

Environmental and Social Monitoring Report

Project Number: 46293-004

Loan 3194-CAM

Environmental and Social Monitoring Report (January to June 2022)

July 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.

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Environmental and Social Safeguards Monitoring Report

Project Number: 46293-004 Loan 3194-CAM

28 July 2022

CAM: Greater Mekong Subregion Tourism Infrastructure for Inclusive Growth Project

Environmental and Social Safeguards Monitoring Report Kampot and Kep Subprojects (Jan-Jun 2022) last/completion report

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LIST OF ABBREVIATIONS

ADB	- Asian Development Bank
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 environmental 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	- Project administration manual
PCR	- 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 ²	- Square kilometer
L/l	- Length
lm	- Linear meter
m	- Meter
m ²	- Square meter
m ³	- Cubic meter
w	- Width

EXECUTIVE SUMMARY

Greater Mekong Sub-Region (GMS) Tourism Infrastructure for Inclusive Growth Project has two main subprojects: (1) Kep Crab market environmental improvement subproject and (2) Kampot Pier development subproject. The Project involuntary resettlement and land acquisition was classified category B under ADB's Safeguard Policy Statement (2009) at appraisal and was reclassified to category C (downgrade) in March 2019 based on screening the detailed engineering design which confirmed no resettlement impacts. Detailed investigations confirmed that there was no past or present involuntary land acquisition for either infrastructure subproject, that there were no pending resettlement issues for existing facilities, and the process of voluntary land donation for the Kampot pier development subproject was legitimate.

Due Diligence Reports on Resettlement (DDR) were completed in January 2017 and March 2019 to confirm the classification and involuntary resettlement impacts of civil works at the Kep Crab Market. The Social Safeguards DDR for Kep Crab Market confirmed that there were no involuntary resettlement impacts based on realignment of the detailed design of the Kep Crab Market Environmental Improvements subproject in January 2017 or the change in scope for the civil works agreed in March 2019. The Social Safeguards DDR was also completed for the Kampot Pier development subproject in March 2017 and March 2019. The Social Safeguards DDR for the Kampot Pier development subproject confirmed that the access road and site boundary re-alignments caused no involuntary impacts.

The project was classified as category C for indigenous peoples under ADB's Safeguard Policy Statement (2009) at appraisal. It was envisaged that there would be no impacts on indigenous groups, and indigenous peoples' specific actions were not included in the resettlement plan (RP). During implementation of civil works, existence of indigenous peoples and culture were monitored and confirmed through periodic social safeguard monitoring, such as semi-annual environmental monitoring. No indigenous peoples or their specific culture was observed/identified during implementation. Consequently, there was no impact on indigenous peoples and ethnic minority groups from the project.

The last updated IEE/EMP included COVID-19 managing risk and prevention for Kampot pier development subproject was submitted to ADB on 1st April 2021 to endorse and uploading onto ADB website and awarded contractor had been implementing to ending of 30th June 2022.

A Grievance Redress Mechanism (GRM) was established by the EA for the Kampot Pier development subproject on (01 April 2020, sub-committee for GRM). The GRM included a committee at the national level and focal points through the Kampot local and provincial authorities. A GRM signboard was erected at Kampot Pier development site and log books were maintained at the construction site and offices, both SBK and SBPH. Complaints were recorded in the semi-annual integrated environmental and social monitoring reports, but no complaints were received during the terms of the project. Compliance with social safeguards clauses in the Loan Agreement (Loan Covenants schedule 5 paragraph 2, 4, 5, 6, 7 and 10) were achieved and satisfied.

In regard to the Semi-annual Social and Environmental Monitoring Report, the EA, submitted 6 semi-annual integrated environmental and social safeguards monitoring reports (ESMRs) for the Kep Crab Market Environmental Improvement subproject and 5 ESMR reports for the Kampot Pier development subproject (combined Kep crab from second ESMR report). The reports were submitted within 15 days of the end of each ESMR covering a period from 1 January to 30 June and 1 July to 31 December during the construction periods. The first SEMR report for Kep Crab Market Environmental Improvement subproject was submitted on 15 July 2018 and the final report was on 15 July 2022. The first report for the Kampot Pier development subproject was submitted on 15 January 2019 and the final report was on 15 Jul 2022. The last capacity building for skilled and unskilled workers, PIUs and the awarded contractors at Kampot Pier development subproject Implemented the EMP/CEMP and monitor the GRM were conducted on 5 May 2022, and the cleaning up site was conducted on 2 June 2022. Joined ADB, MEF, MOT and MPWT final review mission was conducted on 17 June 2022.

The Environmental and Social Safeguards monitoring report and completion of civil works implementations, covered for a period from 1st January to 30th June 2022. The safeguards monitoring report help making sure that social and environmental management plan had been implemented regularly and strictly, especially during construction period.

Kep Crab market environmental improvement subproject had been successfully completed civil works at the end of September 2020, whereas, Kampot Pier Development subproject was 100% civil works accomplishment at the end of June 2022. Kampot Pier development site is cleaning up to pre-project status and has no complaint (recorded) at the end (on 30 June 2022) of the subproject implementation of civil works.

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 for Inclusive Growth Project (ADB Loan 3194-CAM). The MOT has delegated its responsibility and accountability to the Ministry of Public Works and Transport (MPWT) on 21st May 2020 till the end of subproject civil work implementation (official letter from MEF dated 21st May 2020).

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 Pier Development subproject 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 1st Jan to 30th Jun 2022, in compliance with the Project Loan Agreement, which requires the preparation of the ESMR 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/CEMP and environmental protection measures and mitigation recommended in the approved EMP/CEMP document has 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 30th June 2022, the civil work was accomplished 100%. SBK had 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 had implemented the civil works daily with the help of SBK site engineers and management. The contractor was implementing the safeguards which is included the EMP in IEE, COVID-19 managing risk and prevention was also implemented.

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	C
Reporting period:	1 st January to 30 th June 2022	
Last report date:	31 st Dec 2021	
Key sub-project activities since last report:	<p>Contract awarded and date: for Kampot pier development subproject was on 3 July 2018 and Kep was on 15 Nov 2017</p> <p>Progress of civil works by 30th June 2022:</p> <ul style="list-style-type: none"> • Civil works of Kep Crab market environmental improvement subproject (100% completed since Sept 2020) and • Kampot Pier development subproject was 100% civil work accomplishment on 30 June 2022. 	
Report prepared by:	PMU 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 Jan-Jun 2022. Based on the below table, the Kep Crab market environmental improvement subproject was successfully completed civil works since September 2020, while Kampot Pier development subproject was accomplished 100% civil work on 30th June 2022. The detailed progress of Kampot pier development 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 completion by 30 th June 2022(%)	
							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 Pier Development Project	SBPH Engineering and Construction Co., Ltd	03-Jul-18	31-Dec- 21, last extended to 30 June 2022	30 th June 2022	100%

Table 5: Progress Work of Pier Subproject in Kampot

No.	Items	Completion (%)
1	Site Preparation work and Construction Expense	100.00%
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	100.00%
4	Fence, Gates & Security guards	100.00%
5	Garbage house	100.00%
6	Public toilet	100.00%
7	Technical house with underground water tank (140m³)	100.00%
8	Concrete road, Sidewalk (pavement block), Parking marking & Direction sign	100.00%
9	Bridge/cancelled	100.00%
10	Passenger Landing area	100.00%
11	International Terminal building	100.00%
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)	100.00%
15	Water Supply & plumbing System to outdoor & Indoor (Main pipeline 7.3km from Site to Kampot Town)	100.00%
16	Waste water treatment plant (100m³/day), Sewer pipeline System storm drainage System, manholes, Channel, Ditch	100.00%
17	Hydrant Installation / Fire Fighting system to all Buildings, Terminal Area, Loading / Landing Area	100.00%
18	2.3km access road with concrete pavement,	100.00%
19	Provisional sump (mines/UXO clearance)	100.00%
	Overall progress work	100.00%

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/CEMP and monitoring implementation is summarized in Table 6.

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

Agency	Responsibilities
Ministry of Public Works and Transport is 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 PMU 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 implementation of the CEMP5 for the particular construction package.
Project Implementation	<ul style="list-style-type: none"> Comprised of technical teams for infrastructure and tourism.

Agency	Responsibilities
Unit (PIU)	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 EMP by contractor; Coordinate with ES of DDSC for EMP implementation; Undertake regular construction site inspections to ensure contractor implements the EMP 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 EMP during the construction phase of subprojects; and Prepare and submit monthly reports on mitigation and monitoring activities of EMP and any environmental issues 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.

Agency	Responsibilities
	<ul style="list-style-type: none"> 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	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, IEE was completed for the Kampot Pier Development and the Kep Crab Market Environmental Improvement in March 2014. In December 2016 the EA conducted Initial Environmental Impact Assessments (IEIA) for both sites. 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	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	Used EMP as CEMP	

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 environmental improvement and Kampot Pier development subprojects were updated in January 2019, endorsed and uploaded onto ADB's website on 19 March 2019. The project is classified as Category C for IP. All subprojects were implemented according to the proposed plan and detailed engineering design. Up to 30th June 2022, there was no involuntary resettlement impact observed/identified 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 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 were 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 the signed contracts. For compliance with EMP requirements (Environmental Performance) for Kampot 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. 9. Guns/weapons, games, alcohol/wines not allowed in camps. 10. Transient workers should not be allowed to interact with the community. HIV/Aids education should be given to workers. 11. Camp areas must be restored to original condition after construction completed.	Yes Yes Yes Yes Yes Yes Yes Yes Yes. Yes		
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>N/A</p> <p>Yes</p> <p>Yes</p> <p>Yes</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>		
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>Yes</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 Yes		
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 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
		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 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 N/A Yes 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		
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.	Yes Yes		
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		
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-Jul-Dec 2021			
Working Environment			
Solid waste: solid waste from camp site was managed;	-	-	-
None			
None			

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	Providing personal protective equipment to workers and compulsory to wear	Contractor/subcontractors was dealt with this issue from Jan-Jun 2022	Done
New Issues from This Report			
Completion of civil works as off 30 Jun 2022			

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 development subproject and not expanding the roof of Kep Crab Market environmental improvement. Two Due Diligence Reports (DDRs) for Kep Crab

Market environmental improvement and Kampot Pier development 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 30th June 2022, there was no involuntary resettlement impact observed during civil work construction.

5.1. Kep Crab Market Environmental Improvement Subproject

19. 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 the Kep Crab Market environmental improvement 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 Social Safeguards Due Diligence Report (DDR) confirms no involuntary resettlement impact is expected based on the detailed engineering 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 Pier Development Subproject

20. On 19 March 2019 the IRC has submitted updated Social Safeguards DDR to ADB on the same day for disclosure onto the ADB's website. The Kampot Pier Development Subproject is classified as Category B for resettlement, there was no compensation payment, and the site was voluntary donated by Oknha Venh Hour.
21. The ADB project review mission, (2-9 Dec 2019) ADB-CARM safeguard specialists visited and discussed the design with PMCES engineering team and confirmed that no impact is caused by the construction of access road to Kampot Passenger Pier development 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 the report had been uploaded onto ADB's website.

VI. INDIGENOUS PEOPLES PERFORMANCE MONITORING

22. Based on the updated Social Safeguards Due Diligence Report (DDR) on March 2019 it was confirmed that there was neither involuntary resettlement (IR) nor any negative impacts on Indigenous peoples (IPs under both the 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	It was 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	It was 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	It was 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	It was 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	It was 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	It was complied With

VIII. CONSULTATION AND CAPACITY BUILDING

8.1. Meetings and consultations

23. MPWT project involved staff, together with the site engineers and safeguard consultant frequently conducted field visits to Kampot pier development 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	4-6 May 2022	Kampot Pier development	Conducted site visits, updating safeguards issues, grievance redress mechanism. Refresher 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	1-3 June 2022	Kampot Pier development	Conducted site visits, training on site clearance and environmental awareness. to PMU-MPWT, site engineers/SBK/SBPH
3	16-17 June 2022	Kampot Pier development and Kep Crab Market	Site visits to Kampot pier development subproject, and KEP crab market environmental improvement, joined ADB, MEF, MOT, MPWT and Provincial Department of Tourism and PDPWT

Source: Summary of Field Public Consultation and Capacity Building

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

24. The capacity building or on-the-job trainings and site cleaning up were carried out to 114 skilled and unskilled workers, site managers, site engineers and project management (25-female) from 4-6th May 2022 and 1-3 June 2022 (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 and site clearance& environmental awareness. 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 and site cleaning up to pre-project status.

IX. GRIEVANCE REDRESS MECHANISM (GRM)

25. 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.
26. 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.

27. 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.
28. 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.
29. 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.
30. 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.
31. 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

32. 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.
33. Construction work of Kep Crab market environmental improvement subproject was completed and construction material, equipment and any wastes were removed and cleaned up and Kampot pier development sub-project was cleaning up to pre-project status as off 30th June 2022.

10.2. Social Safeguards

34. All subprojects are classified as Category- C for Indigenous Peoples and Category-B for Involuntary Resettlement. Due to the realignment of the Kep Crab market environmental improvement subproject, the Project was downgraded to Category C on the involuntary resettlement. All subprojects are implemented according to the proposed plan and detailed engineering designs. Up to 30th June 2022, there was no involuntary resettlement impact observed during construction and there is no complaint had been received or recorded in the GRM log book.

10.3. Recommendation

35. The overall recommendation was that the contractor has to continued comply with Environmental Management Plan regularly and strictly, for future project or subproject implementation, mainly the personal protective equipment (PPE), Occupational Health and Safety Plan (OHSP) and the COVID-19 managing risk and prevention.

APPENDIX 1: PHOTOS DURING SITE VISITS/MONITORING

Capacity building to workers, site engineers SBK. SBPH about EMP (included COVID-19 managing risk and prevention, OHSP, CHP) 5 May 2022



Capacity building to PMU/MPWT/MOT, Provincial, site engineers SBK. SBPH bout GRM and EMP-5 May 2022



Capacity building to workers, site engineers SBK, SBPH about EMP (included COVID-19 managing risk and prevention, OHSP, CHP.) 5 May 2022





Cleaning up the Kampot pier development subproject site





Cleaning up the Kampot pier development subproject site





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 ០៧ 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

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: 5/5/22

No	Name	Sex	Age	Institution	Hand phone	Signatures
1	ឃុំ កំពត	ប	29	ក្រសួងសាងសង់		
2	ឃុំ កំពត	ប		— 11 —		
3	ឃុំ កំពត	ប		— 11 —		
4	ឃុំ កំពត	ប		— 11 —		
5	ឃុំ កំពត	ប		— 11 —		
6	ឃុំ កំពត	ប		— 11 —		
7	ឃុំ កំពត	ប		— 11 —		
8	ឃុំ កំពត	ប		— 11 —		
9	ឃុំ កំពត	ប		— 11 —		
10	ឃុំ កំពត	ប		— 11 —		
11	ឃុំ កំពត	ប		— 11 —		
12	ឃុំ កំពត	ប		— 11 —		
13	ឃុំ កំពត	ប		— 11 —		
14	ឃុំ កំពត	ប		— 11 —		
15	ឃុំ កំពត	ប		— 11 —		
16	ឃុំ កំពត	ប		— 11 —		
17	ឃុំ កំពត	ប		— 11 —		
18	ឃុំ កំពត	ប		— 11 —		
19	ឃុំ កំពត	ប		— 11 —		
20	ឃុំ កំពត	ប		— 11 —		

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: 5/5/22

No	Name	Sex	Age	Institution	Hand phone	Signatures
21	ទីស្រី	៤		ស៊ីវិល (SBPN)		
22	ហ៊ុន ឆ័ត្រ	៤		— 11 —		
23	ឌីប	៤		— 11 —		
24	ឌីប	៤		— 11 —		
25	ឌីប	៤		— 11 —		
26	ហ៊ុន ឆ័ត្រ	៤		— 11 —		
27	ហ៊ុន ឆ័ត្រ	៤		— 11 —		
28	ហ៊ុន ឆ័ត្រ	៤		— 11 —		
29	ហ៊ុន ឆ័ត្រ	៤		— 11 —		
30	ហ៊ុន ឆ័ត្រ	៤		— 11 —		
31	ហ៊ុន ឆ័ត្រ	៤		— 11 —		
32	ហ៊ុន ឆ័ត្រ	៤		— 11 —		
33	ហ៊ុន ឆ័ត្រ	៤		— 11 —		
34	ហ៊ុន ឆ័ត្រ	៤		— 11 —		
35	ហ៊ុន ឆ័ត្រ	៤		— 11 —		
36	ហ៊ុន ឆ័ត្រ	៤		— 11 —		
37	ហ៊ុន ឆ័ត្រ	៤		— 11 —		
38	ហ៊ុន ឆ័ត្រ	៤		— 11 —		
39	ហ៊ុន ឆ័ត្រ	៤		— 11 —		
40	ហ៊ុន ឆ័ត្រ	៤		— 11 —		

Ministry of Public Works and Transport

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

Venue: Kampot Plier

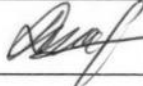
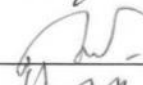
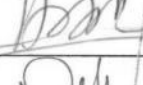


Date: 5/5/22

No	Name	Sex	Age	Institution	Hand phone	Signatures
41	កែវ ណា	U		ស៊ីម៉ង់ត៍ (SBPH)		
42	ជេន ណា	W		—n—		
43	ឈន ណា	U		—n—		
44	ឈន ណា	U		—n—		
45	ច័ន ណា	W		—n—		
46	ច័ន ណា	W		—n—		
47	ជួន ណា	W		—n—		
48	ប៊ុន ណា	U		—n—		
49	ប៊ុន ណា	W		—n—		
50	ច័ន ណា	U		—n—		
51	ឈន ណា	U		—n—		
52	ឈន ណា	U		—n—		
53	ឈន ណា	W		—n—		
54	ស៊ីម៉ង់ត៍	W	38	SBPH	077333845	
55	ស៊ីម៉ង់ត៍	U	45	SBK	086925551	
56	ស៊ីម៉ង់ត៍	W		PIU	01248297	
57	ស៊ីម៉ង់ត៍	W	49	SBK/Sakgoudy	01162882	
58	ស៊ីម៉ង់ត៍	W	30	PIU	01025665	
59	ស៊ីម៉ង់ត៍	U	38	SBK	01032167	
60	ស៊ីម៉ង់ត៍	U	41	SBK	07065765	

Ministry of Public Works and Transport

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







Venue: Kampot Pleu Date: 5/5/22

No	Name	Sex	Age	Institution	Hand phone	Signatures
61	ស្រី ប្រាសាទ	ស្រី	52	SBPH	011784881	
62	ស្រី ប្រាសាទ	ស្រី	52	MPWT	012818389	
63	ស្រី ប្រាសាទ	ស្រី		MPWT	01249466	
64	ស្រី ប្រាសាទ	ស្រី		MPWT		
65	ស្រី ប្រាសាទ	ស្រី		MPWT	0	

Ministry of Public Works and Transport

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

Date: 2/JUN/2022

No	Name	Sex	Age	Institution	Hand phone	Signatures
1.	ကျော်စိုးစိုး	♀		MPWT		
2	ကျော်စိုးစိုး	♂	49	SBK	011624282	
3	ကျော်စိုးစိုး	♂		SBPA	069532436	
4	ကျော်စိုးစိုး	♂		MPWT		
5	ကျော်စိုးစိုး	♂		MPWT	012818389	
6	ကျော်စိုးစိုး	♂		MPWT		

Ministry of Public Works and Transport
Ministry of Public Works and Transport

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

Date: 2/JUN/2022

No	Name	Sex	Age	Institution	Hand phone	Signatures
1	ស៊ីវិក	ប្រុស	21	SBPH	-	
2	ស្រី ធីតា	ស្រី	34	"	-	
3	ស្រី គ	ស្រី	29	"	-	
4	ស្រី ច	ស្រី	49	"	-	
5	ស្រី ឡាន	ស្រី	23	"	-	
6	ស្រី ឡាន	ស្រី	19	"	-	
7	ស្រី ឡាន	ស្រី	23	"	-	
8	ស្រី	ស្រី	30	"	-	
9	ស្រី ឡាន	ស្រី	25	"	-	
10	ស្រី ឡាន	ស្រី	35	"	-	
41	ស្រី	ស្រី	45	"		
42	ស្រី	ស្រី	18	"		
43	ស្រី	ស្រី	37	"		
44	ស្រី	ស្រី	12			
45	ស្រី ឡាន	ស្រី	56	SBPH	01278488	
46	ស្រី ឡាន	ស្រី		"		
47	ស្រី ឡាន	ស្រី		"		
18	ស្រី ឡាន	ស្រី	29	"		
19	ស្រី ឡាន	ស្រី		"		
20	ស្រី ឡាន	ស្រី	43	"		
21	ស្រី ឡាន	ស្រី	41	"		
22	ស្រី ឡាន	ស្រី		"		

Venue: Kampet pin..... Date :

Ministry of Public Works and Transport

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

Date: 22/JUN/2022

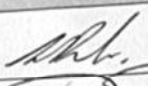




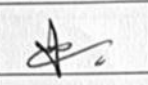
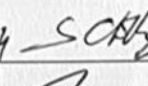
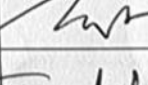

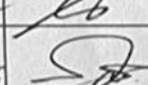
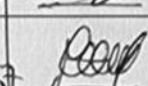
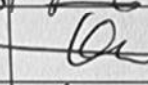

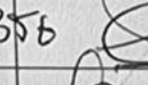
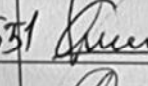

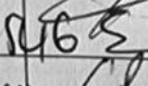
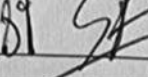


No	Name	Sex	Age	Institution	Hand phone	Signatures
① 1	ស្រី គង់	45	19	SBPCH		
2	ស្រី គង់	18	19	"		
3	ស្រី គង់	19	19	"		
4	ស្រី គង់	48	19	"		
5	ស្រី គង់	18		"		
6	ស្រី គង់	21		"		
7	ស្រី គង់	19		"		
② 8	ស្រី គង់	25		"		
9	ស្រី គង់	25		"		
10	ស្រី គង់	34		"		
11	ស្រី គង់	26		"		
12	ស្រី គង់	35		"		
13	ស្រី គង់	30		"		
14	ស្រី គង់	37		"		
15	ស្រី គង់	56		"		
16	ស្រី គង់	30		"		
17	ស្រី គង់	38		"		
③ 18	ស្រី គង់	40		"		
19	ស្រី គង់	47		"		
20	ស្រី គង់	33		"		
21	ស្រី គង់	38		"		

Venue: Kampot pier Date:

Ministry of Public Works and Transport

ADB Loan No. 319-CAM (SF)-Greater Mekong Sub-region Tourism Infrastructure for Inclusive Growth Project



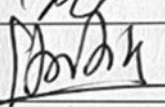
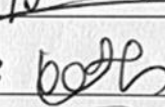
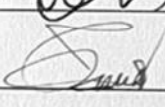
Venue: Kampot Pier Date: 17/6/22

No	Name	Sex	Age	Institution	Hand phone	Signatures
1	Annuoy Gue	M	59	ADB	011335514	
2	Hou L Bon	M	62	MEF		
3	Sok Sokun	M	5	MOT		
4	Oum phe	M	52	MOT	016 813388	
5	Tatsunhot	M	52	MOT	011 707800	
6	Veng Youm	F	42	MEF	011 822092	
7	Taechann Sereyboth	M	36	DPWTKP	012907790	
8	Sreng Chanthy	M	50	SBPH	011545454	
9	Huon Rath	M		PIU/MPWT		
10	Sobha Ouk	F		ADB		
11	SAO Botumrath	M	49	SBK	011628282	
12	Gov Libcheang	M		HPWT/PIU	010256855	
13	ROEUN Phally	M		SPK / PMCB	010312K7	
14	OUCH Kitha	M		MEF	0122828	
15	Kom Savandy	M		MEF	089826558	
16	Ros Sopioranna	M		MPWT	012628356	
17	Kim Cheren	M		SBK	086925531	
18	Dep Channara	M		SBPH	011784881	
19	Ouk Mao	M		ADB	01278906	
20	Sok Chanthay	M	42	Consultant	017388981	

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 and Kep Crab Market Date: 17/JUN/2022

No	Name	Sex	Age	Institution	Hand phone	Signatures
21	DOM Savichea	M	57	SBPH	069532456	
22	Chan Sopanharoon	M	37	MER		
23	HENG Suthy	M		MPWT		
24	Neachan Samkath	M		SBK	0968799723	
25	POK TEANG	M	51	DOT/KEP	01282141	
26						
27						
28						



ក្រសួងសាធារណការ និង ដឹកជញ្ជូន
MINISTRY OF PUBLIC WORKS AND TRANSPORT



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

ផ្តល់ហិរញ្ញប្បទានដោយរាជរដ្ឋាភិបាលកម្ពុជាតាមរយៈធនាគារអភិវឌ្ឍន៍អាស៊ី
កម្ពុជា 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



NATION RELIGION KING



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ត្រួតពិនិត្យការបំពេញការងាររបស់អ្នកប្រតិបត្តិការ

ល.រ	ថ្ងៃខែឆ្នាំ	ឈ្មោះ អ្នកប្រតិបត្តិការ	អាសយដ្ឋាន និង លេខ ទូរស័ព្ទទំនាក់ទំនងអ្នកប្រតិបត្តិការ	ប្រភេទ (A,B,C) និង ប្រភេទនៃ បណ្ណឹង (សង្គម ឬបណ្ណឹង)	ទីតាំងប៉ះពាល់ (ឈ្មោះភូមិ ឃុំ)	សង្ខេបពាក្យបណ្ណឹង (ពិណ្ឌនា ពីបណ្ណា/ 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

៖.....
.....

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៖		