> April 2021 for implementing at Kampot pier subproject.

**Table 8: Status of IEE/EMP reports for the subprojects**

Report Type	PMU Submitted	ADB provided NOL
IEE/EMPs	Jan 2014	March 2014
Updating IEE/EMP to include COVID-19	31 March 2021	1 April 2021

**Table 9: CEMP Approvals Status**

Package	CEMP/Subproject	Status and Issues	Further Needed Updated
	CEMP of Kep Subproject	Approved by PMU around Nov 2017	Finished/completed
	CEMP of Kampot Pier	Approved by PMU around Jul 2018	So far No need

14. Although initially classified as B for involuntary resettlement (IR), the screening based on detailed engineering design confirmed that there are no IR impacts and all the components so far avoided any IR impacts. Two Due Diligence Reports (DDRs) for Kep Crab Market and Kampot Passenger Pier were updated in January 2019, endorsed and uploaded onto ADB website on 19 March 2019. The project is classified as Category C for IP. All subprojects are implemented according to the proposed plan and detailed engineering design. Up to this monitoring period, there was no involuntary resettlement impact observed during construction.

#### **IV. ENVIRONMENTAL PERFORMANCE MONITORING**

##### **4.1. Status of EMP implementation (Mitigation Measures)**

###### **A. EMP and Monitoring Plan Objectives**

15. The EMPs outline the mitigation and monitoring to be undertaken during project implementation and operation to avoid, minimize, or control adverse environmental and social impacts, as well as the actions and resources needed to implement these measures. The EMP reflects the commitment to environmental management and shall serve as an environmental operations manual for use by management and project staff, contractors, and regulatory authorities. The EMP shall ensure that the national environmental quality standards for air, water, and noise quality are complied with during the construction and operations phases of the Project.

###### **B. Incorporation of Environmental Requirements in Project Contractual Arrangements**

16. It is noted that environmental considerations have been incorporated in the design, bidding documents, and civil works contracts to ensure environmentally responsive procurement. The cost of all mitigation measures during construction have been included in all bidding documents and signed contracts. The EMP was also attached to all the signed contracts. For compliance with EMP requirements (Environmental Performance) for Kampot Passenger Pier Development Subproject, it has updated with COVID-19 Managing Risk and Prevention in the following table.



**Table 10 Compliance with EMP Requirements (Environmental Performance)**

<b>Subproject Activity</b>	<b>Potential Environmental Impact</b>	<b>Mitigating Measures</b>	<b>Compliance (Yes, No, Partial, Not yet,)</b>	<b>Comment or Reason for non-compliance</b>	<b>Corrective Action</b>
Initiate EMP & sub-plans,	Prevent or minimize impacts	1. Initiate updated EMP & CEMP including individual management sub-plans for different potential impact areas that are completed in pre-construction phase (see sub-plan guidance below).	Yes		
Worker camps	Pollution and social problems	2. Locate worker camps away from human settlements. 3. Ensure adequate housing and waste disposal facilities including pit latrines and garbage bins. 4. A solid waste collection program must be established and implemented that maintains clean worker camps 5. Locate separate pit latrines for male and female workers away from worker living and eating areas. 6. A clean-out or infill schedule for pit latrines must be established and implemented to ensure working latrines are available at all times. 7. Worker camps must have adequate drainage. 8. Local food should be provided to worker camps. Guns/weapons, games, alcohol/wines not allowed in camps. 9. Transient workers should not be allowed to interact with the community. HIV/Aids education should be given to workers. 10. Camp areas must be restored to original condition after construction completed.	Yes  Partial  Yes  Yes Yes  Yes Yes  Yes  Kep-Yes.  Kampot Not yet		Regular solid waste collection is needed
Training & capacity (on EMP and GRM)	Prevent of impacts through education	11. Implement training and awareness plan for PIU/SS and contractors.	Yes		

Subproject Activity	Potential Environmental Impact	Mitigating Measures	Compliance (Yes, No, Partial, Not yet,)	Comment or Reason for non-compliance	Corrective Action
Implement construction materials acquisition, transport, and storage sub- plan	Pollution, injury, increased traffic, disrupted access	12. All borrow pits and quarries should be approved by DoE. 13. Select pits and quarries in areas with low gradient and as close as possible to construction sites. 14. Required aggregate volumes must be carefully calculated prior to extraction to prevent wastage. 15. Pits and quarries should not be located near surface waters, forested areas, critical habitat for wildlife, or cultural property or values. 16. If aggregate mining from fluvial environments is required small streams and Rivers should be used, and dry alluvial plains preferred. 17. All topsoil and overburden removed should be stockpiled for later restoration. 18. All borrow pits and quarries should have a fence perimeter with signage to keep public away. 19. After use pits and quarries should be dewatered and permanent fences installed with signage to keep public out, and restored as much as possible using original overburden and topsoil. 20. Unstable slope conditions in/adjacent to the quarry or pit caused by the extractions should be rectified with tree planting. 21. Define & schedule how materials are extracted from borrow pits and rock quarries, transported, and handled & stored at sites. 22. Define and schedule how fabricated materials such as steel, wood structures, and scaffolding will be transported and handled. 23. All aggregate loads on trucks should be covered.	Yes  Yes  Yes  Yes  N/A  Yes  Yes  N/A  N/A  N/A  Yes  Yes		
DBST production, and application (if used)	Air pollution, land and water contamination, and traffic &	24. Piles of aggregates at sites should be used/or removed promptly, or covered and placed in non-traffic areas 25. Stored DBST materials well away from all human activity and settlements, and cultural (e.g., schools, hospitals), and ecological receptors. Bitumen production and handling areas should be isolated. 26. Contractors must be well trained and experienced with	Yes  N/A  N/A		

Subproject Activity	Potential Environmental Impact	Mitigating Measures	Compliance (Yes, No, Partial, Not yet,)	Comment or Reason for non-compliance	Corrective Action
	access problems,	<p>the production, handling, and application of bitumen.</p> <p>27. All spills should be clean immediately and handled as per hazardous waste management plan, and according to Government regulations.</p> <p>28. Bitumen should only be spread on designated road beds, not on other land, near or in any surface waters, or near any human activities.</p> <p>29. Bitumen should not be used as a fuel.</p>	<p>N/A</p> <p>N/A</p> <p>N/A</p>		
Implement spoil management sub-plan	Contamination of land and surface waters from excavated spoil, and construction waste	<p>30. Uncontaminated spoil to be disposed of in Government-designated sites, which must never be in or adjacent surface waters. Designated sites must be clearly marked and identified.</p> <p>31. Spoil must not be disposed of on sloped land, near cultural property or values, ecologically important areas, or on/near any other culturally or ecologically sensitive feature.</p> <p>32. Where possible spoil should be used at other construction sites, or disposed in designated quarries or borrow pits.</p> <p>33. A record of type, estimated volume, and source of disposed spoil must be recorded.</p> <p>34. Contaminated spoil disposal must follow Government regulations including handling, transport, treatment (if necessary), and disposal.</p> <p>35. Suspected contaminated soil must be tested, and disposed of in designated sites identified as per Government regulations.</p> <p>36. Before treatment or disposal contaminated spoil must be covered with plastic and isolated from all human activities</p> <p>37. Management of general solid and liquid waste of construction will follow Government regulations, and will cover, collection, handling, transport, recycling, and disposal of waste created from construction activities and worker force.</p> <p>38. Areas of disposal of solid and liquid waste to be determined by Government.</p> <p>39. Disposed of waste should be catalogued for type, estimated weigh, and source.</p>	<p>N/A</p> <p>N/A</p> <p>N/A</p> <p>N/A</p> <p>N/A</p> <p>N/A</p> <p>Partially</p> <p>Partially</p> <p>Partially</p>		Need to be improved- #37, 38 & 39

Subproject Activity	Potential Environmental Impact	Mitigating Measures	Compliance (Yes, No, Partial, Not yet,)	Comment or Reason for non-compliance	Corrective Action
		<p>40. Construction sites should have large garbage bins.</p> <p>41. A schedule of solid and liquid waste pickup and disposal must be established and followed that ensures construction sites are as clean as possible.</p> <p>42. Solid waste should be separated and recyclables sold to buyers in community.</p> <p><u>Hazardous Waste</u></p> <p>43. Collection, storage, transport, and disposal of hazardous waste such as used oils, gasoline, paint, and other toxics must follow Government regulations.</p> <p>44. Wastes should be separated (e.g., hydrocarbons, batteries, paints, organic solvents)</p> <p>45. Wastes must be stored above ground in closed well labeled, ventilated plastic bins in good condition, away from construction activity areas, all surface water, water supplies, and cultural and ecological sensitive receptors.</p> <p>46. All spills must be clean up completely with all contaminated soil removed and handled with care</p>	<p>Yes</p> <p>Yes</p> <p>Partial</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p>		<p>Need a regular collection</p> <p>Need to improve</p> <p>Strictly implementing</p>
Implement solid and liquid construction waste sub-plan	Contamination of land and surface waters from construction waste	<p>47. Management of general solid and liquid waste of construction will follow Government regulations, and will cover, collection, handling, transport, recycling, and disposal of waste created from construction activities and worker force.</p> <p>48. Areas of disposal of solid and liquid waste to be determined by Government.</p> <p>49. Disposed of waste should be catalogued for type, estimated weigh, and source.</p> <p>50. Construction sites should have large garbage bins.</p> <p>51. A schedule of solid and liquid waste pickup and disposal must be established and followed that ensures construction sites are as clean as possible.</p> <p>52. Solid waste should be separated and recyclables sold to buyers in community.</p>	<p>Partial</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Partial</p>		Need to be improved

<b>Subproject Activity</b>	<b>Potential Environmental Impact</b>	<b>Mitigating Measures</b>	<b>Compliance (Yes, No, Partial, Not yet,)</b>	<b>Comment or Reason for non-compliance</b>	<b>Corrective Action</b>
Implement noise and dust sub-plan	Dust Noise	53. Regularly apply wetting agents to exposed soil and construction roads. 54. Cover or keep moist all stockpiles of construction aggregates, and all truckloads of aggregates. 55. Minimize time that excavations and exposed soil are left open/exposed. Backfill immediately after work is completed. 56. As much as possible restrict working time between 07:00 and 17:00. In particular, are activities such as pile driving. 57. Maintain equipment in proper working order 58. Replace unnecessarily noisy vehicles and machinery. 59. Vehicles and machinery to be turned off when not in use. 60. Construct temporary noise barriers around excessively noisy activity areas where possible.	Yes  Yes  Yes  Yes Yes Yes Yes Yes Yes		
Implement utility and power disruption sub-plan	Loss or disruption of utilities and services such as water supply and electricity	62. Develop carefully a plan of days and locations where outages in utilities and services will occur, or are expected 63. Contact local utilities and services with schedule, and identify possible contingency back-up plans for outages. 64. Contact affected community to inform them of planned outages. Try to schedule all outages during low use time such between 24:00 and 06:00.	Yes  Yes  Yes		
Implement tree and vegetation removal, and site restoration sub-plan	Damage or loss of trees, vegetation, and landscape	65. Contact provincial forestry department for advice on how to minimize damage to trees and vegetation? 66. Restrict tree and vegetation removal to within ROWs. 67. Within ROWs minimize removals, and install protective physical barriers around trees that do not need to be removed 68. All ROWs to be re-vegetated and landscaped after construction completed. Consult provincial forestry department to determine the most successful restoration strategy and techniques. Three trees should be replanted for each tree that has to be removed.	Yes  Yes  Yes  N/A		

Subproject Activity	Potential Environmental Impact	Mitigating Measures	Compliance (Yes, No, Partial, Not yet,)	Comment or Reason for non-compliance	Corrective Action
Implement erosion control sub-plan	Land erosion	69. Berms, and plastic sheet fencing should be placed around all excavations and earthwork areas. 70. Earthworks should be conducted during dry periods. 71. Maintain a stockpile of topsoil for immediate site restoration following backfilling. 72. Protect exposed or cut slopes with planted vegetation, and have a slope stabilization protocol ready. 73. Re-vegetate all soil exposure areas immediately after work is completed.	N/A Yes  Yes Yes  Not yet		Contractor will do #73
Implement worker and public safety sub-plan	Public and worker injury, and health including COVID-19 managing risk and prevention measure	74. Proper fencing, protective barriers, and buffer zones should be provided around all construction sites. 75. Sufficient signage and information disclosure, and site supervisors and night guards should be placed at all sites 76. Worker and public safety guidelines Government should be followed. See draft Occupational Safety & Health Master Plan of Ministry of Labor & Vocational Training 77. Population near blast areas should be notified 24 hours ahead, and evacuated well before operation. Accepted Government blast procedures and safety measures implemented. 78. Speed limits suitable for the size and type of construction vehicles, and current traffic patterns should be developed, posted, and enforced on all roads used by construction vehicles in Kampot. 79. Standing water suitable for disease vector breeding should be filled in. 80. Worker education and awareness seminars for construction hazards should be given at beginning of construction phase, and at ideal frequency of monthly. A construction site safety program should be developed and distributed to workers. 81. Appropriate safety clothing and footwear should be mandatory for all construction workers. 82. Adequate medical services must be on site or nearby all construction sites	Yes  Yes  Yes  N/A  Yes  Partial  Yes  Yes Yes		Continued to implement regularly  and  Need to be improved- #79

Subproject Activity	Potential Environmental Impact	Mitigating Measures	Compliance (Yes, No, Partial, Not yet,)	Comment or Reason for non-compliance	Corrective Action
		83. Potable drinking water must be provided at all construction sites. 84. Sufficient lighting be used during necessary night work. 85. All construction sites should be examined daily to ensure unsafe conditions are removed. 86. Dissemination about COVID-19 managing risk and prevention and mitigation measures to staff and workers through orientation or distributing leaflet/poster at information/safety board at each construction and camp site; 87. Daily checking temperature of staff and worker's prior starting the works; 88. Staff and workers have to wear face masks properly; 89. Do not share personal items or supplies such as phones, pens, notebooks, tools, etc.; 90. Avoid common physical greetings, such as handshakes; 91. Maintain a minimum physical distancing of 1.5 meters from others if possible; 92. Wash hands often with soap and water for at least 20 seconds after using the washroom, before handling food, after blowing nose, coughing, or sneezing, and before smoking. If hands are not visibly soiled, and soap and water is unavailable, alcohol-based hand sanitizer can be used; 93. All offices and jobsites implement additional cleaning measures of common areas. All door handles, railings, ladders, switches, controls, eating surfaces, shared tools and equipment, taps, toilets, and personal workstation areas are wiped down at least twice a day with a disinfectant, such as disinfectant wipes. 94. Individuals are responsible for cleaning and disinfecting their workstations; 95. Commonly touched surfaces on vehicles and equipment are thoroughly clean and disinfected at the end of shifts and between users; 96. Coughing or sneezing into a tissue or the bend of your arm, not your hand; And dispose of any tissues you have used as soon as possible in a lined waste basket and	Yes   Yes   Yes  Yes  Yes Yes Yes  Yes  Yes  Yes  Yes  Yes		

Subproject Activity	Potential Environmental Impact	Mitigating Measures	Compliance (Yes, No, Partial, Not yet,)	Comment or Reason for non-compliance	Corrective Action
		wash your hands afterwards; 97. Complying with instructions announces by the Ministry of Health and Enforcing/Complying with the Law on COVID-19 pandemic and other communicable disease prevention measurement (approved dated: 5 March 2021- by MOH&MOJ <sup>1</sup> ) accordingly	Yes		
Civil works	Degradation of water quality & aquatic resources	98. Protective coffer dams, berms, plastic sheet fencing, or silt curtains should be placed between all earthworks and nearby surface waters. 99. Erosion channels must be built around aggregate stockpile areas to contain rain-induced erosion. 100. Earthworks should be conducted during dry periods. 101. All construction fluids such as oils, and fuels should be stored and handled well away from surface waters. 102. No waste of any kind is to be thrown in surface waters. 103. No washing or repair of machinery near surface waters. 104. Pit latrines to be located well away from surface waters. 105. No unnecessary earthworks in or adjacent to water bodies 106. No aggregate mining from rivers or lakes. 107. All irrigation canals and channels to be protected the same way as rivers, streams, and lakes 108. Wire or nylon mesh must be spread as huge catchment bag at the entire pier foundation construction area above the water surface where soil excavation and movements are done to minimize soil wash out resulting to sedimentation and damaging seagrasses	Yes  Not yet  Yes Yes Yes Yes Yes Yes Yes Yes Yes		
Civil works	Degradation of terrestrial resources	109. All construction sites should be located away forested or all plantation areas as much as possible. 110. No unnecessary cutting of trees. 111. All construction fluids such as oils, and fuels should be stored and handled well away from forested and plantation areas. No waste of any kind is to be discarded on land or in forests/plantations.	Yes  Yes Yes		

<sup>1</sup> Promulgate by Co-Ministry of Health and Ministry of Justice



Implement construction and urban	Traffic disruption,	112. Schedule construction vehicle activity during light traffic periods. Create adequate traffic detours, and sufficient signage & warning lights. 113. Post speed limits, and create dedicated construction vehicle roads or lanes. 114. Inform community of location of construction traffic areas, and provide them with directions on how to best co-exist with construction vehicles on their roads.	Yes  Yes Yes		Contractor has to install post speed limits
traffic sub-plan	accidents, public injury	115. Demarcate additional locations where pedestrians can develop road crossings away from construction areas 116. Increase road and walkway lighting.	NA  NA		Constructing site is far away from the town
Implement construction drainage sub-plan	Loss of drainage & flood storage	117. Provide adequate short-term drainage away from construction sites to prevent puddling and flooding. 118. Manage to not allow borrow pits and quarries to fill with water. Pump periodically to land infiltration or nearby water courses. 119. Install temporary storm drains or ditches for construction sites 120. Ensure connections among surface waters (ponds, streams) are maintained or enhanced to sustain existing storm water storage capacity. Protect surface waters from silt and eroded soil.	Yes  Yes Yes Yes		
Civil works: cultural chance finds sub-plan	Damage to cultural property or values, and chance finds	121. As per detailed designs all civil works should be located away from all cultural property and values. DPWT identified potential sites and types of PCR in pre- construction phase 122. Chance finds of valued relics and cultural values should be anticipated by contractors. Site supervisors should be on the watch for finds. 123. Upon a chance find all work stops immediately, find left untouched, and PIU notified to determine if find is valuable. Culture section of DPWT notified by telephone if valuable. 124. Work at find site will remain stopped until DPWT allows work to continue.	Yes  Yes Yes  Yes		

**Table 11: Issues for Further Action**

Issue	Required Action	Responsibility and Timing	Resolution/Remarks
<b>Old Issues from Previous Reports-Jul-Dec 2020</b>			
<b>Working Environment</b>			
Solid waste: while solid waste from camp site is still not/limited properly managed; even though trash bins have been provided in place. Some of trash were burned at the site	Contractor needs to strictly inform their new coming workers for keeping trash properly, regular solid waste collection and burning trash is not allowed.	Contractor/sub-contractors as well as workers themselves. 3-5 March, 5-7 April and 7-9 Jun 2021	Needs regular orientation about solid waste management, separated/segregated organic and solid and storages for new comer workers
<b>New Issues from This Report</b>			
<b>Not yet have, so far</b>			

## 4.2 Health and Safety

17. The awarded contractor/subcontractors provided personal protective equipment such as shoe/boots, helmets and gloves. In relation with COVID-19 managing risk and prevention, it is provided of face masks, soaps and thermal monitoring/checking before entering the site, using infrared thermometer and physical distancing. Health and safety issues has been illustrated following the table:

**Table 12: Health and Safety Issues**

Issue	Required Action	Responsibility and Timing	Resolution
<b>Old Issues from Previous Reports</b>			
Provision of personal protective equipment to workers and the some/few workers do not want to wear because of their habits	Providing personal protective equipment to workers and compulsory to wear	Contractor/subcontractors 3-5 March, 5-7 April and 7-9 Jun 2021	Need compulsory to wear
<b>New Issues from This Report</b>			
Not yet have so far Not all workers have sufficient PPEs	Awarded Contractor has to or compulsory to their workers	early Aug 2021	

## **V. SOCIAL SAFEGUARD PERFORMANCE MONITORING**

18. Although initially classified as B for involuntary resettlement (IR), the screening based on detailed engineering design confirmed that there are no IR impacts and all the components so far avoided any IR impacts by adjusting the alignment of road to Kampot Pier subproject and not expanding the roof of Kep Crab Market. Two Due Diligence Reports (DDRs) for Kep Crab Market and Kampot Passenger Pier were updated in March 2019. The project is classified as Category C for IP. All subprojects are implemented according to the proposed plan and detailed engineering design. Up to this monitoring period, there was no involuntary resettlement impact observed during construction.
19. The Provincial Department of Land Management, Urban Planning and Construction (PDLMUPC) has provided a presentation to show the reserved land for access road and unregistered land border along the canal as well as to confirmed that access road is correct alignment.

### **5.1. Kep Crab Market Subproject**

20. The residents and sellers were pleased with the implements made at the market and no complaints were received. Mission was informed during the kick off meeting that there were some additional works proposed by the EA as part of Crab Market implementation such as curbing for the access road, crab boiling pits, drainage, connection of the public toilet to the treatment plants landscape and fencing. The mission emphasized that any civil work including those for additional proposed scope can commence only after the Due Diligence Report (DDR) confirms no involuntary resettlement impact is expected based on the detailed design, construction method and the DDR was approved by GDR/IRC and was submitted to and concurred by ADB.

### **5.2. Kampot Passenger Pier Development Subproject**

21. On 19 March 2019 the IRC has submitted updated DDR to ADB on the same day for disclosure onto the ADB website. The Kampot Passenger Pier Terminal Subproject is classified as Category B for resettlement, there was no compensation payment but the site was donated by voluntary of charity-Oknha Venh Hour.
22. The ADB project review missions, (2-9 Dec 2019) ADB-CARM safeguard specialists visited and discussed the design with PMCES engineering team and confirmed that no impact will be caused by the construction of access road to Kampot Passenger Pier subproject as no land, main or secondary structures, or other assets will be affected. ADB has provided its concurrence on the Due Diligence report on social safeguards and has been uploaded onto ADB website.
23. On 02-09 December 2019 during the ADB review missions, ADB's safeguard specialist recommended to awarded contractor carefully monitor the right of way for the 2.3 road access to prevent encroachment following disputes with the provincial authorities who temporarily stopped work in October 2019 due to an issue relating to the road's alignment. To address this recommendation, by early of November 2019, Consultants have started the RC pipe along the canal with excavation and road clearance. There are several times stopping by Kampot provincial governor as they said that why the road width is small like that, and then on 28 November 2019, Kampot provincial governor asked the cadastral to check and verify by using DGPS device/tool. After verifying/checking, it was confirmed that the access road width is correct alignment. [The Provincial Department of Land Management, Urban Planning and Construction provided a presentation to show the reserved land for access road and unregistered land border along the estuary as well as to confirm that the access road was within alignment (ROW=20m, meaning 10m from central line to each side)]. The progress of 2.3 km access road as of 30 June 2021 was 88.95% civil work accomplishment.

## VI. INDIGENOUS PEOPLES PERFORMANCE MONITORING

24. Based on the updated Due Diligence Report (DDR) on March 2019 it was confirmed that there was no involuntary resettlement (IR) nor any negative impacts on Indigenous peoples (IPs under both sub-projects).

## VII. COMPLIANCE WITH SAFEGUARDS RELATED PROJECT COVENANTS

Table 13: CCompliance with safeguards related project covenants

N o	Covenant	Reference	Status
1	The Borrower shall not award any Works contracts which involves environmental impacts or involuntary resettlement impacts until the Project Executing Agency has: (a) Obtained the final approval of the IEE and RP/DDR from the appropriate authority; and (b) Incorporated the relevant provisions from the EMP into the Works contract	Schedule 4, para. 6	Being Complied With
5	The Borrower through the Project Executing Agency shall ensure that the preparation, design, construction, implementation, operations and decommissioning of the Project comply with (a) all applicable laws and regulations of the Borrower relating to environment, health and safety; (b) ADB's Safeguard Policy Statement (2009) ("SPS"); and (c) all measures and requirements set forth in the IEE, the EMP, and any corrective or preventative actions set forth in a Safeguards Monitoring Report. The Borrower shall further ensure that the foregoing is applied and implemented for the entire Project scope, regardless of the financing source.	Schedule 5, para. 4	Being complied with
6	The Borrower through the Project Executing Agency shall ensure that all land and all rights-of-way required for the Project are made available to the Works contractor in accordance with the schedule agreed under the related Works contract and all land acquisition and resettlement activities are implemented in compliance with: (a) all applicable laws and regulations of the Borrower relating to land acquisition and involuntary resettlement; (b) the SPS; and (c) all measures and requirements set forth in the resettlement plan (RP), and any corrective or preventative actions set forth in the Safeguards Monitoring Report. Without limiting the application of the SPS or the RP/DDRs, the Borrower shall ensure that no physical or economic displacement takes place in connection with the project until: (a) compensation and other entitlements have been provided to affected people in accordance with the RP; and (b) a comprehensive income and livelihood restoration program has been established in accordance with the RP.	Schedule 5, para. 5	Being complied with
7	No impact on indigenous peoples is expected for the Project. In the event that there is any such impact, the Borrower through the Project Executing Agency shall ensure that it adheres to applicable laws and regulations of the Borrower and the SPS.	Schedule 5, para. 6	Being Complied With

8	The Borrower through the Project Executing Agency shall (a) make available necessary budgetary and human resources to fully implement the EMPs, RP/DDR, and GAP; (b) cause contractors to (i) comply with measures in the IEEs, the EMPs, and the RP/DDR; (ii) make available budgets for environmental and social mitigation measures; and (iii) provide the Borrower with written notice of any unanticipated impacts arising during the contract period; and (c) submit to ADB semi-annual Safeguards Monitoring Reports, including occurrence of any unanticipated events, corrective actions undertaken, and any actual or potential breach of compliance with the measures and requirements set forth in the EMPs and the RP/DDR	Schedule 5, para. 7	Being complied with
9	The Borrower shall ensure that ADB funds are not applied to the activities described on the ADB Prohibited Investment Activities List set forth at Appendix 5 of the SPS.	Schedule 5, para. 8	Being Complied With

## **VIII. CONSULTATION AND CAPACITY BUILDING**

### **8.1. Meetings and consultations**

25. MPWT project involved staff, together with the site engineers and safeguard consultant frequently conducted field visits to Kampot pier subproject site. During each field visit particular attention was paid to social and environmental issues. The following table describes the dates of field visits, consultations, on-job capacity building, and summary of safeguards issues:

**Table 14: Public Consultations and Capability Building**

<b>No</b>	<b>Date of visits</b>	<b>Institution/site</b>	<b>Summary of safeguards issues</b>
1	3-5 March 2021	<b>Kampot Pier</b>	Conducted site visits, updating safeguards issues, grievance redress mechanism. Orientation/training about environmental safeguards issues to awarded firms' engineers included skilled and unskilled workers. Explained about environmental issues, personal hygiene at site campus/premise. Face mask sanitized alcohol/jell thermal checking up and physical distancing.
2	5-7 April 2021	<b>Kampot Pier</b>	Conducted site visits, updating safeguards issues, conducted capacity building to PMU-MPWT/MOT, site engineers/SBK/SPBH about grievance redress mechanism and its procedure. Orientation/training about environmental safeguards issues Explained about environmental issues, personal hygiene at site campus/premise. Face mask sanitized alcohol/jell thermal checking up and physical distancing.
3	7-9 June 2021	<b>Kampot Pier</b>	Conducted site visits, updating safeguards issues, grievance redress mechanism. Orientation/training about environmental safeguards issues to awarded firms' engineers included skilled and unskilled workers. Explained about environmental issues, personal hygiene at site campus/premise. Face mask sanitized alcohol/jell thermal checking up and physical distancing.

Source: Summary of Field Public Consultation and Capacity Building

## **8.2. Capacity building to involved officers, workers and site engineers**

26. The capacity building or on-the-job trainings were carried out to 83 skilled and unskilled workers, site managers, site engineers and project management (18-female) from 3<sup>rd</sup> March to 30<sup>th</sup> June 2021 (please review in appendix-2: list of participants). The contents of the training are about Social Safeguards and Environmental Monitoring, Grievance Redress Mechanism, Environments Safeguard, Occupational Health and Safety, Personal Hygiene and COVID-19 managing risk and prevention. The staff and workers were explained so that they understood about social and environmental safeguards, Occupational Health and Safety, Personal Hygiene and especially the COVID-19 managing risk and prevention.

## **IX. GRIEVANCE REDRESS MECHANISM (GRM)**

27. A Grievance Committee that has experience with environmental and social issues had organized and orientated in local communes and project site, comprising local leaders and PMU designated for such tasks. The procedures for environmental and social grievance redress are set out below. The procedure described below is consistent with the legal process for resolution of disputes in Cambodia.
28. Stage 1: Complaints from APs for the first time shall be lodged verbally or in written form with the village head or commune leader. The complaints shall be discussed with the APs and the designated Head of Grievance Committee or members of the committee. Because initial environmental issues will most likely be construction related the Environment Officer/contractor and Safeguards Specialist/PIU need to be notified immediately. It will be the responsibility of the Head of Grievance Committee to resolve the issue within 15 days from the date the complaint is received. All meetings shall be recorded and copies of the minutes of meetings will be provided to APs.
29. Stage 2: If no understanding or amicable solution can be reached or if no response is received from the Grievance Committee within 15 days from filing the complaint, the APs can elevate the case to the District Grievance Committee. The District Grievance Committee is expected to respond within 15 days upon receiving the APs appeal.
30. Stage 3: If the AP is not satisfied with the decision of the District Office, or in the absence of any response, the APs can appeal to the Provincial Grievance Committee (PGC). The PGC will review and issue a decision on the appeal within 30 days from the day the complaint is received.
31. Stage 4: If the AP is still not satisfied with the decision of the PGC or in the absence of any response within the stipulated time, the APs, as a last resort may submit his/her case to the provincial court. The court will address the appeal by written decision and submit copies to the respective entities which include the DPWT, DGC /PGC and the APs. If, however, the AP is still not satisfied the court's decision, the case may be elevated to the provincial court. If, however, the decision of the provincial court is still unsatisfactory to the APs, the APs may bring the complaints to the Higher Court.
32. The PCU will be responsible for checking the procedures and resolutions of grievances and complaints. The sustainability and monitoring coordination unit of the PCU must have expertise and experience in social and environmental issues associated with infrastructure developments. The PCU may recommend further measures to be taken to redress unresolved grievances. The environmental specialist/safeguards specialist of the DDSC will provide the necessary training to improve grievance procedures and strategy for the grievance committee members when required.
33. Up to this monitoring period, there was no grievances observed during construction and the mechanism and documents-letter/forms and contact persons are already to deal with the issue or procedure if any.

**Summary:**

- Number of new grievances:00
- Number of grievances resolved:00
- Number of outstanding grievances: None

*Table 15: Type of grievance redress by the relevant stakeholders within the project areas*

Type of Grievance	Details (Date, person, address, contact details, etc.)	Required Action, Responsibility and Timing	Resolution
Old Issues from Previous Reports			
None			
New Issues from This Report			
None			

## **X. CONCLUSION AND RECOMMENDATIONS**

### **10.1. Compliance with EMP Requirements**

34. The EMP for subproject was attached to the bidding documents and contract agreements. Based on the results and findings drawn from the contractors' interview and field visits.
35. Construction work of Kep market subproject was completed and construction material, equipment and any wastes were removed and clean up. However, for Kampot passenger pier development sub-project, contractor has to take some further actions to improve the condition in order to fulfill requirement of EMP such as solid waste at camp site, the toilets with regular cleaning schedule, continued implementing COVID-19 managing risk and prevention, Occupational Health and Safety Plan (OHSP), the use of personal protective equipment (PPE) and continued provision of potable drinking water and first-aids kits to workers and staff regularly.

### **10.2. Social Safeguards**

36. All subprojects are classified as Category- C for Indigenous Peoples and Category-B for Involuntary Resettlement. All subprojects are implemented according to the proposed plan and detailed engineering design. Up to this monitoring period, there was no involuntary resettlement impact observed during construction. So far, no complaint has been received or recorded in the GRM logbook.

### **10.3. Recommendation**

37. The overall recommendation is that the contractor has to continued comply with Environmental Management Plan regularly and strictly, especially proper solid waste managements, personal protective equipment (PPE) such as gloves and facemasks uses, continued provision of potable drinking water and first aid kits to workers/staff, Occupational Health and Safety Plan (OHSP) and the COVID-19 managing risk and prevention.

### **10.4. Future Actions**

38. Actions to be taken in the future are described as below:
  - Follow up the outstanding issues and new issue (if any) and implementation of the EMP/CEMP for next reporting period, Jul-Dec 2021.



## APPENDIX 1: PHOTOS DURING SITE VISITS/MONITORING

Capacity building to workers, site engineers SBK. SPBH about EMP (included COVID-19 managing risk and prevention, OHSP, CHP..) 8 June 21



Capacity building to PMU/MPWT/MOT, Provincial, site engineers SBK. SPBH bout GRM and Safeguards-6 April 2021





Capacity building to workers, site engineers SBK, SPBH about EMP (included COVID-19 managing risk and prevention, OHSP, CHP..) 3-5March





First Aid Kits are available at camp site and potable drinking water (3-5 March)







Potable drinking water provision/supply to workers and camp site for workers, garbage bin availability at camp





សម្តេចអគ្គមហាសេនាបតីតេជោ ហ៊ុន សែន  
នាយករដ្ឋមន្ត្រី នៃព្រះរាជាណាចក្រកម្ពុជា

**លិខិតថ្លែងអំណរគុណ**

**ជូនចំពោះ**

**ឧកញ៉ា វិញ ហ៊ុន ប្រធានក្រុមប្រឹក្សាភិបាល ក្រុមហ៊ុន កំពត ផត និងលោកជំទាវ**

ក្នុងនាមរាជរដ្ឋាភិបាលកម្ពុជា និងខ្លួនខ្ញុំផ្ទាល់ សូមថ្លែងអំណរគុណ និងកោតសរសើរដោយស្មោះចំពោះទឹកចិត្តសប្បុរសជ័យថ្លៃថ្លាចំពោះឧកញ៉ា និងលោកជំទាវ ដែលបានផ្តល់ជូនរាជរដ្ឋាភិបាលកម្ពុជានូវទីតាំងដីទំហំ ៤ហិកតា នៅភូមិជុំគ្រៀល ឃុំជុំគ្រៀល ស្រុកទឹកឈូ ខេត្តកំពត សម្រាប់សាងសង់កំពង់ផែទេសចរណ៍អន្តរជាតិខេត្តកំពត ដែលជាកិច្ចរួមចំណែកដល់ការជំរុញសេដ្ឋកិច្ចជាតិឱ្យកាន់តែមានការរីកចម្រើន។

ការបរិច្ចាគទ្រព្យរបស់ ឧកញ៉ា និងលោកជំទាវ ដល់បុព្វហេតុខាងលើ ពិតជាមានតម្លៃ និងត្រូវបានចងចាំទុកដោយរាជរដ្ឋាភិបាល និងប្រជាជនកម្ពុជា។

សូមឧកញ៉ា និងលោកជំទាវ បានប្រកបដោយពុទ្ធពរទាំងបួនប្រការគឺ អាយុ វណ្ណៈ សុខៈ និងពលៈ កុំបីឃ្លៀងឃ្លាតឡើយ។

សូម ឧកញ៉ា និងលោកជំទាវ ទទួលនូវការរាប់អានពីខ្ញុំ។

ថ្ងៃពុធ ៧ កោត ខែ ៩ ឆ្នាំជូត ទោស័ក ព.ស.២៥៦៤  
ធ្វើនៅរាជធានីភ្នំពេញ ថ្ងៃទី ០៣ ខែ ៩ ឆ្នាំ ២០២១

**ហ៊ុន សែន**

Unofficial translation of the letter:

Samdech Akka Moha Sena Padei Decho Hum Sen  
Prime Minister of the Kingdom of Cambodia.

**LETTER OF THANKFULNESS TO**

Oknha Venh Hour, the Board Director of Kampot Port Co., and Lok Chumteav.

On behalf of Royal Government of Cambodia and my own personal, I would like to thank you and frankly appreciated to the valuable charity to Oknha and Lok Chumteav to donate the land area of 4 hectares to the Royal Government of Cambodia. The land is located in Chumkriel village and commune, Tuek Chuu district in Kampot province for constructing of International Tourist Passenger Pier (port), it is contributed to push economic development of Cambodia.

The land donation of Oknha and Lok Chumteav as mentioned above is valuable and it is noted/remembered by the Royal Government and the People of Cambodia.

May Oknha and Lok Chumteav are blessed, with the four sublime blessings of Lord Buddha: longevity, good health, great happiness and wisdom.

My cordially warmest regards to Oknha and Lok Chumteav.

Phnom Penh, dated: 3<sup>rd</sup> March 2021

Signature

Hun Sen

## APPENDIX 2: LIST OF PARTICIPANTS

### **Ministry of Public Works and Transport**

ADB Loan No. 3194-CAM (SF)-Greater Mekong Sub-region Tourism Infrastructure for Inclusive Growth Project. Venue: Kampot pier capacity building for workers and staff at site-EMP/COVID-19 Date: 3-5 March 2021

No	Name	Sex	Age	Institution	Hand phone	Signatures
1	Heng Hout	M	30	SBPH/worker		
2	Hort Long	M	18	SBPH/worker		
3	Duon Kum	M	43	SBPH/worker		
4	Rorn Ream	F	17	SBPH/worker		
5	Saen Thida	F	17	SBPH/worker		
6	Yoeun Sreya	F	21	SBPH/worker		
7	Ken Thavy	F	36	SBPH/worker		
8	Saen Chen	M	17	SBPH/worker		
9	Saen Vath	M	21	SBPH/worker		
10	Siam Seila	M	29	SBPH/Skilled worker		
11	Chin Veth	M	28	SBPH/Skilled worker		
12	Nae Noeun	M	19	SBPH/worker		
13	Roem Ry	F	17	SBPH/worker		
14	Roem Chim	F	34	SBPH/worker		
15	Hout Houg	M	40	SBPH/worker		
16	Thorn Sophal	M	17	SBPH/worker		
17	Houg Sok	M	17	SBPH/worker		
18	Kang Roeun	F	39	SBPH/worker		
19	Nam Ry	F	40	SBPH/worker		
20	Srey Ra	F	37	SBPH/worker		



21	Som Srey Oun	F	26	SBPH/worker		
22	Oert Chan	F	27	SBPH/worker		
23	Bee Thon	M	36	SBPH/Skilled worker		
24	Saen Nane	M	30	SBPH/Skilled worker		
25	Thon Tith	M	19	SBPH/worker		
26	Bon Rorn	M	42	SBPH/worker		
27	Choun Savath	M	52	SBPH/Skilled worker		
28	Thoang Thou	M	34	SBPH/Skilled worker		
29	Khlot Sy	M	21	SBPH/worker		
30	Sei Yoeung	M	51	SBPH/led skilled worker	0967101408	
31	Man Sam OL	M	30	SBPH/Skilled worker		
32	Saen Nath	M	27	SBPH/worker		
33	Khleap Charn	M	20	SBPH/worker		
34	Bee Voeun	M	50	SBPH/Skilled worker		
35	Hour Baly	M	28	SBPH/Skilled worker		
36	Sanh Sorn	M	37	SBPH/Skilled worker		
37	Leng Bondol	M	29	SBK site supervisor (engineer)	098303027	
38	Sok Heng	M	28	SBK quantity survey engineer	011569646	
39	Nea Chan Sambath	M	23	SBK engineer	0968799723	
40	Roeun Phally	M	30	SBK lead engineer	010312167	

41	Khoeun Pheng San	M	27	SBPH	061480748	
42	Hong Chory Makara	M	23	SBPH	093337610	
43	Tat Sunhout	M	51	DDG	011707800	
44	Rom Sovichea	M	54	PM-SBPH	069532456	
45	SAO Botumroath	M	48	SBK/safeguards	011628282	
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**Ministry of Public Works and Transport**

ADB Loan No. 3194-CAM (SF)-Greater Mekong Sub-Region Tourism Infrastructure for Inclusive Growth Project  
 Venue: Kampot Pier... Date: 6<sup>th</sup> April; 2021

No	Name	Sex	Age	Institution	Hand phone	Signatures
1	H.E. MAK Sideth	M	55	PD/MPWT	012835857	
2	H.E. SOK Sokun	M	51	PCU/MOT	012756968	
3	ROS Sophornna	M	54	PD	012628256	
4	HENG Suthy	M	40	MPWT	017494667	
5	HUON Rath	M	54	MPWT	092483017	
6	SOU Phally	M	54	MPWT	012818589	
7	SAMBATH Panhavuth	M	27	MPWT	098366556	
8	HONG Chong Makara	M	24	SBPH	0933337310	
9	ROEUN Phally	M	31	SBK	010312167	
10	SOK Heng	M	27	SBK	011569646	
11	LENG Bondol	M	28	SBK	098303027	
12	ROM Sovichea	M	55	SBPH	069532456	
13	Khoeurn Phengsan	M	27	SBPH	061480748	
14	SAO Botumroath	M	48	SBK	011628282	
15	TAT Sunhout	M	51	MPWT	011707800	
16	SORM Seang	M	42	MPWT	011838800	
17	HEM Krye	M	38	MPWT	092262732	
18	KIM Chouen	M	32	MPWT	012853866	

**Ministry of Public Works and Transport**

ADB Loan No. 3194-CAM (SF)-Greater Mekong Sub-region Tourism Infrastructure for Inclusive Growth Project. Venue:  
Kampot pier development and access road ..... Date : 8 June 2021

No	Name	Sex	Age	Institution	Hand phone	Signatures
1	Mae An	M	35	SPBH	089211916	
2	Bong Vin	M	35	SPBH	0979847104	
3	Ar Bun	M	27	SPBH	010896639	
4	Ar Sos	M	30	SPBH		
5	Pou Nang	M	32	SPBH		
6	Ar Noeun	M	25	SPBH	0979165776	
7	Pou Phoan	M	39	SPBH	0906582232	
8	Pou Pheap	M	47	SPBH		
9	Ar Moeul	M	21	SPBH		
10	Ar Kdam	M	19	SPBH	0976927872	
11	Ar Svoert	M	18	SPBH		
12	Bong Chhun	M	39	SPBH	0974775664	
13	Bong Srey Khorn	F	41	SPBH	0965413482	
14	Chae Mao	F	58	SPBH		
15	Chae Kong	F	34	SPBH		
16	Chae Haen	F	31	SPBH		
17	Chae Pha	F	45	SPBH		
18	Chan Ny	F	19	SPBH		
19	Chae Horng	F	31	SPBH		
20	SAO Botumroath	M	48	SBK/Envi	011628282	

Kampot pin Leam3194-CAM/SF)  
Capacity building for workers at site/EMP/COVID-19.  
Date 3/March/2021 - 5/March/2021

No	Name (KH)	Sex	Age	Institution	Hand phone	Signatures
1	សុខា សុខា	ប	30	ស្ថាប័ន SBPH		G
2	ស៊ីន សុខា	ប	18	—		—
3	ស៊ីន សុខា	ប	43	—		—
4	ស៊ីន សុខា	ប	17	—		—
5	ស៊ីន សុខា	ប	17	—		—
6	ស៊ីន សុខា	ប	21	—		—
7	ស៊ីន សុខា	ប	36	—		—
8	ស៊ីន សុខា	ប	17	—		—
9	ស៊ីន សុខា	ប	21	—		—
10	ស៊ីន សុខា	ប	29	ស្ថាប័ន SBPH		—
11	ស៊ីន សុខា	ប	28	ស្ថាប័ន SBPH		—
12	ស៊ីន សុខា	ប	19	ស្ថាប័ន SBPH		—
13	ស៊ីន សុខា	ប	17	ស្ថាប័ន SBPH		—
14	ស៊ីន សុខា	ប	34	—		—
15	ស៊ីន សុខា	ប	40	ស្ថាប័ន SBPH		—
16	ស៊ីន សុខា	ប	17	—		—
17	ស៊ីន សុខា	ប	17	—		—
18	ស៊ីន សុខា	ប	39	—		—
19	ស៊ីន សុខា	ប	40	—		—
20	ស៊ីន សុខា	ប	37	—		—
21	ស៊ីន សុខា	ប	26	ស្ថាប័ន		—
22	ស៊ីន សុខា	ប	22	ស្ថាប័ន		—

No	Name (KH)	Sex	Age	Institution	Hand phone	Signatures
23	ប៊ី ឆន	♂	36	សាលា		
24	អ៊ុន ណារ៉ា	♂	30	សាលា		Sump
25	ឆន ឌីត	♂	19	កម្មករ		
26	អ៊ុន វ៉ាន	♂	42	កម្មករ		
27	ឆន ណារ៉ា	♂	52	សាលា		
28	ស៊ី ឆន	♂	34	សាលា		
29	អ៊ុន ឌីត	♂	21	កម្មករ		
30	អ៊ុន ឆន	♂	51	កម្មករ	0967101408	
31	ឆន ឆន	♂	30	សាលា		
32	អ៊ុន ណារ៉ា	♂	27	កម្មករ		
33	ឆន ឆន	♂	20			
34	ប៊ី ឆន	♂	50	សាលា		
35	ឆន ឆន	♂	28	សាលា		
36	ឆន ឆន	♂	37	សាលា		
37	ឆន ឆន	♂	29	សាលា (SBK)	018303022	
38	ឆន ឆន	♂	28	សាលា (SBK)	01569646	
39	ឆន ឆន	♂	23	សាលា (SBK)	096879922	
40	ឆន ឆន	♂	30	សាលា (SBK)	010312162	
41	ឆន ឆន	♂	27	សាលា (SBK)	06480748	
42	ឆន ឆន	♂	23	សាលា (SBK)	093337810	
43	ឆន ឆន	♂	51	PM	011707800	
44	ឆន ឆន	♂	54	PM	069532458	
45	ឆន ឆន	♂	48	Safeguards	011628282	



Ministry of Public Works and Transport

ADB Loan No. 3194-CAM (SF)-Greater Mekong Sub-region Tourism Infrastructure for Inclusive Growth Project

Venue: Kampot Date: 6 April 2021

No	Name	Sex	Age	Institution	Hand phone	Signatures
1	MAK SIDETH	M	55	PD	01283589	<i>Deh</i>
2	Sok Sokun	M	51	PCU/MOT	01278968	<i>Sokun</i>
3	Roe Sophornna	M	54	PD	01262838	<i>Roe</i>
4	HEWE Suthy	M	40	MPWT	01749466	<i>H/2h</i>
5	HUON Rath	M	54	MPWT	9249307	<i>Huon</i>
6	Sou Rhyelly	M	54	MPWT	012818389	<i>Sou</i>
7	Sambath Boukaruth	M	27	MPWT	09836556	<i>Sambath</i>
8	Hong Chompakara	M	24	SBRH	093377310	<i>Hong</i>
9	ROEUN Phally	M	31	SBK	010312167	<i>Roeyun</i>
10	Sok Heng	M	27	SBK	011569646	<i>Sok</i>
11	Leng Bondol	M	28	SBK	092303027	<i>Leng</i>
12	Roum Borichen	M	55	SB PH	06953248	<i>Roum</i>
13	Khoeun Phongsu	M	27	SB PH	061480748	<i>Phongsu</i>
14	SAB Botomroath	M	48	SBK	011628282	<i>SAB</i>
15	Talsunhuot	M	51	MPWT	011707800	<i>Talsun</i>
16	Sorm seang	M	42	MPWT	011838800	<i>Sorm</i>
17	Hem Krige	M	38	MPWT	092262732	<i>Hem</i>
18	Kim Chaven	M	32	SBK	012853866	<i>Kim</i>
19						
20						

Ministry of Public Works and Transport

ADB Loan No. 3194-CAM (SF)-Greater Mekong Sub-region Tourism Infrastructure for Inclusive Growth Project  
 Venue: Kampot Pier Access road Date: 8 JUN 2021

No N.S	Name ឈ្មោះ	Sex ភេទ	Age អាយុ	Institution ស្ថាប័ន	Hand phone លេខ ទូរស័ព្ទ	Signatures ហត្ថលេខា
1	ចេ ពន្ធ	U	35		089211916	
2	ចាន់ ជិន	U	35		0979847104	
3	កា ជុន	U	27		010 89 6639	
4	កា លុះ	U	30			
5	ឌី ណារី	U	32			
6	កា ឡិន	U	25		09791 56776	
7	ឌី ហ៊ុន	U	39		090 65 8282	
8	ឌី ហាត	U	47			
9	កា តា ឈី	U	21			
10	កា កា ម	U	19		097 69 27882	
11	កា ឡិន	U	18			
12	ប៊ុន ឈន	U	39		092475664	
13	ប៊ុន ហ៊ុន ខន	លី	41		096 54 13492	
14	ចែ ឈី	លី	48			
15	ចែ គីន	លី	34			
16	ចែ ហាន	លី	31			
17	ចែ តា	លី	45			
18	ចាន់ គីន	លី	19			
19	ចែ យ៉ា	លី	31			
20	សេ ឌុច ឡុង	ប្រ	48	SRK/EMI	011628282	





**ក្រសួងសាធារណការ និង ដឹកជញ្ជូន**  
**MINISTRY OF PUBLIC WORKS AND TRANSPORT**



**គម្រោងអភិវឌ្ឍន៍ហេដ្ឋារចនាសម្ព័ន្ធនេសចរណ៍សម្រាប់កំណើនប្រកបដោយបរិយាបន្ន  
ក្នុងមហាអនុតំបន់ឆ្នេរមេគង្គ**

Greater Mekong Sub-Region Tourism infrastructure for Inclusive Growth Project

**ផ្តល់ហិរញ្ញប្បទានដោយរាជរដ្ឋាភិបាលកម្ពុជាតាមរយៈធនាគារអភិវឌ្ឍន៍អាស៊ី  
កម្ពុជាលើខ ៣១៩៤-CAM (SF)**

Financed by the Royal Government of Cambodia through ADB loan No. 3194-CAM (SF)

**ស្ថាប័នប្រតិបត្តិ : ក្រសួងសាធារណការ និង ដឹកជញ្ជូន**  
Executing Agency: Ministry of Public Works and Transport

**ការដោះស្រាយបណ្តឹងតវ៉ានៃគម្រោងសាងសង់កំពង់ផែទេសចរណ៍អន្តរជាតិខេត្តកំពត។**  
Grievance Redress Mechanism for KAMPOT International Tourist Pier Development Project

បើលោកអ្នកមានបណ្តឹងតវ៉ាឬកង្វល់ទាក់ទង និងហេតុផលប៉ះពាល់អវិជ្ជមានដែលកើតចេញពី  
ការសាងសង់កំពង់ផែទេសចរណ៍អន្តរជាតិកំពត លើទ្រព្យសម្បត្តិ មុខរបរជីវភាពការរស់នៅ  
និងបរិស្ថានស្នូមទាក់ទងតាមរយៈ

If you have any complaints, concerns relating to the negative impact of Kampot International  
Tourist Pier construction on your property, business, livelihood and environment impacts, please  
contact focal person below:

- លោក ជីញ គួង Mr. CHINH Kourng ជាប្រធានមន្ទីរសាធារណការ និងដឹកជញ្ជូនខេត្ត  
កំពត Kampot PDPWT ទូរស័ព្ទលេខ/H.P: 012 835203, Email address: N/A
- លោកវៀន ផល្លី SBKទទួលពាក្យបណ្តឹងតវ៉ា លេខទូរស័ព្ទ /H.P: 095 477 123 និងអ៊ីម៉ែល:  
phallyroeun@sbkcam.com
- លោក សៅ បូតុមរត្ន SBKទីប្រឹក្សាផ្នែកកិច្ចការពារសុវត្ថិភាពសង្គមនិងបរិស្ថាន។  
លេខទូរស័ព្ទ /H.P: 011628282 និងអ៊ីម៉ែល: botumroath.sao@gmail.com
- សម្រាប់ព័ត៌មានបន្ថែមស្នូមទាក់ទងឯកឧត្តម ម៉ក់ ស៊ីដេត ប្រធានអង្គភាពអនុវត្តគម្រោង  
នៃក្រសួងសាធារណការដឹកជញ្ជូនតាមរយៈលេខទូរស័ព្ទ 012 835867, Email  
address: maksideth@gmail.com
- For further information please contact H.E. MAK Sideth of GMS TIIG Loan  
No.3194 CAM (SF). Telephone:012 835867, Email address:  
[maksideth@gmail.com](mailto:maksideth@gmail.com)



KINGDOM OF CAMBODIA  
NATION RELIGION KING



## MINISTRY OF PUBLIC WORKS AND TRANSPORT

PROJECT COORDINATION UNIT

GREATER MEKONG SUBREGION TOURISM INFRASTRUCTURE FOR INCLUSIVE GROWTH PROJECT

ADB LOAN No. 3194-CAM (SF)

## KAMPOT PASSENGER PIER DEVELOPMENT SUBPROJECT

សៀវភៅឧបត្ថម្ភការងារបណ្តឹង

គម្រោង ៖ គម្រោងហេដ្ឋារចនាសម្ព័ន្ធទេសចរណ៍សម្រាប់កំណើនប្រកបដោយបរិយាប័ន្នក្នុងមហាអំបូរមេគង្គ  
Greater Mekong Subregion Tourism Infrastructure for Inclusive Growth Project loan 3194-Cam

ទីតាំងអនុភាពអនុវត្តគម្រោង៖ ខេត្តកំពត

អ្នកទទួលការបណ្តឹងគឺ៖ [Local authorities, PIU/Safeguard Counterpart Name]

ប្រភេទនៃបណ្តឹងគឺ៖

A សំណួរ បញ្ជាក់ ឱ្យយោបល់ សំណូមពរ

B បណ្តឹងទាក់ទងទៅនឹងការរំលោភបំពាន នៃ SPS 2009 ឬគោលនយោបាយទំនាក់ទំនងសាធារណៈឆ្នាំ ២០១១

C ការចោទប្រកាន់ពីការក្លែងក្លាយ ឬ រំលោភបំពាន

SOC សង្គម

ENV បរិស្ថាន

សៀវភៅបោះពុម្ព ការប្រឡង

ល.រ	ថ្ងៃខែឆ្នាំ	ឈ្មោះ អ្នកប្តឹង តវ៉ា	អាសយដ្ឋាន និង លេខ ទូរស័ព្ទទំនាក់ ទំនងអ្នកប្តឹង	ប្រភេទ (A,B,C) និង ប្រភេទនៃ បណ្តឹង (សង្គម ឬបរិស្ថាន)	ទីតាំងប៉ះពាល់ (ឈ្មោះភូមិ ឃុំ)	សង្គមពាក្យបណ្តឹង (ពិណ្ឌនា ពីបណ្តា/ សំណួរ)	ត្រួតពិនិត្យ ពីលទ្ធផល ៖ Valid Yes/No	ថ្ងៃខែឆ្នាំនៃការ ត្រួតពិនិត្យ និង ហេតុ លេខរបស់ PIU-ESC	ដំណោះស្រាយ ដែលបានយល់ ព្រម៖ (សង្ខេប និងថ្ងៃ ផុតកំណត់ក្នុង ការអនុវត្ត)

**ទម្រង់នៃការទទួលពាក្យបណ្តឹង**

ជូនចំពោះ៖..... (អ្នកប្តឹង)

ពី៖..... (ប្រធាន PIU)

កម្មវត្ថុ៖.....

គោរពជូន/ជូនចំពោះ

សូមបញ្ជាក់ថា ការតវ៉ារបស់លោកអ្នក យើងខ្ញុំ(គណៈកម្មការដោះស្រាយបណ្តឹងតវ៉ា) បានទទួលរួច ហើយ និងបានចុះបញ្ជីរ ក្នុងសៀវភៅពាក្យបណ្តឹង ថ្ងៃ.....ខែ.....ឆ្នាំ.....

ការតវ៉ានេះគឺផ្ដោតទៅលើ

ទី.....  
.....

គណៈកម្មការដោះស្រាយបណ្តឹងបានត្រួតពិនិត្យពីការតវ៉ារបស់លោកអ្នក ហើយបញ្ជាក់ថាការតវ៉ា នេះត្រឹមត្រូវតាមយន្តការដោះស្រាយបណ្តឹងតវ៉ា។

យើងនឹងចាត់ចែងគណៈកម្មការដោះស្រាយបណ្តឹងតវ៉ា នឹងទៅអង្កេតមើលការតវ៉ារបស់អ្នក ហើយ តម្រូវឱ្យអ្នកចូលរួមប្រជុំជាមួយគ្នា។ លទ្ធផលនៃការប្រជុំគឺជាដំណោះស្រាយសម្រាប់ការតវ៉ារបស់ លោកអ្នក។ អ្នកទទួលខុសត្រូវលើបណ្តឹងតវ៉ានៃ PIU និងទាក់ទងអ្នកលម្អិតពីកិច្ចការនេះ។

សូមទទួលនូវការគោរពពីខ្ញុំ

ឈ្មោះ

**ទម្រង់សម្រាប់កិច្ចប្រជុំ GRC ឬ ការស៊ើបអង្កេត**

កិច្ចប្រជុំគណៈកម្មការដោះស្រាយបណ្តឹងតវ៉ា		
គម្រោង៖		
ថ្ងៃ ខែ ឆ្នាំ ៖		
ទីកន្លែង ៖		
អ្នកចូលរួម ៖		
របៀបវារៈ ៖		
សង្ខេបពីការពិភាក្សា៖		
ឈ្មោះអ្នកតវ៉ា		
អាស័យដ្ឋាន លេខទូរស័ព្ទ		
សង្ខេបពីការពិភាក្សា		
ការផ្តល់យោបល់		
សំណើសម្រាប់ដំណោះស្រាយ		
ហត្ថលេខាសម្រាប់ការយល់ព្រម	អ្នកទទួលដោះស្រាយ	អ្នកប្តឹងតវ៉ា
ឈ្មោះ៖		
កាលបរិច្ឆេទ៖		