

Environmental and Social Monitoring Report

Project Number: 46293-004

Loan 3194-CAM

Environmental and Social Monitoring Report (July to December 2021)

January 2022

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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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 and cultural resources
PCU	- Project coordination unit
PIU	- Project implementation unit
PPTA	- Project preparatory technical assistance
RP	- Resettlement plan
ROW	- Right of Way
UXO	- Unexploded ordnance
WWTF	- Waste water treatment facility

WEIGHTS AND MEASURES

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

EXECUTIVE SUMMARY

The Environmental and Social Safeguards monitoring report, covered for a period from 1st July to 31st December 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: (1) Kep Crab market improvement subproject and (2) 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 1st 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 on September 2020, whereas, Kampot Passenger Pier has about 89.98% civil works accomplishment which is about 14.86% percent increases from the last monitoring period (Jan-Jun 2021). The remaining works are to complete constructing access road with concrete pavement, wastewater treatment plant, sewer pipeline system, storm drainage system, international terminal building and other facilities and utilities. The progress of civil work for this subproject has slowly moved on due to the shortage/lack of skilled and unskilled workers, engineers and COVID-19 pandemic since early 2020 until presently.

Based on the results and findings drawn from field visits 9-12 August 2021, 20-23, and 28-30 Sep 2021, the contractors' interviews, Social Business Khmer Research and Development Co., Ltd (SBK) site engineers, there is some corrective actions of environmental issue caused by the Project for a period from Jul-Dec 2021 which is included provision of potable drinking water to workers (they used water supply connected from Kampot town instead), providing reasonable personal protective equipment (gloves, safety hats, vest...) to workers, strengthening/enforcement of COVID-19 managing risk and prevention-face masks. 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 has been 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 managements, personal protective equipment (PPE) and the COVID-19 managing risk and prevention-currently, it has temperature checking before enter into site.

Activities to be followed up for next reporting period including:

- Solid waste management and collection, instruct to site management and workers to reduce, recycling and dumping at dumping site of Kampot town (if possible)
- Proper use of personal protective equipment (PPE) at camp site, compulsory

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 21st 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 21st 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 central 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"> • capacity 100 m³/day • connected to public toilets, shops and restaurants stalls, not nearby hotels
Reclaim certain portion of the seafront at the northern side of the market	<ul style="list-style-type: none"> • location for the WWTF set-up • Landscaping and tree planting within the WWTF area
Expand crab market structure to the adjacent dry goods area,	<ul style="list-style-type: none"> • upgrade internal drainage • create area for future cold storage facilities in the crab market (cancelled)
Pave existing parking lot	Not Applicable
Install new public toilets	<ul style="list-style-type: none"> • link to WWTF
Upgrade existing waste management system of the market area	<ul style="list-style-type: none"> • include provisions for routine desludging of WWTF septic tanks at an MOE-approved disposal site • improve solid waste management practice in the Kep crab market and its vicinity.
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"> • 2.3 km x 11m carriageway (1+9+1) • 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)
Install new embankment stabilization structure	
Construct new internal access roads	
Construct new pier	<ul style="list-style-type: none"> • suitable for tidal and flood level fluctuation; • longitudinal to the Riverbank
Construct new passenger landing area	<ul style="list-style-type: none"> • 1,400m²
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"> • total area of 1,900 m² • equipment to support customs and immigration operations

Waste Water Treatment Plant WWTP	<ul style="list-style-type: none"> • Compact containerized waste water treatment plant by anaerobic-aerobic treatment process 100m³/day.
	<ul style="list-style-type: none"> • Similar to Kep Crab Market system
Install new public toilets	
Construct new parking area	2,000 m ²
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"> • Include internal piped supply system with concrete reservoir storage
Develop new solid waste management	<ul style="list-style-type: none"> • garbage bins and garbage waste collection station
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 Jul to Dec 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 89.98%. Social Business Khmer Research and Development Co., Ltd (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 S.B.P.H. Engineering & Construction Co., Ltd contractor has implemented the civil works daily with the help of Social Business Khmer Research and Development Co., Ltd (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

Project Number and Title:	Project Number: 46293-004; Loan 3194-CAM (SF) Title: GMS Tourism Infrastructure and Inclusive Growth Project	
Safeguards Category	Environment	B
	Indigenous Peoples	C
	Involuntary Resettlement	B
Reporting period:	1 st Jul-31 st Dec 2021	
Last report date:	30 th June 2021	
Key sub-project activities since last report:	<p>Contract awarded and date: S.B.P.H. Engineering & Construction Co., Ltd for Kampot pier subproject was on 3 Jul 2018 until 31 March 2022 (last extension) and S.B.P.H. Engineering & Construction Co., Ltd for Kep crab market subproject was on 15 Nov 2017</p> <p>Progress of civil works by 31st Dec 2021:</p> <ul style="list-style-type: none"> • Civil works of Kep Crab market subproject (100% completed since Sept 2020) and • Kampot Pier development subproject was (89.98% to date or about 14.86% percent increase from last monitoring report, Jan-Jun 2021) 	
Report prepared by:	PCU under technical support by social and environmental safeguards specialist	

11. The physical completion of the project is indicated as a percentage to cover a period of Jul to Dec 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 89.98%. 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 31 Dec 2021(%)	
							Status	Progress
1	KEP	MOT/PC U/ TIIG/CAM-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	31-Dec- 21, extended to March 2022	On going	89.98%
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Table 5: Progress Work of Pier Subproject in Kampot

No.	Items	Completion (%)
1	Site Preparation work and Construction Expense	96.26%
2	Utility area (Soil filling, Stripping trees, Levelling, Compaction, Transportation of unsuitable Soil)	100.00%
3	Landscape, Tree, Pond, Connection Outdoor Corridor, and Outdoor lighting	72.00%
4	Fence, Gates & Security guards	98.00%
5	Garbage house	98.80%
6	Public toilet	98.00%
7	Technical house with underground water tank (140m ³)	98.00%
8	Concrete road, Sidewalk (pavement block), Parking marking & Direction sign	96.00%
9	Bridge/cancelled	100.00%
10	Passenger Landing area	98.00%
11	International Terminal building	76.50%
12	RC Retaining wall Embankment/Cancelled	100.00%
13	Power Supply connected with EDC Kampot:	100.00%
14	Security Camera System, Internet System (Indoor & outdoor)	75.00%
15	Water Supply & plumbing System to outdoor & Indoor (Main pipeline 7.3km from Site to Kampot Town)	100.00%
16	Waste water treatment plant (100m ³ /day), Sewer pipeline System storm drainage System, manholes, Channel, Ditch	97.94%
17	Hydrant Installation / Fire Fighting system to all Buildings, Terminal Area, Loading / Landing Area	100.00%
18	2.3km access road with concrete pavement,	98.00%
19	Provisional sump (mines/UXO clearance)	100.00%
	Overall progress work	89.98%

Source: SBK engineers team calculations, as of 31 Dec 2021

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

Agency	Responsibilities
	implementation of the CEMP5 for the particular construction package.
Project Implementation Unit (PIU)	<ul style="list-style-type: none"> 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).
Safeguards Focal Person (SFP) of the PIU	<ul style="list-style-type: none"> Initially assist Detailed Design and Supervision Consultant (DDSC) with updating the EMP to meet final detailed subproject designs; 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); Assist the DDSC with inclusion of CEMP requirements in bidding documents, including bid evaluations, based on the updated EMP; Undertake day to day management of EMP implementation activities; Work with EMC on implementation of monitoring plan of EMP; Ensuring compliance with loan covenants and assurances in respect of all subprojects, including EMPs (as well as the GAP and resettlement plans); Lead follow-up meetings with all affected stakeholders; Prepare and submit semi-annual reports on EMP implementation to the PCU; Oversee implementation of the CEMP by contractor; Coordinate with ES of DDSC for EMP implementation; Undertake regular construction site inspections to ensure contractor implements the CEMP properly; and Ensure the contractor's EO submits monthly reports on construction mitigations and monitoring. Oversee and coordinate the strict compliance and monitoring of EMP mitigation measures
Environmental Specialists of the DDSC	<ul style="list-style-type: none"> Updating the EMP to meet final detailed design requirements of subprojects; Provide technical direction and support to PIU for implementation of the EMP; Oversee the design and delivery of capacity development and training of PIU staff and the contractor's EO; Provide advice and support to the EMC with their monitoring activities; Review all reports prepared by the PIU and EMC for PCU and ADB; and Review and inspect the location of any possible contaminated sites near subprojects.
Environmental Officer (EO) of Contractor	<ul style="list-style-type: none"> Implement the CEMP during the construction phase of subprojects; and Prepare and submit monthly reports on mitigation and monitoring activities of CEMP and any environmental issues

Agency	Responsibilities
	<ul style="list-style-type: none"> at construction sites. Carry out the strict implementation and monitoring of the EMP mitigation measures compliance
Provincial Department of Environment (DOE)	<ul style="list-style-type: none"> Provincial agency which oversees environmental management of Kampot. 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.
ADB	<ul style="list-style-type: none"> 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.

Table 7: Name and Person Responsible for Safeguards

No/Project Level	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 to meet requirement of Ministry of Environment (MoE). The key findings of the IEIA was that:

Based on the construction designs for both sites the environmental impacts were considering 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/environmental_safeguards/. The last updated IEE/EMP included COVID-19 managing risk and prevention was on 1st April 2021 for implementing at Kampot Pier development subproject.

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

Report Type	PCU Submitted	ADB provided NOL	MoE
IEIA	Dec 2016		Not applicable for MoE
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 PCU around Nov 2017	Finished/completed	
	CEMP of Kampot Pier	Approved by PCU around Jul 2018		
	Updated CEMP-Kampot Pier	Approved by PCU: 31 st March 2021	None	

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 CEMP/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 operations 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 designs, 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 bidding documents and 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)

Subproject Activity	Potential Environmental Impact	Mitigating Measures	Compliance (Yes, No, Partial, Not yet,)	Comment or Reason for non-compliance	Corrective Action
Initiate EMP & sub-plans,	Prevent or minimize impacts	1. Initiate updated EMP 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	No solid waste collection from site so far,	Solid waste collection will have once the operations of Kampot pier
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>	<p>No solid waste collection from project site #37, 38 & 39</p>	

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>	No regular solid waste collection from Kampot town	
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>		

Subproject Activity	Potential Environmental Impact	Mitigating Measures	Compliance (Yes, No, Partial, Not yet,)	Comment or Reason for non-compliance	Corrective Action
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	Yes Yes Yes N/A 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 ¹) 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		

¹ 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
Old Issues from Previous Reports-Jan-Jun 2021			
Working Environment			
<p>- 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 Solid waste were burned at the site because of have no system of solid waste collection from town</p> <p>- Not all workers receive sufficient potable drinking water</p>	<p>Contractor needs to strictly inform their new coming workers for keeping Solid waste properly, regular solid waste collection and burning Solid waste is not allowed.</p> <p>Contractor will provide the potable drinking water to all workers</p>	<p>Contractor/sub-contractors as well as workers themselves. Scheduled to cope with this issue on January 2022 onward</p> <p>Q4 of 2021</p>	<p>Needs regular orientation about solid waste management, separated/segregated organic and solid and storages for new comer workers</p> <p>31 Dec 2021</p>
New Issues from This Report			
Not yet have, so far			

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
Old Issues from Previous Reports			
Provision of personal protective equipment to workers and the some/few workers do not want to wear because of their habits	<p>Providing personal protective equipment to workers and compulsory to wear</p> <p>Contractor has to advise all workers to use the PPEs properly</p>	<p>Contractor/subcontractors</p> <p>Scheduled to deal with this issue on January 2022 onward</p>	Need compulsory to wear

New Issues from This Report			

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 and Cadaster (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 on (17 July to 2 August 2018) 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, and uploaded onto ADB website on March 2019.

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 and Cadaster 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 31 Dec 2021 was 98% 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/DDR, 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/DDRs, and GAP; (b) cause contractors to (i) comply with measures in the IEEs, the EMPs, and the RP/DDRs; (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/DDRs	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

No	Date of visits	Institution/site	Summary of safeguards issues
1	9-12 Aug 2021	Kampot Pier	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	20-23 Sep 2021	Kampot Pier	Conducted site visits, updating safeguards issues, conducted capacity building to PCU-MPWT/MOT, site engineers/SBK/S.P.B.H. 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	28-30 Sep 2021	Kampot Pier	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 98 skilled and unskilled workers, site managers, site engineers and project management (18-female) between 10th August 2021 to 31st December 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 PCU 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 has been 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. No outstanding issue found in the Kep subproject.
36. The implementation of EMP in Kampot pier including: COVID-19 managing risk and prevention, provision of first aids kits to workers and staff, provision of water supply (connecting from Kampot town) to workers and staff, provision of camp and water and sanitation/toilets. However, for Kampot passenger pier development sub-project, contractor has to take some further actions to improve and strengthening the condition in order to fulfill requirement of EMP/CEMP, 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

37. 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 designs. 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 log book.

10.3. Recommendation

38. 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 to workers/staff, Occupational Health and Safety Plan (OHSP) and the COVID-19 managing risk and prevention.

10.4. Future Actions

39. 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, Jan-Jun 2022 onward:
 - Solid waste: solid waste from camp site is still limited properly managed; even though trash bins have been provided in place. It is instructed to reduce, recycling or collect to dump at appropriate dumping site, this is because of have no system of solid waste collection from Kampot town.
 - Continued provision of personal protective equipment to workers, even the some/few workers do not want to wear because of their habits like headache, hurt hand and so forth.

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) 10 Aug 21



Capacity building to PCU/MPWT/MOT, Provincial, site engineers SBK. SPBH bout GRM and Safeguards-20 Aug 2021



Capacity building to workers, site engineers SBK, SPBH about EMP (included COVID-19 managing risk and prevention, OHSP, CHP.) 10 Aug21





First Aid Kits are available at camp site





COVID-19 managing risk and prevention to all staff, workers in the campsite





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: 3rd March 2021

Signature

Hun Sen

APPENDIX2: LIST OF PARTICIPANTS



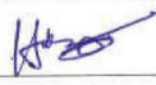








ADB Loan No. 3194-CAM (SF)-Greater Mekong Sub-region Tourism Infrastructure for Inclusive Growth Project

Venue: Kampot Pier subproject Development Date: 10 Aug 2021

No N°	Name ឈ្មោះ	Sex ភេទ	Age អាយុ	Institution ស្ថាប័ន	Hand phone លេខទូរស័ព្ទ	Signatures ហត្ថលេខា
1	ហ៊ុន ឆន	♂	38	SBPH	093247718	Lee
2	ស៊ិន គន	♂	36		0969135891	Chen S
3	ហ៊ុន សុវណ្ណ	♂	43		093247718	Somut
4	ស៊ិន គន	♂	18		0963989440	Chen
5	ស៊ិន គន	♂	18		0978569506	Chen
6	ស៊ិន គន	♂	19		0978569506	Chen
7	ស៊ិន គន	♂	40		0975053006	Chen
8	ស៊ិន គន	♂	39		0975053006	Chen
9	ស៊ិន គន	♂	20		0975053006	Chen
10	ស៊ិន គន					
11	ស៊ិន គន	♂	35		069487016	Chen
12	ស៊ិន គន	♂	37		069487016	Chen
13	ស៊ិន គន	♂	18		069487016	Chen
14	ស៊ិន គន	♂	29		081936245	Chen
15	ស៊ិន គន	♂	26		0968355779	Chen
16	ស៊ិន គន	♂	32		090278807	Chen
17	ស៊ិន គន	♂	18		0978569506	Chen
18	ស៊ិន គន	♂	17		069940046	Chen
19	ស៊ិន គន	♂	22		0963894260	Chen
20	ស៊ិន គន	♂	34		097310820	Chen

№.	නම	වයස	මග	පිහිටුම	දුරකථන අංකය
21	ඉ. පිටි	20	පුරු	50214	0973037129 14
22	පුරු පුරු	12	පුරු		086431068
23	පුරු පුරු	45	පුරු		086431068 04-
24	පුරු පුරු	40	පුරු		පුරු පුරු
25	පුරු පුරු	42	පුරු		0968115013 04-
26	පුරු පුරු	45	පුරු		0968115013 =F
27	පුරු පුරු	40	පුරු		0713292001 04-
28	පුරු පුරු	40	පුරු		
29	පුරු පුරු	42	පුරු		
30	පුරු පුරු	28	පුරු		0967579787 14
31	පුරු පුරු	32	පුරු		14
32	පුරු පුරු	40	පුරු		14
33	පුරු පුරු	41	පුරු		14
34	පුරු පුරු	40	පුරු		099519170 04
35	පුරු පුරු	33	පුරු		04-
36	පුරු පුරු	28	පුරු		0974759538 14
37	පුරු පුරු	25	පුරු		14
38	පුරු පුරු	18	පුරු		14
39	පුරු පුරු	30	පුරු		0883497269 14
40	පුරු පුරු	41	පුරු		14

නැ	නාමය	මාර්ග	නැ	පි.පි.පි.	දුරකථන අංකය	පි.පි.පි.
41	ප්‍රේමානන්ද (කේත)	පි	19	5BPH		ce
42	සුනිල	ප	26		0883536520	ce
43	සුනිල	ප	21		0883536520	ce
44	ප්‍රේමානන්ද	ප	19			ce
45	සුනිල	ප	20			ce
46	ප්‍රේමානන්ද	ප	34			ce
47	ප්‍රේමානන්ද	ප	24			ce
48	ප්‍රේමානන්ද	ප	44			ce
49	ප්‍රේමානන්ද	ප	48			ce
50	සුනිල	ප	18		0887476296	ce
51	සුනිල	ප	27			ce
52	ප්‍රේමානන්ද	ප	25			ce
53	ප්‍රේමානන්ද	ප	48			ce
54	ප්‍රේමානන්ද	ප	28		0887854651	ce
55	ප්‍රේමානන්ද	ප	42			ce
56	ප්‍රේමානන්ද	ප	26			ce
57	ප්‍රේමානන්ද	ප	24			ce
58	ප්‍රේමානන්ද	ප	23			ce
59	ප්‍රේමානන්ද	ප	23			ce
60	ප්‍රේමානන්ද	ප	27			ce

№	නම:	ආයු	වයස	ප්‍රිස්ට්‍රිස්	සහතිකය	පිටුව
61	කේ/ස ඩබ්‍රිස්	ච	18	SBDH		
62	කේ බණින	ච	18			
63	කොප කේප	ච	25			
64	කුරු ප්‍රේම	ච	32			
65	පොප කොක	ච	20			
66	කේප කේ/ස	ච	21			
67	කේ ඩ/ප	ච	24			
68	කේ කුරු	ච	28			
69	කේ/ස කුරු	ච	21			
70	කේ ඩ	ච	27			
71	කේ කේප	ච	25			

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 subproject

Date: 11 Aug 2021

No	Name	Sex	Age	Institution	Hand phone	Signatures
1	ឈ្មោះ: លី កុំឈ	♂	45	PCU / MOT	012 756 968	S. Khan
2	លី កុំឈ	♂		Consultant	017 388 889	
3	លី កុំឈ	♂		PIU - Kampot	012 715 869	
4	លី កុំឈ	♂		PCU / MOT	017 755 551	AD
5	លី កុំឈ	♂		PCU / MOT	015 818 002	
6	លី កុំឈ	♂		PCU / MOT	092 797 903	Re
7	លី កុំឈ	♂		Consultant	012 828 135	Smiley U
8	លី កុំឈ	♂		SBPH	012 784 881	
9	លី កុំឈ	♂		SBK	078 925 656	Long
10	លី កុំឈ	♂		SBPH	085 671 659	Ge.
11	លី កុំឈ	♂		SBK	015 696 66	
12	លី កុំឈ	♂		SBPH	099 337 310	HCM
13	លី កុំឈ	♂		SBK / Safeguards	011 628 82	

Ministry of Public Works and Transport

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

Venue: Kampot Project Site Date: 20-23-sept 2021

No	Name	Sex	Age	Institution	Hand phone	Signatures
1	ស្រី ឈ្មោះ	M	51	MPWT	011707800	
2	ស្រី ឈ្មោះ	M	48	SBK	011628282	
3	Huon Ratha	M		MPWT	01248307	
4	ស្រី ឈ្មោះ	M		PMCES/SBK	01031210	
5	ស្រី ឈ្មោះ	M		site supervisor	012853866	
6	ឧ. ឈ្មោះ	M		MPWT	012284142	
7	ស្រី ឈ្មោះ	M		SBPH	069532456	
8	ស្រី ឈ្មោះ	M		MPWT.Kampot	012330166	
9	ស្រី ឈ្មោះ	M		SBPH	011784881	
10	ស្រី ឈ្មោះ	M		SBPH	093337310	
11	ស្រី ឈ្មោះ	M	20	SBPH	085671659	
12	ស្រី ឈ្មោះ	M	36	SBPH	077333845	
13	ស្រី ឈ្មោះ	M		SBPH	087988752	
14	ស្រី ឈ្មោះ	M		SBK	011559646	



ព្រះរាជាណាចក្រកម្ពុជា
ជាតិ សាសនា ព្រះមហាក្សត្រ

ក្រសួងសាធារណការ និងដឹកជញ្ជូន

អង្គភាពអនុវត្តអនុគម្រោងសាងសង់កំពង់ផែទេសចរណ៍អន្តរជាតិខេត្តកំពត

បញ្ជីចក្ខុវិស័យ

ប្រធានបទ (Topic) : ការងារសាងសង់កំពង់ផែទេសចរណ៍អន្តរជាតិ
ទីកន្លែង (Venue) : កំពង់ចាម
កាលបរិច្ឆេទ (Date) : ២៩ - ៣០ កញ្ញា ២០២១

ល.រ No	ឈ្មោះ (Name)	ភេទ (Sex)	មុខងារ (Institution)	លេខទូរស័ព្ទ (Hand phone)	ហត្ថលេខា Signatures
1	HE. Thong Leun	ឈ	Minister		
2	ឯក ព័ត្ត ឆាន់	ឈ	Permanent Secretary		
3	ស៊ី គី ឈី	ស្រី	អគ្គនាយក	012871377	
4					
5	Sok Sokun	M	PM	012756968	
6	TAT SUNHUOT	M	PM	011707800	
7	Huon Rath	M	member	012483017	
8	SAO Botumroath	M	Safeguards	011628282	
9	ROEUN Phally	M	DTL / SBK	010312167	
10	Sok Heng	M	AS / SBK	011569646	
11	Chum Linda	M	Asst. PM / SBPH	085671652	
12	Hong Chanyalakara	M	S.E / SBPH	093337310	
13	Rom Savichea	M	PM & BP4	069532476	
14	Sen Marion	M	SBPH	071333845	
15	Sreng Chanthy	M	SBPH Director	01545954	
16	Gov Libcheang	M	member	010256565	
17	Neak Sovannary	M	Deputy Governor Toul Chhlan	012820446	

18	ମହା ମୋହନ	୭	ପ୍ରମୋଦନାଥ	୦୮୨୬୨୮୩୬	
19	ସୋନା ମହା	୮	ଜଗନ୍ନାଥ		
20	ସୁନା ମହା	୯	ମହାମହା	୦୮୨୬୨୮୩୬	
21	ସୁନା ମହା	୧୦	ପ୍ରମୋଦନାଥ	୦୮୨୬୨୮୩୬	
22	ସୁନା ମହା	୧୧	ମହାମହା	୦୮୨୬୨୮୩୬	
23	ସୁନା ମହା	୧୨	ମହାମହା	୦୮୨୬୨୮୩୬	
24	ସୁନା ମହା	୧୩	ମହାମହା	୦୮୨୬୨୮୩୬	
25					
26					
27					
28					
29					



ក្រសួងសាធារណការ និង ដឹកជញ្ជូន
MINISTRY OF PUBLIC WORKS AND TRANSPORT



គម្រោងអភិវឌ្ឍន៍ហេដ្ឋារចនាសម្ព័ន្ធនេសចរណ៍សម្រាប់កំណើនប្រកបដោយបរិយាបន្ន
ក្នុងមហាអនុតំបន់ទន្លេមេគង្គ
Greater Mekong Sub-Region Tourism infrastructure for Inclusive Growth Project

ផ្តល់ហិរញ្ញប្បទានដោយរាជរដ្ឋាភិបាលកម្ពុជាតាមរយៈធនាគារអភិវឌ្ឍន៍អាស៊ី
កម្ពុជាលេខ 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 បូទុមរត្ន SBKទីប្រឹក្សាផ្នែកកិច្ចការពារសុវត្ថិភាពសង្គមនិងបរិស្ថាន។
លេខទូរស័ព្ទ /H.P: 011628282 និងអ៊ីម៉ែល: botumroath.sao@gmail.com
- សម្រាប់ព័ត៌មានបន្ថែមសូមទាក់ទងឯកឧត្តម 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



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

ទីតាំងអនុភាពអនុវត្តគម្រោង៖ ខេត្តកំពត

អ្នកទទួលបានការបណ្តឹង៖ : [Local authorities, PIU/Safeguard Counterpart Name]

ប្រភេទនៃបណ្តឹង

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 (ពិពណ៌នា ពីបញ្ហា/ 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		
ឈ្មោះ៖		
កាលបរិច្ឆេទ៖		
	អ្នកទទួលដោះស្រាយ	អ្នកប្តឹងតវ៉ា