

Social Monitoring Report

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Cambodia: Second Greater Mekong Subregion Corridor Towns Development Project

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

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Semi-Annual Resettlement Safeguards Monitoring Report

Project Number: 46443-002

ADB Loan: 3314-CAM

Cambodia: Second Greater Mekong Subregion Corridor
Towns Development Project (CTDP-2)

July - December 2021

Prepared by the Ministry of Public Works and Transport (MPWT) assisted by CTDP-2 Project
Implementation Support and Capability Building Consultants (PISCB)

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ABBREVIATIONS AND ACRONYMS

ADB	-	Asian Development Bank
AH	-	Affected Household
AP	-	Affected Person
COI	-	Corridor of Impact
CTDP	-	Corridor Towns Development Project
DDR	-	Due Diligence Report
DIMDM	-	Department of Internal Monitoring and Data Management
DMS	-	Detailed Measurement Survey
DRP	-	Detailed Resettlement Plan
EA	-	Executive Agency
FGD	-	Focus Group Discussion
GDR	-	General Department of Resettlement
GMS	-	Greater Mekong Sub-region
GRM	-	Grievance Redress Mechanism
HHS	-	Households
IA	-	Implementing Agency
IOL	-	Inventory of Loss
IP	-	Indigenous Peoples
IR	-	Involuntary Resettlement
IRC	-	Inter-Ministerial Resettlement Committee
KPT	-	Kampong
LAH	-	Landless Affected Household
LAR	-	Land Acquisition and Resettlement
MEF	-	Ministry of Economy and Finance
MOE	-	Ministry of Environment
MPWT	-	Ministry of Public Works and Transport
PAM	-	Project Administration Manual
PDOWA	-	Provincial Department of Women's Affairs
PDPWT	-	Provincial Department of Public Works and Transport
PGRC	-	Provincial Grievance Redress Committee
PIB	-	Public Information Booklet
PISCB	-	Project Implementation Support and Capacity Building
PIU	-	Project Implementation Unit
PMC	-	Project Management Consultant
PMU	-	Project Management Unit
PPTA	-	Project Preparatory Technical Assistance
PRSC	-	Provincial Resettlement Sub-Committee
RCS	-	Replacement Cost Survey
RF	-	Resettlement Framework
RGC	-	Royal Government of Cambodia
RP	-	Resettlement Plan
SES	-	Socio-Economic Survey
SLEDPs	-	Strategic Local Economic Development Plans
SSMR	-	Semi-Annual Safeguards Monitoring Report
SOP	-	Standard Operating Procedures
SPS	-	ADB Safeguards Policy Statement (2009)
SRMR	-	Semi-Annual Resettlement Monitoring Report
SWM	-	Solid waste management (note: can also refer to subproject)
UD	-	Urban Drainage
WG	-	Working Group
WWCT	-	Wastewater Collection and Treatment
WWTP	-	Wastewater Treatment Plant

1. INTRODUCTION

1.1 Background

1. The Royal Government of Cambodia (RGC) has received a loan from the Asian Development Bank (ADB) for the Second Greater Mekong Subregion (GMS2) Corridor Town Development Project (the Project) under Loan No. 3314-CAM. The loan was approved on 13 November 2015 and was declared effective on 29 February 2016. The physical completion date is 31 December 2020 while the loan closing date is 30 June 2021. The extension of the loan closing date to 31 December 2023, with the project closing date on 30 September 2023 was approved on 10 May 2021.

2. The Project covers four subprojects comprising: (a) Strategic Local Economic Development Plans implemented; (b) Priority urban infrastructure investments implemented; (c) Institutional capacities for managing public investments strengthened; and (d) Community Awareness on project activities and environmental sustainability improved. The Project for Cambodia will improve urban services in the two towns of Kampot and Sihanoukville.

3. The scope of the Project under Urban Infrastructure Investments is broken into four civil works (CW) subprojects which are: (i) CW 01 - Kampot Wastewater Treatment Plant (WWTP) and Urban Drainage Works; (ii) CW 02 - Kampot Solid Waste Management; (iii) CW 03 - Sihanoukville Urban Drainage Works; and (iv) CW 04 - Sihanoukville Solid Waste Management and Project Management Capacity Building Consultancy Services.

4. The Executing Agency of GMS2 is the Ministry of Public Works and Transport (MPWT) through the Project Management unit (PMU) while the project implementing units are Provincial Departments of Public Works and Transport of Kampot and Sihanoukville. The Project Management and Implementation Support and Capacity Building (PISCB) is NJS Consultants Co. Ltd. in joint venture with CEST Incorporated and Key Consultants Cambodia, Ltd.

5. The Project will now focus on improving urban services in the in the town of Kampot and includes: (i) development and implementation of Strategic Local Economic Development Plans (SLEDPs; (ii) design and construction of priority urban infrastructure investments implemented; (iii) development of institutional capacities for managing public investments; and (iv) improving community awareness related to project activities and environmental sustainability.

6. The expected outcome of the project will improve urban infrastructure and enhanced climate resilience in Kampot town. The project now includes 3 components in Kampot

- Wastewater Collection and Treatment
- Urban Drainage
- Solid Waste Management

7. Note: The Wastewater Collection and Treatment and the Urban Drainage components have been combined under one works contract CW01 Wastewater Collection and Treatment and Urban Drainage.

1.2 Basic Data

8. The key data for the Loan implementation for the Second Greater Mekong Subregion Corridor Towns Development Project is shown in Table 1 below.

Table 1: Project Basic Data

Project Title:	Second Greater Mekong Subregion Economic Corridor Towns Development Project
Project Number	46443-002
Borrower:	Kingdom of Cambodia
Executing Agency (EA) and Implementing Agencies (IA)	The EA of the Project is the Ministry of Public Works and Transport (MPWT). The EA assumes overall responsibility for the project implementation through the Project Management Unit (PMU). The Provincial Town Governor, in cooperation with PMU, has set up a PIU for the implementation of subproject activities.
Date of Loan Approval	13 November 2015
Date of Signing of Agreement	22 December 2015
Date of Effectiveness	29 February 2016
Loan/Grant Closing Date	
Original	30 June 2021 (loan period is 5.42 years from date of effectiveness)
Extension	31 December 2023 (loan period is 7.84 years from date of effectiveness)
Elapsed Loan Period	5.84 years from date of effectiveness (as of 31 December 2021) 74 % of loan period
Dates of ADB Review Missions	07 – 14 December 2016, 14 - 15 June 2017, 25 – 29 August 2017, 25 Feb – 04 March 2019, 2-5 September 2019, 4 – 7 November 2019 and 6 – 7 February 2020

1.3 The GMS2 Subprojects

9. Under the Urban Infrastructure Investments, there are two civil works projects located in Kampot Province. The two subprojects in Sihanoukville originally included in this project were terminated at the request of MPWT. These two remaining subprojects are briefly described in the following paragraphs.

10. Civil Works 01 (CW01) –Kampot Wastewater Treatment (WWCT) and Urban Drainage Works. CW01 aims to separate the wastewater and storm water at source, such that the wastewater can be treated at a new wastewater treatment plant (WWTP). The waste water collection is a separated sewer system and has three catchment areas, covering the main built-up urban area. The wastewater treatment plant is a lagoon type and is located some 5 kms to the south of the built-up urban area.

11. The Urban Drainage (UD) Works will improve the existing drainage which are concentrated on several strategic urban roads in and around the main built-up urban area east of the Kampot River. The total length of the proposed drainage system is 7,390 meters including the drainage lines on both sides of Urban Drainage Lines 2, 3, 4B, 5, 6 and 7a which will all discharge into Kampot River.

12. For CW01/VO5 on Additional Works for the Kampot Subproject under the Project Scope Change, subsequently it was agreed with the Government to reallocate the funds freed up by the cancelation of the Sihanoukville subproject to the Kampot subproject. The total length of the proposed additional work of drainage systems is 6,381 meters including the drainage lines on both sides of Urban Drainage Lines is L1, L4.3, L4.5, and lines on one sides of Urban Drainage Lines is L5, L4.4, L4.4N, L4 and main line which will all discharge into main pumping station except L1 both side and L5 discharge into Kampot River.

13. Civil Works 02 – Kampot Solid Waste Management. CW02 will abandon the privately-owned existing dumpsite in Kampot and improve solid waste collection and treatment through the provisions of a new managed landfill and extension of collection services. The managed landfill includes cell development, clay lining, leachate collection and storage, regular waste covering, surface water management, covered soil storage, surface water management and groundwater monitoring. A separate pit for medical waste is provided with a small incinerator with shed for infectious waste. The privately-owned existing dump site will be no longer be used by the garbage contractor once the managed landfill is operational.

14. There is now a plan to improve the road access from the Kampot town to the landfill. The construction of the landfill is on-going. This plan for access road improvement as additional works to the on-going Kampot landfill is included in a Variation Order (VO) 01 with Ref. No. HS-MPWT-CWO2-01 dated 24 August 2021 in anticipation to the completion of the Kampot Landfill. The existing laterite access road to the landfill is located at Thmei Village, Thmei Commune, Teuk Chhou District of Kampot Province. It is about 7.3 Km from Kampot central town (durian roundabout) to the entrance of access road to Kampot landfill.

15. The physical condition of the existing laterite road of approximately 3.1 km (from the entrance of the landfill to junction point of the gate of the quarry site is in very poor condition and narrow (3.5m to 4.5m wide) and is prone to deterioration under passages of heavy vehicles. The road right of way is 30m from NR3 to the landfill. Considering its current condition and anticipated regular passages of heavy dump trucks transporting solid wastes to landfill site, this laterite road will continue to deteriorate and needs to be improved by widening and/or paving with more durable surfacing material to all weather access road that would need lower maintenance costs, reduction of travel time and reduce dust pollution. The two Kampot subprojects are summarized in Table 2 below.

Table 2: Description of Kampot Subprojects

Subprojects	Components	Description of works	Budget* (USD)
Urban Drainage (UD) (CW1)	LINE 4b	Total length: 2,233.14m	2,932,979
	U-Drain	There are lines 2, 3, 4A, 5A, 6 and 7 with total length of 5,177m	1,079,245.09
Additional Work Drainage CW1/VO5	U-Drain	Total length: 3,157m	5,324,365.55
	Pipe Culvert	Total length: 2.400 m	
	Box Culvert	Total length: 345m	
WWCT (CW1)	Sewerage System	- Force Mains length: 1000m - Pumping Station No.: 02 (MPS and C1PS) - Sewerage- Length: 7,874m (Connector Pipes=1,084m; Lateral Sewer Pipes=102m; and Trunk Sewer Pipes=6,688m)	4,423,181.09
	WWTP	Total size: 9.84 ha	2,181,706.10
SWM (CW2)	Landfill	Total size: 10.33 ha	2,149,108.92
SWM (CWO2-01)	Access Road	Total length 3.10 Km, 3.5m to 4.5m wide	-

* As detailed in contract No. PMU/MPWT/CTDP-2ICB/CW01

16. For the project scope change MEF has requested ADB for the extension of the loan closing date from 30 June 2021 to 31 December 2023. The project closing date would be extended up to the end of June 2023. The contract periods for the ongoing works contract

CW01 and the PISCB contract would need to be extended accordingly. Based on the requested project extension up to the end of June 2023 a draft revised implementation schedule for the project has been prepared.

1.4 Institutional Arrangements

17. The executing agency (EA) of this Project is the Ministry of Public Works and Transport (MPWT). The implementing agencies (IAs) are the Kampot and Preah Sihanouk Provincial Governments, Department of Public Works and Transport and Provincial Project Implementation Units (PIUs). At the City level the PIUs were created to coordinate the implementation of Project activities in the participating cities.

18. The Project Management Unit (PMU) was established under the General Department of Public Works, MPWT. The PMU has the responsibility for overall project implementation and management including financial disbursement, procurement, safeguards and monitoring and reporting. The PMU is directly responsible for internal semi-annual safeguards monitoring (civil works) and submission of these semi-annual reports to ADB. The Project Implementation Support and Capability Building (PISCB) Consultant will support PMU in preparing the internal monitoring report on semi-annual basis.

19. The General Department of Resettlement (GDR) is the lead agency directly responsible for all LAR activities under the Project. It is the lead agency for the implementation, monitoring and reporting of the DRP (Sub Decree No. 22 ANK/BK on 22 February 2018). The GDR has assigned the responsibility for the preparation, implementation of DRP to Resettlement Department 1 (RD1).

20. The monitoring of the implementation of the DRP and the management of the GRM is carried out by the Department of Internal Monitoring and Data Management (DIMDM) under GDR. In addition, the DIMDM records and reviews all complaints and grievances submitted by the APs, investigate them and make recommendations on compliance to the Director General of GDR.

1.5 Progress on Civil Works Implementation

21. The progress of the civil work can be summarized as follows:

- Kampot WWTP and Drainage Works including additional works under the scope change: 43.47%
- Kampot Solid Waste Management: 45.75%

Table 3: Kampot WWTP and Drainage Works

Name	Start	Finish	% Complete
Kampot Wastewater Collection and Treatment, and Drainage and Sewerage	Mon 10/21/19	Thu 6/30/22	45%
Preliminary and General	Mon 10/21/19	Sat 10/09/21	90%
CW01a - WWTP, Force Mains and Sewerage Pumping Stations	Thu 01/09/20	Thu 06/30/22	41%
CW01b - Urban Drainage and Sewerage	Sun 03/29/20	Sat 10/09/21	29%
VO No.1	Tue 12/01/20	Thu 03/03/22	71%
VO No.2	Tue 06/15/21	In progress	75%

VO No.3	Wed 11/10/21	In progress	5%
Improvement Solid Waste Management Construction of a Controlled Landfill			
Name	Start	Finish	% Complete
Overall progress	Thu 07/01/21	Sun.06/19/22	34.7%
General Requirement	Thu 07/01/21	Fri 07/30/21	97.0%
Site Development	Thu 07/01/21	Sat 08/14/21	100%
Internal and External Road and Drainage	Thu 07/01/21	Thu 03/10/22	22%
Landfill Construction	Mon 09/27/21	Thu 05/19/22	64%
Building Works	Tue 02/01/22	Sun 06/19/22	0%
Miscellaneous	Thu 03/17/22	Mon 06/13/22	0%

22. The project in Kampot has two subprojects: (a) Wastewater Collection and Treatment and Drainage and Sewerage (CW01); and (b) Solid Waste Management (CW02). The project implementation progress is less than reported for the previous month because after the project scope change, the works completed for the cancelled Sihanoukville subproject are no longer taken into consideration for the overall project implementation progress.

1.6 Purpose and Methodology

23. This is the second semi-annual internal monitoring report (SAMR) submitted by the Project Management Unit (PMU) of the Ministry of Public Works and Transport (MPWT) as the executing agency of the Second Greater Mekong Subregion (GMS2) Corridor Town Development Project. The reporting period is from July to December 2021. This semi-annual monitoring report (SAMR) is a requirement under the Safeguards Policy Statement 2009 (SPS 2009).

24. The first and second social safeguards semi-annual monitoring report (October 2019 to June 2020 and July to December 2020) established and summarized various resettlements and social safeguards activities that were undertaken for these sub-projects that were presented in some other reports during the covered period. Highlights and important milestones were reiterated to produce the first and second SSMR reports containing all the previous documentation and activities for these sub-projects. These the first and second SSMR reports are undertaken to establish the basis and foundation for future reports.

25. The first social safeguards semi-annual monitoring report (January to June 2021) established and summarized various resettlements and social safeguards activities that were undertaken for these sub-projects that were presented in some other reports during the covered period. The first social safeguards semi-annual monitoring report (January to June 2021) submitted by the Project Management Unit (PMU) on 20 January 2022. The details of the required social safeguards documents for the two remaining subprojects are shown in Table 4.

Table 4: Summary Social Safeguards Documents for Subprojects

Province	Sub Projects	Subproject	Prepared	Date of Submission	Status
	UD (CWO1)	Line 4B	DRP	September 2019	Approved
		Line 4B	DDR	13 September 2021	Approved 9 Nov 2021

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KPT		U-Drain	DDR	March 2019	Approved
	WWCT (CWO1)	Sewerage System			
		WWTP			
	SWM (CWO2)	Landfill	Negotiated land purchase has been signed and paid on 23 July 2020		
	SWM (CWO2-01)	Access Road	DDR	Submitted on 21 September 2021	DDR has been approved on 10 January 2022
	Drainage Additional Work Under Scope Change	U-Drain, Pipe Culvert and Box Culvert	DDR	February 2022	-

2. GENERAL PROGRESS OF THE RESETTLEMENT IMPLEMENTATION

26. There are three (3) important resettlement documents for the Kampot subprojects related to LAR implementation. These are the due diligence report (DDR) for the waste water collection and treatment and urban drainage projects; due diligence report for the Kampot solid waste management project and a separate detailed resettlement plan (DRP) for the Kampot Urban Drainage Line 4B. A summary of resettlement impacts is shown in the following Table 5.

Table 5: Summary of Resettlement Impacts for Kampot Subprojects

Sub-component	Resettlement Document	Resettlement Impacts	Mitigating Measures
Wastewater Collection and Treatment	Due Diligence Report covering sewer pipes, pumping stations, forced main and treatment plant	No land acquisition: all subcomponents will be done only within the ROW of the roads, particularly between the road curbs and road center line on state land; Temporary impacts during construction	Contractor will restore fences, temporary eating areas, flower boxes, and advertising signs that have to be removed during construction
Urban Drainage Sub-project	Due Diligence Report covering 8 drainage lines	No land acquisition: all drains will be installed under existing paved roads; Temporary impacts during construction	Contractor will restore tiles and sidewalks that have to be removed during construction
Solid Waste Management (Landfill)	Due Diligence Report	Land acquisition of 3 parcels of land with a total area of 10.34 ha owned by Kheng Sareth including improvements on the affected 3 parcels of land	GDR entered into a negotiated purchase of the affected 3 lots as a willing buyer and willing seller.
Urban Drainage Line 4B	Detailed Resettlement Plan	Private agricultural lands, main, secondary and other structures, crops and trees, business losses,	Compensation of all affected assets, payment of one-time cash assistance, transportation allowance.
Urban Drainage Line 4B of Additional Work CW01/VO3	Due Diligence Report	No land acquisition: All of the additional works under VO3 are within the original and unchanged existing ROW and COI of the canal line 4b which is State public land.	The canal line 4b is public state land with ROW of 7 m both sides from each edge of the canal, new structures have been constructed fully or partially on the existing COI.
Drainage Additional Work Under Scope Change CW01/VO5	Due Diligence Report	No land acquisition: all subcomponents will be done only within the ROW of the roads, particularly between the road curbs and road center line on state	The private and public utility authorities' positions of all existing underground services and shall maintain and protect or divert them as required.

Sources: DDR for Kampot Wastewater Collection Treatment and Urban Drainage; DDR for Kampot Solid Waste Management; Detailed Resettlement Plan for Kampot Urban Drainage Line 4B; DDR for Kampot Urban Drainage Line 4B and DDR for Drainage Additional Work Under Scope Change CW01/VO5.

27. Both ADB's SPS (2009) and RGC's Expropriation Law require that all compensation for the acquired land, structures, and other assets are based on full replacement cost. Full replacement cost is the cost of replacing an expropriated asset of the same or better quality in the current land and/or housing market. The full replacement costs were determined by a replacement cost study specifically conducted for these subprojects.

2.1 Affected Lands

28. The affected private lands were all agricultural land. Market rates were gathered from (a) basic land price used in Kampot land taxation (2014); (b) land prices from Kampong Kandal Sangkat for 2016-2017; (c) by direct interviews with (i) land owners and (ii) local authorities at/around the project area. DIMDM has provided the basic numbers for the mentioned. Tables and the detailed information specifically on the compensation payments to entitled AHs will be comprehensively described in the SSMR prepared by DIMDM by end of December 2021. The details of land payments are shown in Table 6.

Table 6: Status of Payments for Affected lands

Subproject	Affected Area (m2)	Approved Budget (US\$)	Expenditure (US\$)	Percentage Disbursed
SWM (Landfill)	103,400.00	N/A	N/A	N/A
Agricultural Land	100,340.00	465,250.50	465,250.50	100%
UD Line 4B	1,917.69	247,853.86	247,835.45	99.99
Private Agricultural Land	1,113.50	80,172.00	80,172.00	100%
Private Backfill Agricultural Land	392.70	29,452.50	29,452.50	100%

Source: DIMDM data for Line 4B

29. The three affected parcels of land for the SWM were acquired through negotiated purchase. It was an agreement between the owner (willing seller) and GDR (willing buyer). Hence, this sale was not based on the valuation of the replacement cost study but rather through an agreement between the landowner and GDR.

2.2 Affected Structures, Crops and Trees

30. The houses/structures affected by the project were categorized into two main groups - house/dwelling and other structures. The methodology used for valuation of house/structures was through a quantity survey and detailed measurement of the component parts of each structure (roof, wall, column and floor). The material for each house component was determined and valued. Labor costs were also assessed at market prices for the structure as a whole based on the information provided by local building contractors.

31. The data were collected through interviews on the income at which owners/cultivators of crops and trees at the project area. The market rates of crops and trees were calculated based on the yield and the period of maturity of trees and crops as determined from interviews with farmers.

32. The valuation of the affected structures, crops and trees were used in the DRP as the basis for budget preparation. DIMDM has provided the basic numbers for the mentioned Tables and the detailed information specifically on the compensation payments to all 31 AHs were fully completed on 09 January 2020 by DIMDM. The status of payments for the affected structures, crops and trees is shown in Table 7.

Table 7: Status of Payments for Affected Structures, Crops and trees

Subproject	Affected Unit	Approved Budget	Expenditure (US\$)	Number of AHs/APs	Percentage
UD Line 4B					
Main Structures	411.49 sqm	55,125.11	55,125.11	11AHs/46APs	100%
Secondary and Other	Mixed	26,872.84	26,872.84	-	100%

Secondary and Other	Kitchens			12AHs/69APs	100%
	Extended Eaves			6AHs/28APs	100%
	Concrete Pavement			11AHs/43APs	100%
	Fences			15AHs/66APs	100%
	Latrines and Bathrooms			12AHs/47APs	100%
	Drainage Pipes			6AHs/22APs	100%
	PVC Pipes			19AHs/63APs	100%
Other Structures	Mixed	10,263.33	10,244.93	6AHs/33APs	99.98%
Trees and Crops	Mixed	3,263.00	3,263.00	22AHs/98APs	100%

Source: DIMDM data for Line 4B

2.3 Assistance and Allowance

33. The detailed information on results of monitoring of AHs income levels and livelihoods post DRP implementation will be included in the consolidated SSMR prepared by DIMDM. Using the DRP for Kampot Urban Drainage 4B as the basis, the following assistance and allowances were provided for the following AHs;

- (i) Three (3) AHs who suffered business losses—cash compensation at least 1 month ahead of civil works in the locality to provide them sufficient time to gradually re-organize the houses and/or shops, hereby avoiding any disturbance in their livelihood;
- (ii) Twenty-one (21) Vulnerable households – These were households having higher risks of being further marginalized or suffering disproportionately due to project impacts (10 female headed households with dependents, 2 households falling below poverty rate and 9 landless households) received one-time cash assistance of US\$100 per vulnerable household;
- (iii) Eleven (11) owners (severely affected households) who lost their entire houses and houses cum businesses regardless of tenure status received a one-time cash assistance of \$200 per household (living allowance);
- (iv) Thirty-two AHs (21 vulnerable AHs and 11 severely affected households) entitled to participate in Income Restoration Program such as agricultural enhancement program and agricultural training program received USD500/HH in cash or worth of skill training;
- (v) Eleven (11) AHs, owners of houses in the canal ROW who lost their entire houses were given US\$ 60.00/household as transportation allowance.

34. These assistance and allowances were included in the DRP budget. These amounts were fully paid by GDR. DIMDM has provided the basic numbers for the mentioned Tables and the detailed information specifically on the compensation payments to all 31 AHs were fully completed on 09 January 2020 by DIMDM. The status of these payments is presented in the following Table 8.

Table 8: Status of Payment for Assistance and Allowance

Subproject	Affected Households	Approved Budget (US\$)	Expenditure (US\$)	Percentage Disbursed
UD Line 4B				
Business Loss	3	228.00	228.00	100%
Vulnerable Households	21	2,100.00	2,100.00	100%
Assistance to AHs	11	2,200.00	2,200.00	100%
Income Restoration[1]	32	16,000.00	16,000.00	100%
Transportation Allowance	11	660.00	660.00	100%
Total		21,188.00	21,188.00	

[1] Income restoration and rehabilitation (11 AHs losing entirely their houses and 21 poor and vulnerable households).

Source: DIMDM data for Line 4B

35. Under the approved DRP for the Subproject, a total of 31 AHs are entitled for compensation payments. The contract negotiations started and fully completed on 28 November 2019. By the end of monitoring period, a total of 31 contracts were negotiated and signed by all 31 entitled AHs representing 100% of the AHs. The planned vs actual compensation payments are summarized in Table 9.

36. The full compensation payments to all 31 AHs were fully completed on 09 January 2020. The total compensation payments were US\$ 247,835.45, compared to US\$ 247,853.86 estimated in the approved DRP for the Subject which was about 100%. The very small difference/variance of US\$ 18.41 was due to an error for other structures during the preparation of the DRP. The detailed actual compensation payments are summarized in the Table 10.

Table 9: Planned vs Actual Compensation Payments for the Subproject

LAR Activity	Subprojects			Remarks
	Planned	Actual	% Complete	
No. of Affected Households	31	31	100	
No. of Affected Persons	136	136	100	
Cumulative Contract Preparation and Negotiations	31	31	100	
Cumulative Contracts Signed	31	31	100	
Cumulative Disbursement of Compensation (\$)	247,853.86	247,835.45	99.99 %	Difference Amount of US\$ 18.41 due error of others structure at planning of DRP.

Table 10: Summary of Details of Actual Budget Expenditure

Entitlement Category	Estimate Budget in DRP (\$)	Variance (\$)	Actual Expenditure (\$)	Percentage Disbursed (%)
Private Agricultural land	80,172.00	0.00	80,172.00	100%
Private backfilled agricultural land	29,452.50	0.00	29,452.50	100%

Main Structures (Houses)	55,125.11	0.00	55,125.11	100%
Secondary Structures	16,524.92	0.00	16,524.92	100%
Other Structures	10,263.33	18.41	10,244.93	99.98%
Trees	3,246.00	0.00	3,246.00	100%
Vulnerable AHs	1,000.00	0.00	1,000.00	100%
AHs experiencing major impacts	1,800.00	0.00	1,800.00	100%
Transportation Allowance	770.00	0.00	770.00	100%
Allowance for relocation	45,000.00	0.00	45,000.00	100%
IRP	4,500.00	0.00	4,500.00	100%
Total	247,853.86	18.41	247,835.45	99.99%

37. GDR/MEF issued a letter dated 10 February 2020 (See Annex 2) certifying that compensation for the resettlement impacts of the Kampot Drainage systems of Line 4B had been fully paid as of January 9, 2020. The letter requested that the working group of the Inter- Ministerial Commission for Resolving Impacts, in cooperation with the working group of Kampot Provincial Sub-Committee and local authorities to turn over the Kampot Drainage Systems of Line 4B Sub-Project to the Ministry of Public Works and Transport (MPWT) for the subproject construction.

38. GDR/MEF issued a similar letter dated 07 October, 2020 (See Annex 3) certifying that compensation for the resettlement impacts had been fully paid for the Kampot Landfill Sub-Project on July 23, 2020. The letter requested that the working group of the Inter-Ministerial Commission for Resolving Impacts, in cooperation with the working group of Kampot Provincial Sub-Committee and local authorities to turn over the Kampot Drainage Systems of Line 4B Sub-Project to the Ministry of Public Works and Transport (MPWT) for the subproject construction. The summary of compensation payments paid to entitled AHs against estimated in the approved DRP will be comprehensively included in the consolidated SSMR prepared by DIMDM of GDR. This is the decision by MPWT to include the LAR information from the consolidated SSMR produced by DIMDM into MPWT's 2nd semi-annual 2021 SSMR.

39. In conclusion, all the compensation, entitlements, assistance and allowances were fully paid to all the AHs in UD Line 4B. The affected lands in the SWM were acquired through a negotiated purchase. Hence, in the next reporting period, only other monitoring parameters will be monitored and evaluated.

2.4 Additional Work on Canal Line 4 b

40. For the additional works under the project scope change no additional land acquisition will be required. In addition, all the proposed works will be implemented with the COI established under the approved DRP and DDR.

41. The DDR has been prepared for additional works on the canal line 4b during the report period. The additional works is under contract VO3 with the CW01 Kampot WWTP and Drainage Works Subproject. The DDR on the existing open canal line 4b under CW01/VO3 are completed by September 2021 and submit to ADB on 13 September 2021 and approved by ADB on 9 November 2021. Therefore, the objective of this DDR is to:

- (i) Confirm that there is no IR impact caused by the additional works under CW01/VO3;

- (ii) Verify that any remaining encroachment of COI is caused either structures already compensated but not yet dismantled, or structures illegally constructed after COD (20 January 2015) and hence not eligible for compensation, and
- (iii) Ensure that no further IR impacts are caused due to construction outside COI through effective avoidance and mitigation measures.

2.5 Access Road Improvement to Landfill

42. The proposed access road improvement to the Landfill in Kampot is an additional work under the Kampot Solid Waste Management Subproject, one of the project sub-components under for the Second Greater Mekong Subregion (GMS2) Corridor Town Development Project (th Project) under Loan No. 3314-CAM.

43. It is proposed that the road starting from the entrance of the landfill (PK 0+000) to the gate of the quarry operator (PK 3+100) be improved to facilitate the transport of solid waste from the town to the landfill. Further down this laterite road, there are two communes namely Thmei and Stueng Kaev which will provide more benefit to Thmei and Wat Por villages especially with around 600 households. The proposed additional works will not cause any resettlement impacts on private land, structures or crops and trees. There will be no loss of business and/or livelihood. The land use will be the same and there will be no restriction to access to land or community resources.

44. ADB experiences indicate that involuntary resettlement under development projects, if unmitigated, could give rise to severe economic, social, and environmental risks. Safeguard Policy Statement (SPS) on Involuntary Resettlement outlines the requirements that borrowers/clients are required to meet in delivering involuntary resettlement safeguards to projects supported by the Asian Development Bank (ADB).

45. The main objective of this due diligence report (DDR) is to confirm that the proposed scope of work does not entail IR impacts and there is no need for acquisition of privately owned land or assets, neither there is impact on livelihood or incomes. This DDR will also show that if some temporary resettlement impacts will arise during construction, these impacts can be mitigated to further lessen these temporary impacts.

3. RELOCATION OF HOUSING AND SETTLEMNET

46. Nine (9) landless AHs lost their entire parcels of lands they occupied in the canal ROW and also lost 100% of their houses. In addition, there were an additional 2 AHs who lost their entire parcels of lands they occupied in the canal ROW and lost 100% of their houses but who were no listed as landless. These 11 AHs experienced major impacts and were relocated because there was no more space in the Canal ROW to shift their affected houses.

47. These 11 AHs were each entitled to 105m2 plot of land located in a suitable area or self-relocate and in lieu of the plot of land, receive cash compensation. The 6 AHs who were entitled to relocation all opted to receive cash compensation and had relocated to areas of their choice and hope the remaining 5 AHs will be located for the next SMR. There were monitoring activities covering these 11 AHs for the reporting period are described in the paragraphs and table below.

48. GDR/PMU/PIU will coordinate with former neighbors, local commune, district and even provincial officials, if needed, to locate and monitor these 11 AHs who were entitled to relocation but opted to receive cash compensation. These 11 AHs will be searched and located on a best effort basis to monitor their living conditions. Proper documentation (photos, FGD and KII highlights, contact numbers and new addresses) will be undertaken to ensure that these 11 AHs

will be properly monitored.

49. According to interviews by mobile phones with two of nine (9) landless AHs lost their entire parcels of lands they occupied in the canal ROW and also lost 100% of their houses. Some of the families who received compensation have relocated to the same village/commune, in Kampong Kandal village, Chom Kreal commune, Teuk Chhou district, Kampot province.

50. [REDACTED] one of the nine families who received compensation amount 12,850.00 US\$ for the relocation, s [REDACTED]. He said he spent extra money to build the house. Standard of living is medium, [REDACTED] continued that most of the families who received compensation for relocation built houses and had a middle standard of living.

51. [REDACTED], one of the nine families who received compensation for the relocation, said he bought a 10m x 30m plot of land for \$ 3,500 [REDACTED]. He said he received \$ 6,000 in relocation compensation. [REDACTED]

52. [REDACTED] one of the nine families who received compensation for the relocation, said he bought a plot of land and built a house for \$ 36,000.00 [REDACTED] (the same location). He said he received \$ 13,000.00 in relocation compensation. He borrowed money to buy land and build a house. [REDACTED]

[REDACTED], one of the nine families who received compensation for the [REDACTED] He said he received \$ 33,000.00 in relocation compensation. He has [REDACTED]

54. [REDACTED], one of the nine families who received compensation for the relocation, said he bought a plot of land and built a house for \$ 21,000.00 in [REDACTED] (the same location). He said he received \$ 11,200.00 in relocation compensation. He has [REDACTED]. He said he borrowed money from relatives to buy land and build a house.

55. [REDACTED], one of the nine families who received compensation for the relocation, said he lived with [REDACTED]. He said he received \$ 9,500.00 in relocation compensation.

Table 11: Relocation of Houses and Settlement

No.	Name of Household Head	Location of Settlement Before Compensate	Receive cash compensation(US\$)	Relocation	Standard of living	Telephone Number
01		Sovan Sakor village, Sangkat Kampong Kandal, Kampot Town, Kampot Province	33,000.00	Kampong Traeng village, Kampong Traeng commune, Tek Chhou district, Kampot Province.	Medium	
02		Kampong Kandal village, Chum Kreal commune, Teuk Chhou district	11,200.00	Kampong Kandal village, Chum Kreal commune, Teuk Chhou district	Poor	
03		Kampong Kandal village, Chum Kreal commune, Teuk Chhou district	9,500.00	Kampong Kandal village, Chum Kreal commune, Teuk Chhou district	Poor	
04		Kampong Kandal village, Chum Kreal commune, Teuk Chhou district	13,000.00	Kampong Kandal village, Chum Kreal commune, Teuk Chhou district	Poor	
05						
06						
07		Kampong Kandal village, Chum Kreal commune, Teuk Chhou district	6,000.00	Chi Meak village, Koh Koh commune, Sathuk district, Kampong Thom province	Poor	
08						
09		Kampong Kandal village, Chum Kreal commune, Teuk Chhou district	12,850.00	Kampong Kandal village, Chum Kreal commune, Teuk Chhou district	Medium	

4. INCOME RESTORATION PROGRAM

56. Income restoration is defined as the re-establishment of productive livelihood of displaced persons to enable income generation equal to or, if possible, better than that earned by the displaced persons before the resettlement. The 2015 RP for Kampot subproject provided that AHs entitled to income restoration shall receive an assistance of USD500/ household for income restoration if in cash or worth of skill training.

57. There were 11 AHs who lost their entire houses and 21 AHs who belonged to vulnerable households. These two types of AHs were entitled to income restoration measures. Some AHs preferred cash grants because their sources of income were not based on their houses but outside their houses such as employment, selling and driving motor taxis. This type of AHs continued with their respective current livelihood activities.

58. Others AHs were unsure of the benefits that they may derive from these training programs considering that the educational attainment of more than three fourths of AHs were only in the primary, secondary and high school levels. In addition, the AHs had their own sources of income and some were reluctant to embark into new livelihood sources which may disrupt their present sources of livelihood. All the 32 AHs who are entitled to income restoration opted cash compensation of US\$ 500.00 per household in lieu of skills training. There were no monitoring activities for the 32 AHs who opted for cash compensation in lieu of skills training for the reporting period.

59. GDR/PMU/PIU will coordinate with former neighbors, local commune, district and even provincial officials, if needed, to locate and monitor all of the 32 AHs (11 AHs who lost their houses and 21 vulnerable AHs) who were entitled to skills training but opted to receive cash compensation of US\$ 500.00 each. These 32 AHs will be tracked and located on a best effort basis to monitor their income generating capacities/livelihood types and standards of living conditions. Proper documentation (photos, FGD and KII highlights, contact numbers and new addresses) will be undertaken to ensure that these 32 AHs will be properly monitored. The results of these monitoring activities will be reported for the SSMR covering January to June 2022.

5. DISCLOSURE, CONSULTATION AND PARTICIPATION

5.1 Public Consultation Meeting Line 4b

60. During the preparation of this SMR another public consultative meeting was conducted with beneficiaries of the additional works of CW01/VO3 on 22 September 2021 with 27 participants (12 male and 15 female). The meeting was arranged by the PMU and PIU with the support of PISCB. The purpose of the meeting was to provide the communities with general information about the additional Subproject works on improving canal line 4b, anticipated construction schedule, confirm ROW, confirm whether COI is free of encumbrances and encroachment occurred after COD, and explain the basic Project policies on impact, eligibility, entitlements, compensation, GRM, consultation process and reinstatement of temporary impacts during construction.

61. The participants at the consultation meeting in September 2021 did not have any specific questions, but did share their view and comments. The participants proposed the access roads on both sides of the canal to be constructed for the entire length of the canal to the main pumping station instead of only to NR.33 Bridge, and to ensure the road will be available for general public use. A consensus between the participants was that there have been no problems with compensation payments and the participants also suggested the project to start construction works immediately. The Director of the Cadastral Office confirmed that the ROW of the canal is measured from the original canal bank with offset of 7 m on both sides of the canal.

62. As part of information disclosure, an updated GMS2 Public Information Booklet (PIB) for Kampot Subproject canal line 4b additional works was prepared and approved by the PMU. The updated PIB contain the Subproject description and works, institutional arrangements, scope of impact, ROW and COI, COD, impact avoidance and mitigation, entitlements and eligibility, construction schedule, GRM and key contact details. The updated PIB was translated into Khmer. Due to on-going Covid-19 pandemic and subsequent meeting restrictions, the PIB was forwarded to the PIU to assist in distribution and public disclosure of the updated PIB by posting it on commune and village notice boards.

5.2 Public Consultation Meeting Access Road to Landfill

63. On August 28, 2021, the first public consultation was conducted in the landfill office, near the Thmei commune by the PMU representative, PIU site engineer, Thmei officials and participated by some residents or owners of residences and farmlands along the road. There were 16 participants with 8 males and 8 females.

64. The primary aim of this meeting is to disseminate the scope of work for proposed additional works and to discuss their concerns, issues and opinions about the proposed additional works, especially possible concerns on resettlement impacts. The meeting also discussed the procedures on the identification of resettlement affected assets, implementation schedule and grievance mechanism. This meeting also enabled the villagers and other stakeholders the opportunities to seek clarifications, validate their issues and concerns and rise out their opinions about the proposed additional work of SWM subproject.

Table 12: Highlights of the Public Consultation

No.	Question/Concern	Response
1	██████████ of Thmei Village mentioned that this road is under the operation and maintenance of ██████████ Quarry Company. People of this village have limited rights to use it, especially for transporting construction materials such as soil and rock to backfill their residential plots. We are not allowed to buy soil or sand from other companies and transport it via this road. So, we must buy rock or sand from this quarry company, and then we are allowed to utilize the road. His question is, "Who will manage this road after its improvement? Can people have the right to utilize it freely?"	██████████ responded to that this access road is classified as government land. The proposed project will use government money that will be borrowed from ADB loan for road rehabilitation. Since, the land and the funds to be used are all from the government, anybody can use the road especially the villagers who are living further down the road. The management and maintenance of the improved road will be the responsibility of landfill operator (see Appendix 9)
2	██████████, assistant to commune, asked "when will the road rehabilitation project start? How long will it take?"	██████████ informed the participants that "the construction will start immediately after VO No. 1 is approved by ADB." Based on the initial assessment done by the consultant, there is no potential affected land or assets of villagers, so construction will be completed as soon as possible. The contractor of the landfill is also the contractor of the proposed access road and their equipment are already in the landfill and ready for the access road
3	██████████ After the road is rehabilitated, the trucks from the quarry company might drive at a higher speed. He is worried that accidents might happen because of the rehabilitated road. So, he proposed having a	Road safety is considered in every road project undertaken by MPWT. The comment is noted and will be taken into consideration in the design, construction and maintenance of the proposed access road.

65. In conclusion, villagers and local authorities were very happy because of the benefits that an improved road will provide them. They all wish to see the Kampot SWM subproject complete as soon as possible and wish that the additional works to the landfill will start very soon. They promised to cooperate in the additional works and voluntarily express their willingness to donate their assets, if the additional works will cause some minor impacts. The PIU officer thanked their promise of cooperation and told them that if there are any affected assets that will be identified, these assets will be properly compensated.

66. Following the completion of the road design, a field assessment was conducted on October 22, 2021. This visit was done in coordination with the project implementing unit based in Kampot to determine the nature of the land. Primary data was generated through key informants' interviews (KIIs). The list of participants on the field assessment is shown in **Table 13**.

Table 13: Participants of the Field Assessment, October 22, 2021

No.	Name	Position	Telephone No.
1	Pou Manith	Project manager, PMU	012 803 203
2	Mel Sophanna	National Resettlement Specialist	077 937 773
3	Kong Raksmei	PIU Officer (KP-DPWT)	085 697 086
4	Voeurn Minea	Contractor (Kampot Landfill PM)	070 890 558
5	Chea Chamroeun	KCC Consultant, Resident Engineer	081 430 059
6	Samnang Bondeth	Contractor, Surveyor	096 502 0002
7	Yum Sao	Contractor, Asst Surveyor	015441594
8	Lek Leong	Contractor, Draftsman	070432885
9	Kem Kan	Contractor, Site Engineer	012556380

Note: All participants are males

67. An IR screening was undertaken on October 23, 2021 by PISCB consultants together with PMU/PIU and the contractor and its surveyor to estimate the corridor of impacts and make the necessary adjustments, if required. During the IR screening, the national resettlement specialist conducted individual informal talks with villagers who are residing along the proposed access road. All these villagers feel excited about the additional works because of the benefits that they will derive from the additional works.

68. During the August 28, 2021 public consultation, the maps of the additional works were presented and explained to the participants. Since, there is an initial consultation, there was no project information brochure (PIB) that was presented to the participants. The PIB will be prepared and distributed to the residents in a public consultation before the civil works implementation since the additional works is classified as Category C on involuntary resettlement.

69. The maintenance of the road from NR3 to the gate of the quarry plant has been maintained by the quarry operator up to the present. As part of the project consultations, Mr. Pou Manith, then Project Manager of the MPWT/PMU and Mr. Thorn Saravuth, vice chief of the PRSC explained to Mr. Hok Chenda, the owner of the quarry the proposed additional works. It involves the rehabilitation of the access road from the proposed Kampot landfill up to the gate of his quarry site. It was explained to Mr. Chenda that once the landfill has been completed and turned over to the Kampot Provincial Administration, the Provincial Administration will take care of the repair and maintenance of the whole 6.1 km access road from the landfill gate up to the National Road 3 (see **Annex 6**).

70. It was further explained that he will not be responsible anymore for the repair and maintenance of the road section from his quarry gate up to NR3 which is around 3 km. In addition, his trucks will be free to use the access road provided that his trucks are not overloaded. This will ensure that the access road remains accessible and open to the public. Mr. Chenda was pleased and very amenable for the additional works to proceed. In addition, he is requesting if it is possible, for the access road rehabilitation to reach NR3 which means an additional 3km. Mr. Saravuth promised to relay his request to the Provincial Governor.

71. On December 17, 2021, a joint site visit to verify and validate the resettlement impacts or the absence thereof, was conducted by the representatives of PMU, PIU, the contractor and the ADB safeguards specialist in the Kampot Landfill site, Thmei Village, Thmei Commune, Teuk Chhou District, Kampot Province. The public consultation involved 21 participants broken down into 19 males and 2 females. Before the meeting, an ocular inspection was conducted to verify the absence of resettlement impacts as earlier reported. Site pegging and demarcation by DED team/Contractor confirmed that the proposed 3.1 km access road was cleared to the width side as per Col provided in the DDR in the last rainy season as per requested from local

authorities for better access. However, the mission found no past/present impacts for the entire cleared access road 3.1km to private land and people's assets. This is based on meeting with villager via group meeting which also attended from local authorities/PIU/contractor. In addition to that, contractor was also able to store all road conditions pictures prior to the start of clearance and villagers and authorities confirmed the same findings.

72. The highlights of the meeting are summarized in Table 14 and photographs are shown in **Annex 3**.

Table 14: Highlights of the Public Consultation Held on December 17, 2021

No.	Question/Concern	Response
1	What are the benefits to people and/or villagers after the road is upgraded to concrete pavement?	All participants agreed that it will provide significant benefits to the villagers of Thmei and Stueng Kev communes, such as: easier to commute from village to plantation; providing better transportation for farm products to market; and beneficial to their health because it will prevent dust from flying when trucks pass by.
2	If the concrete road will provide the good benefits as everyone mentioned, are you all happy and supportive of the proposed access road improvement?	Everyone agreed that once they have a good access road, many families will come and be encouraged to reside in this location. After the access road is finished, everyone want and expecting that this additional works will enable the electric power and water supply connections to supply electricity and water to their villages.
3	As you can see in the previous photographs, there was some bushes and shrubs along the road, indicating that the road's condition was poor and difficult to access during the wet season. The commune chief requested the contractor to cleared them out and improved them to make it easier for villagers/farmers as well as construction trucks to access this area, right? Have you heard of any of the plantation owners along the road around the area who were opposed to the access road being cleared during that time?	All of the participants, as well as the local authority, said that they had no objections to the access road being improved. On the other hand, having a good access road is appreciated by everybody because it made travelling easier. Bushes and shrubs removal were completed outside the plantation's fences. They reported that the road along this stretch of land had previously been demarcated to allow for road expansion, with small canals on both sides to prevent encroachment. Along the clearing part, there were no fruit trees..
	According to the previous consultation meeting as well as what the village head of Thmei mentioned a moment ago, Hok Chenda's quarry company is collecting fees on trucks passing this road. Is it true? Do you know how much they charge per truck?	All the participants (villagers and local authorities) agreed that it was true, but they didn't know how much they charged. The quarry company did not collect fees on the road section from the quarry gate to the Kampot landfill. The Commune chief emphasized that the Hok Chenda quarry company charges a fee on trucks of other companies who do the same business and transport their quarry,

		sand, or soil passing through their gate to NR # 3 because it will affect their business. For villagers or farmers who are using the road normally or just transporting farming products, Hok Chenda's quarry company has never charged anything or prohibited these trucks in using the road section from the quarry gate to NR3.
	During the road clearing, is there anyone unhappy with the contractor's work? What about PIU? Have you ever received any complaints about that?	All participants as well as PIU representatives answered "NO." Everybody were happy when the contractor patched up the holes and improve the road. There was no one unhappy or complaining at all. In contrast, they are very happy and welcome the project because it is good for them and their businesses.

73. After the public consultation meeting on December 17, 2021, the joint team visited the Hok Chenda quarry company to clarify concerns about the maintenance of the road from the junction point of their gate to NR3. The discussions were participated by the general manager (GM) of the quarry company, representatives of PMU, PIU, contractor, local officials and a representative of ADB.

74. The GM clarified that they are maintaining the access road from their gate to NR3, using their equipment and financial resources. They have permitted vehicles to pass through the access road especially trucks bringing out agricultural products from the interior areas to assist the residents living in these areas.

75. They have coordinated with the two other quarry companies who are also using the access road to assist in the maintenance of the road because all the 3 quarry companies are using the same road. However, one quarry company was not cooperative and their trucks were instructed to use another access road if they are not willing to assist in the maintenance of the access road.

76. The GM of the Hok Chenda quarry company is thankful for the proposed access road because they will be no longer responsible for its maintenance, saving on their financial resources and use of equipment since the maintenance will be the responsibility of the landfill operator. He promised full cooperation for the proposed improvement of the access road.

77. MPWT/PMU/PIU will conduct public consultations before the commencement of civil works, and will share the latest project information, schedule of civil works implementation and the procedures to ventilate any grievances to the existing GRM committee and contact details of focal persons from MPWT/PMU/PIU, PISCB and Contractor.

6. GRIEVANCE REDRESS MECHANISM

78. The objective of GRM is to resolve complaints as quickly as possible in the local level through a process of conciliation; and, if this is not possible, to provide clear and transparent procedures for registering complaints and their resolving processes. AHs are entitled to lodge complaints regarding any aspect of the preparation and implementation of the DRP without prejudice to their right to file complaints with the Provincial Courts at any point in the process.

79. The grievance redress mechanism (GRM) is designed to receive, evaluate and facilitate the resolution of residents' concerns, complaints and grievances during project implementation. A provincial grievance redress committee (PGRC) was established in Kampot Province. The Provincial Governor confirmed the establishment of PGRC on 03 October 2017, and the training was carried out by GDR on 04 October 2018 to strengthen the capacity of the PGRC members. The grievance procedures are shown in Table 15.

Table 15: Project Grievance Procedures

Level	Description
Stage 1	Commune Office – AP submit request/complaint to Commune Office. If after 15 days the aggrieved AH does not hear from Commune Office, or if the AH is not satisfied with the decision taken by in the first stage, the complaint may be brought to the District Office.
Stage 2	District Office -- District office has 15 days within which to resolve the complaint to the satisfaction of all concerned. If the complaints cannot be solved in this stage or the complainant is not satisfied with the decision taken by the district office, the AH can bring or request the district office to bring the case to the Provincial Grievance Committee.
Stage 3	Provincial Grievance Committee -- The Provincial Grievance Redress Committee meets with the aggrieved party and tries to resolve the complaint. The Committee may ask for a review of the DMS by the EMO. Within 30 days of the submission of the grievance the Committee must make a written decision and submit a copy of the same to MPWT, the EMO, the IRC and the AH.
Stage 4	Court Procedures -- If the aggrieved AH is not satisfied with the solution made by the Provincial Grievance Redress Committee based on the agreed policy in the RP, the AH can bring the case to the provincial court. If the case will be brought to the Provincial Court and the same will be litigated under the rules of the court.

80. For the reporting period, DIMDM has not monitored any complaint filed by any AH in the Commune Office, District Office or the Provincial Grievance Committee related to the implementation of the DRP or civil works. This may be influenced by the fact that the implementation of resettlement activities was completed to the satisfaction of the AHs and APs.

81. In case, illiterate people or being able to express their grievances verbally, it is a common practice that complainants are allowed to seek assistance from any recognized local

nongovernment organization or other family members, or the community chief to have their complaints or grievances written for them. Complainants will be allowed to have access to the DMS or contract document to ensure that all the details have been recorded accurately enabling all parties to be treated fairly. Throughout the grievance redress process, the responsible committee will ensure that the complainants are provided with copies of complaints and decisions or resolutions reached.

82. During the reporting period from January- June 2021 the GRM posters was displayed in Thmei commune to disclose information about complaint procedures. The GRM-Complaint Recording Form are in place and the contractors have a key person assigned in responsible to record and received the complaint, as of June 2021, no complaints related to project received to date.

7. ISSUES AND PLANNED ACTIONS

7.1 Pending Actions

83. Required Action - GDR/PMU/PIU will coordinate with former neighbors, local commune, district and even provincial officials, if needed, to locate and monitor these 6 AHs who were entitled to relocation but opted to receive cash compensation. These 6 AHs were located on a best effort basis to monitor their living conditions.

84. Output -- Proper documentation (photos, FGD and KII highlights, contact numbers and new addresses) will be undertaken to ensure that these 11 AHs will be properly monitored. The results of these monitoring activities will be reported for the SSMR covering January to June 2022.

85. Required Action - GDR/PMU/PIU will coordinate with former neighbors, local commune, district and even provincial officials, if needed, to locate and monitor all of the 32 AHs (11 AHs who lost their houses and 22 vulnerable AHs) who were entitled to skills training but opted to receive cash compensation of US\$ 500.00 each.

86. Output - These 32 AHs will be located on a best effort basis to monitor their income generating capacities/livelihood types and standards of living conditions. Proper documentation (photos, FGD and KII highlights, contact numbers and new addresses) will be undertaken to ensure that these 32 AHs will be properly monitored. The results of these monitoring activities have been reported in section 3 (Relocation of Housing and Settlement), six AHs contacted to interview by mobile phone, the results of these monitoring activities will be continued for the SSMR covering January-June 2022.

7.2 Monitoring During Civil Works Implementation

87. The SPS of ADB provides that the borrower/client will monitor and measure the progress of implementation of the resettlement plan. The extent of monitoring activities will be commensurate with the project's risks and impacts. In addition to recording the progress in compensation payment and other resettlement activities, the borrower/client will prepare monitoring reports to ensure that the implementation of the resettlement plan has produced the desired outcomes.

88. In the Standard Operations Procedure (SOP), the EA is responsible for monitoring the implementation of the project, the responsibility for monitoring and reporting on the implementation of the LAR activities is mandated to GDR (Para 252 SOP). As of December, 2021, there are two (2) Internal Monitoring Report from GDR-DIMDM were received covering from September 2019 to December 2021. As above-mentioned on the consolidated SSMR to be prepared by DIMDM of GDR.

89. The General Department of Resettlement has completed the implementation of the DRP for UD Line 4b and the DDRs for the WWCT and Solid Waste Management components as evinced by the two letters (Annex 4 and Annex 5) from MEF/GDR confirming that compensation and entitlements were fully paid and turning over the construction areas to MPWT for construction works.

90. DIMDM of GDR is currently preparing the Social Safeguards Monitoring Report (SSMR) for consolidated monitoring period from September 2019 (Line 4B DRP approval date) to June 2021. The SSMR, after getting approval from HE DG of GDR, will be submitted directly to ADB

for review and disclosure and also shared with MPWT for references by end of July 2021. After this period, DIMDM has been prepared the SSMR on semi-annual basis, to be due again in December 2021. This is the decision by MPWT to include the LAR information from the consolidated SSMR produced by DIMDM into MPWT's 1st semi-annual 2021 SSMR.

91. It is clear under the SOP that MPWT is responsible for monitoring civil works implementation. In terms of resettlement, this means that PMU together with the PIU and assisted by the PISCB consultants will all be responsible for any unanticipated resettlement impacts that may arise from the construction works.

92. Second, PMU, PIU and PISCB consultants will also be responsible to monitor the contractors for the temporary resettlement impacts identified in the resettlement documents. This monitoring will ensure that the contractors will restore these temporary resettlement impacts to their former conditions based on their civil works contracts and CEMPs.

93. Project Implementation Support and Capacity Building (PISCB) consultants headed by the national resettlement specialist visited and consulted individually with AHs who remained within the adjacent areas of Line 4B their receiving compensation. They were happy with government compensation and assistance and had re-adjusted to their living conditions in their new/renovated residences. There were no complaints made by AHs. They have resettled to their renovated/new places during the report period. They completely resettled since the PISCB field visit in October 2020.

7.3 Resettlement Internal Monitoring Arrangement

94. Social safeguards monitoring of the implementation of the DRP is the responsibility of DIMDM of GDR while MPWT (social safeguards officer) together with PISCB consultants will be responsible for social safeguards monitoring during implementation of civil works. To facilitate the monitoring of resettlement related data, the following are recommended.

95. The contractors shall include in their monthly reports a section on resettlement related issues and concerns that arose from the implementation of civil works every month. This section should include the subject matter or cause of concern or issue; the name of the complainant; actions taken by the contractor based on the pertinent provisions of his contract of resettlement matters. If these are not resolved, the monthly reports should indicate that these are outstanding issues and concerns.

96. PIU in Kampot is the implementing unit of the subprojects and responsible for the supervision of the implementation of the daily activities of the contractors. Part of its supervisory function is to ensure that the contractor address in the local level, resettlement related issues and concerns and include the remedial actions and appropriate measures taken by the contractors in its monthly reports. The social safeguards officer of the PMU will be responsible to ensure that the reports of the PIU contains resettlement related matters.

97. The social safeguards officer in PMU and in PISCB should ensure that the reports from the PIUs are completed and submitted in a timely manner and copies are provided to the PISCB. This coordination will become important because internal monitoring of social safeguards during civil works implementation is the responsibility of MPWT.

98. The PISCB should closely scrutinize the monthly monitoring reports of the contractor to ensure that resettlement-related issues and concerns are properly documented and included in these reports. These concerns and issues shall be included in the monthly report in addition to the data and activities undertaken by the national resettlement specialist of PISCB.

99. The quarterly and semi-annual reports would be based on the monthly reports of the contractor, PIU and PISCB. If there are outstanding resettlement issues that cannot be resolved in the PMU/PIU level, these issues will be referred back to GDR for proper actions.

Annex 1: IR Screening Checklist Kampot WWCT

INVOLUNTARY RESETTLEMENT IMPACT CATEGORIZATION CHECKLIST

Date: 13 November 2018

The following checklist was used for Involuntary Resettlement (IR) Impact Screening of the **Kampot Wastewater Collection and Treatment (WWCT) Subproject** under the Second Greater Mekong Sub-Region Corridor Town Development Project. The objective of this checklist is to verify and confirm the categorization of IR Impact for the WWCT Subproject.

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land				
1. Will there be land acquisition?		X		There will be no land acquisition. All drainage pipes (connector pipes, lateral sewers, trunk sewer and forced main) will be constructed within the sidewalks or paved/unpaved roads. The two pumping stations and the treatment plant will all be located on state land.
2. Is the site for land acquisition known?		X		As per the final detail engineering designs (DED) no additional land will be acquired.
3. Is the ownership status and current usage of land to be acquired known?		X		No Land Acquisition. Roads and sidewalks are owned by the Ministry of Public Works and Transport (MPWT) or other government agencies and presently these areas are used for roads, sidewalks, irrigation canals and railroad tracks.
4. Will easement be utilized within an existing Right of Way (ROW)?		X		All pipes are laid down under the ground.
5. Will there be loss of shelter and residential land due to land acquisition?		X		There is no land acquisition
6. Will there be loss of agricultural and other productive assets due to land acquisition?		X		There is no land acquisition

7. Will there be losses of crops, trees, and fixed assets due to land acquisition?		X		There is no land acquisition
8. Will there be loss of businesses or enterprises due to land acquisition?		X		There is no land acquisition
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		X		There is no land acquisition
Involuntary restrictions on land use or on access to legally designated parks and protected areas				
10. Will people lose access to natural resources, communal facilities and services?		X		No
11. If land use is changed, will it have an adverse impact on social and economic activities?		X		No
12. Will access to land and resources owned communally or by the state be restricted?		X		No
Information on Displaced Persons:				
<i>Any estimate of the likely number of persons that will be displaced by the Project? [X] No [] Yes</i> If yes, approximately how many? _____				
<i>Are any of them poor, female-heads of households, or vulnerable to poverty risks? [X] No [] Yes</i>				
<i>Are any displaced persons from indigenous or ethnic minority groups? [X] No [] Yes</i>				

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Involuntary Resettlement Category Based on Field Assessment			
[] New [] Recategorization [x] Previous Category			
Category A <input style="width: 30px; height: 20px; border: 1px solid green;" type="checkbox"/>	Category B <input style="width: 30px; height: 20px; border: 1px solid green;" type="checkbox"/>	Category C <input checked="" style="width: 30px; height: 20px; border: 1px solid green;" type="checkbox"/>	Category F <input style="width: 30px; height: 20px; border: 1px solid green;" type="checkbox"/>
Comments			
<p>There will be no land acquisition. There will be some temporary disturbances along the sidewalks in installing connector pipes and lateral sewer pipes. Trunk sewer pipes will be installed under the pavements. The following measures were adopted to avoid permanent resettlement impacts:</p> <ul style="list-style-type: none"> - The alignments have been have been adjusted to minimize resettlement impacts; - The connector pipes are semi-flexible that can avoid or go around sidewalk obstructions; - The number of structures in a cluster will depend on availability of space for the lateral sewers to avoid sidewalk obstructions; - If unavoidable, connect the connector pipes directly to trunk sewer especially for bigger users, thus avoiding the need to lay down the lateral sewer pipes under the sidewalks; - Lay down the connector pipes deeper than the utility lines to avoid these lines; - Use of manual excavation instead of mechanical excavators to avoid damages to roof overhangs and minimize width of trenches for connector pipes and lateral sewer pipes; - In extreme cases, the lateral pipes will be located under the existing paved roads; - Installation of all trunk sewer pipes will be programmed into phases of around 100 meters to avoid prolonged disturbances to owners and occupants; - Contractor will provide temporary access during construction and restore dug areas to their original conditions. 		<p>(See Attached Photographs)</p>	
Proposed by:		Reviewed and Endorsed by:	
Project Management Unit (PMU) Date:	Inter-Ministerial Resettlement Committee (IRC) Date:		

Annex 2: IR Screening Checklist Kampot Urban Drainage Subproject

INVOLUNTARY RESETTLEMENT IMPACT CATEGORIZATION CHECKLIST

Date: 13 November 2018

The following checklist was used for Involuntary Resettlement (IR) Impact Screening of the Kampot **Urban Drainage (UD) Subproject** under the Second Greater Mekong Sub-Region Corridor Town Development Project. The proposed UD Subproject comprises RC U shape drain (Lines 2, 3, 4A, 5 and 7A and 6) and an open earth canal (Line 4B). **Line 4B of the Kampot UD Subproject is not included in this check list and will undergo a separate checklist.** The objective of this checklist is to verify and confirm the categorization of the IR Impact of the proposed UD Subproject

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land				
1. Will there be land acquisition?		X		There will be no land acquisition. The proposed urban drainage will be installed/ built within the roadway, under the paved roads.
2. Is the site for land acquisition known?		X		As per the final detail engineering designs (DED) no additional land will be acquired.
3. Is the ownership status and current usage of land to be acquired known?		X		No Land Acquisition. Roads and sidewalks are owned by the Ministry of Public Works and Transport (MPWT) and presently these areas are used by the general public for roads and sidewalks.
4. Will easement be utilized within an existing Right of Way (ROW)?		X		There is no easement.
5. Will there be loss of shelter and residential land due to land acquisition?		X		There is no land acquisition
6. Will there be loss of agricultural and other productive assets due to land acquisition?		X		There is no land acquisition

7. Will there be losses of crops, trees, and fixed assets due to land acquisition?		X		There is no land acquisition
8. Will there be loss of businesses or enterprises due to land acquisition?		X		There is no land acquisition
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		X		There is no land acquisition
Involuntary restrictions on land use or on access to legally designated parks and protected areas				
10. Will people lose access to natural resources, communal facilities and services?		X		No
11. If land use is changed, will it have an adverse impact on social and economic activities?		X		No
12. Will access to land and resources owned communally or by the state be restricted?		X		No
Information on Displaced Persons:				
<i>Any estimate of the likely number of persons that will be displaced by the Project? [X] No [] Yes</i> If yes, approximately how many? _____				
<i>Are any of them poor, female-heads of households, or vulnerable to poverty risks? [X] No [] Yes</i>				
<i>Are any displaced persons from indigenous or ethnic minority groups? [X] No [] Ye</i>				

Involuntary Resettlement Category Based on Field Assessment			
[] New [] Recategorization [x] Previous Category			
Category A <input style="width: 30px; height: 20px; border: 1px solid green;" type="checkbox"/>	Category B <input style="width: 30px; height: 20px; border: 1px solid green;" type="checkbox"/>	Category C <input checked="" style="width: 30px; height: 20px; border: 1px solid green;" type="checkbox"/>	Category F <input style="width: 30px; height: 20px; border: 1px solid green;" type="checkbox"/>
Comments			
<ul style="list-style-type: none"> - This IR screening is for RC U shape drains (Lines 2, 3, 4A, 5 and 7 and 6); - The open canal (Line 4B) is excluded from this IR Impact Screening and will undergo a separate screening. Presently, GDR is undertaking a DMS for this open canal; - The design standard of the RC U shape drains is of R2/U2 standard which is applicable to roads with low traffic volumes that enables the installation of drains lines under the existing road pavement; - There will be no land acquisition. The drainage pipes will be installed within the roadway and under the pavement as well as adjacent to the road kerbs and will not damage the existing sidewalks; - It is expected that there will be no impacts to the temporary structures located within the sidewalks; - During subproject implementation, temporary inconveniences are expected but will be minimized by installing the drainage system in shorter segments to minimize disturbances to adjacent areas. 			<p>(See Attached Photographs)</p>
Proposed by:		Reviewed and Endorsed by:	
Project Management Unit (PMU)	Inter-Ministerial Resettlement Committee (IRC)		
Date:	Date:		

Annex 3: Photos of Meetings, Public Consultation Meeting and Disclosure of PIB
Public Consultation Meeting with people are living along Prek Chak (Line4b) VO3





Disclosure of PIB Line4b (VO3)

1. Kraing Ampil commune



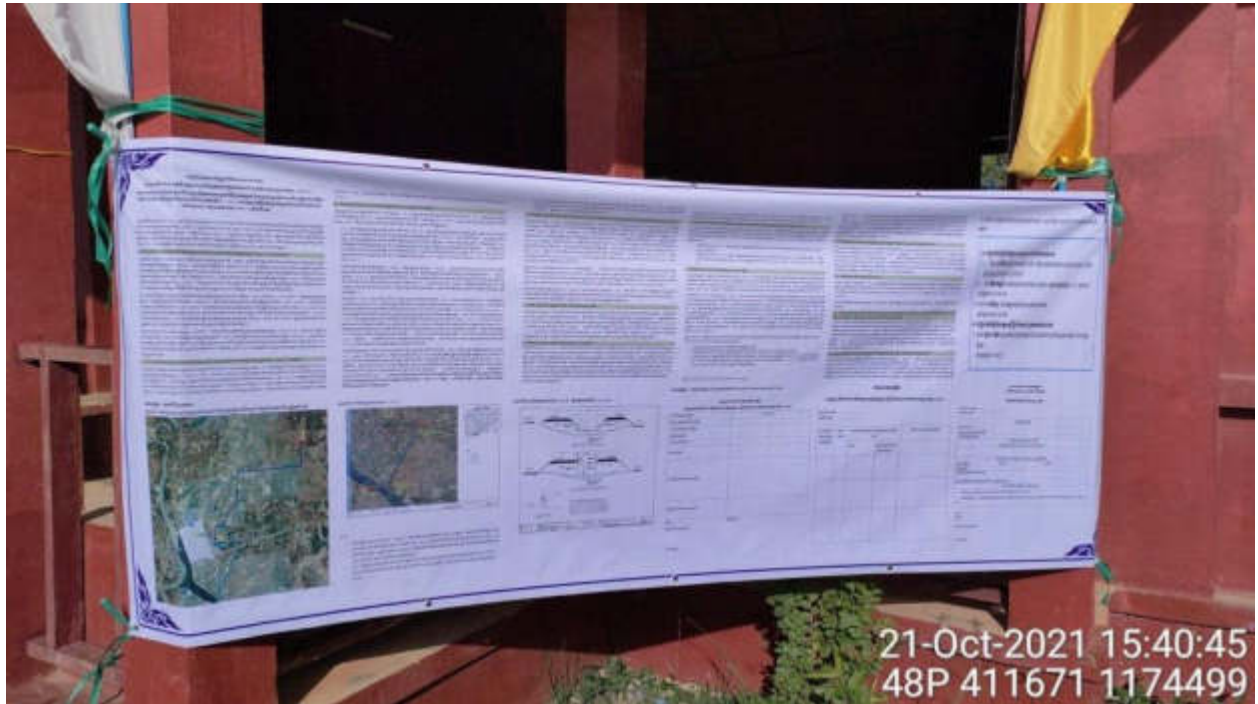
2. Trapaing Thom commune



3. Chum Kreal commune



4. Kampong Kandal Sangkat



**Public Consultation Meeting with people is living along access road to landfill site
CW02/VO1 Additional Works**





Annex 4: MEF Certification Urban Drainage Line 4B

**Kingdom of Cambodia
Nation Religions King**

Ministry of Economy and Finance
No.: 826 S.H.V. អន្តរ

Unofficial Translation

Phnom Penh, Monday 10 February 2020

**Respectfully yours,
His Excellency Senior Minister, Minister of Public Works and Transport**

Subject: Proposed to hand over the policy-settled location to the affected people in the Kampot Drainage Systems of Line 4B Sub-Project of the GMS-2 Corridor Town Development Project in Kampot Province under the cooperation financing from the Asian Development Bank.

Reference: Letter No. 104 S.K dated September 19, 2018 of the Ministry of Public Works and Transport.

As stated in the subject and reference above, I would like to inform **His Excellency Senior Minister of Mercy:**

The working group of the Inter-Ministerial Commission for Resolving Impacts, in cooperation with the working group of Kampot Provincial Sub-Committee and local authorities, paid for the policy subsidy for the people affected by the Kampot Drainage Systems of Line 4B Sub-Project of the GMS-2 Corridor Town Development Project located in Kampong Bay Sangkat, Kraing Ampil Sangkat, Kampot Town, Trapaing Thom Commune, and Chum Kreal Commune, Teuk Chhou District, Kampot Province, completed on January 09, 2020.

Therefore, the Inter-Ministerial Commission for Resolving the Impact of Development Projects, please hand over the land that has already been resolved in the above geographical location to the Ministry of

Public Works and Transport to continue to use and manage this site in accordance with the procedures in force from the date of handover.

As mentioned above, **His Excellency the Senior Minister**, please be informed and act accordingly.

Please accept, **His Excellency the Senior Minister**, the assurances of my highest consideration.

**Secretary of State, Ministry of Economy and Finance
And Chairman of the Inter-Ministerial Commission for
Resolving Impacts of Development Projects
Secretary of State**

Nhean Leng

Copy:

- Cabinet of His Excellency the General, Deputy Prime Minister
- Minister of Economy and Finance
- Ministry of Land Management, Urban Planning and Construction
- Kampot Provincial Administration
- Asian Development Bank in Cambodia
- Chronological documents

Annex 5: MEF Certification - Kampot City Landfill

Phnom Penh, Wednesday 07 October 2020

**Respectfully yours,
His Excellency Senior Minister, Minister of Public Works and Transport**

Subject: Proposed to hand over the policy-settled location to the affected people in the Kampot Landfill Sub-Project of the GMS-2 Corridor Town Development Project in Kampot Province under the cooperation financing from the Asian Development Bank.

Reference: Letter No. 104 S.K dated September 19, 2018 of the Ministry of Public Works and Transport.

As stated in the subject and reference above, I would like to inform **His Excellency Senior Minister** of Mercy:

The working group of the Inter-Ministerial Commission for Resolving Impacts, in cooperation with the working group of Kampot Provincial Sub-Committee and local authorities, paid for the policy subsidy for the people affected by the Kampot City Landfill Sub-Project of the GMS-2 Corridor Town Development Project located in Thmey village, Thmey commune, Teuk Chhou district, Kampot province, completed on July 23, 2020.

Therefore, the Inter-Ministerial Commission for Resolving the Impact of Development Projects, please hand over the land that has already been resolved in the above geographical location to the Ministry of Public Works and Transport to continue to use and manage this site in accordance with the procedures in force from the date of handover.

As mentioned above, **His Excellency the Senior Minister**, please be informed and act accordingly.

Please accept, **His Excellency the Senior Minister**, the assurances of my highest consideration.

**Secretary of State, Ministry of Economy and
Finance And Chairman of the Inter-Ministerial**

**Commission for Resolving Impacts of
Development Projects
Secretary of State**

Copy:

- Ministry of Land Management, Urban Planning and Construction
- Kampot Provincial Administration
- Asian Development Bank in Cambodia
- Chronological documents

Khmer Translation



ព្រះរាជាណាចក្រកម្ពុជា
ជាតិ សាសនា ព្រះមហាក្សត្រ

ក្រសួងសេដ្ឋកិច្ច និង ហិរញ្ញវត្ថុ
លេខ ៤២៦ សហវ. ២១៩៩

ថ្ងៃ ព្រហស្បតិ៍ ២២ ខែ ឧសភា ឆ្នាំ ២០២១
រាជធានីភ្នំពេញ ថ្ងៃទី ១២ ខែ កុម្ភៈ ឆ្នាំ ២០២០

សូមសម្រេច

ឯកភាពលើការអនុវត្ត ក្នុងក្រសួងសេដ្ឋកិច្ច និងហិរញ្ញវត្ថុ

កម្មវត្ថុ៖ សំណើសុំប្រគល់ទឹកដីដែលបានដោះស្រាយគោលនយោបាយជូនប្រជាពលរដ្ឋរងផលប៉ះពាល់ពីការអនុវត្តគម្រោង
ប្រព័ន្ធនៃដោះស្រាយក្នុងក្រុងកំពតខ្សែ ៤៦ នៃគម្រោងអភិវឌ្ឍន៍ក្រុងរបៀង ២ ក្រោមហិរញ្ញប្បទានសហប្រតិបត្តិការ
ពីធនាគារអភិវឌ្ឍន៍អាស៊ី។

យោង៖ លិខិតលេខ ១០៤ សក ចុះថ្ងៃទី ១៩ ខែ កញ្ញា ឆ្នាំ ២០១៨ របស់ក្រសួងសាធារណការ និងដឹកជញ្ជូន។

សេចក្តីជូនដំណឹងនៃក្នុងកម្មវត្ថុ និងយោងទៅលើ កិច្ចសន្យាព្រមព្រៀង ឯកភាពលើការអនុវត្ត ក្នុងក្រសួងសេដ្ឋកិច្ច និងហិរញ្ញវត្ថុ មេត្តាជ្រាបដ៏ខ្ពង់ខ្ពស់
ថា៖ ក្រុមការងារគណៈកម្មការអន្តរក្រសួងដោះស្រាយផលប៉ះពាល់ សហការជាមួយក្រុមការងារអនុគណៈកម្មការទេពា
កំពត និងអាជ្ញាធរមូលដ្ឋាន បានធ្វើការបើកផ្តល់ប្រាក់ឧបត្ថម្ភគោលនយោបាយជូនប្រជាពលរដ្ឋដែលទទួលរងផលប៉ះពាល់
ដោយសារអនុវត្តគម្រោងប្រព័ន្ធនៃដោះស្រាយក្នុងក្រុងកំពតខ្សែ ៤៦ នៃគម្រោងអភិវឌ្ឍន៍ក្រុងរបៀង ២ ស្ថិតក្នុងសង្កាត់កំពង់កណ្តាល
សង្កាត់ក្រាំងអំពិល ក្រុងកំពត ឃុំព្រៃព័ទ្ធជុំ និងឃុំជុំគ្រឿង ស្រុកទឹកល្អក ខេត្តកំពត កាលពីថ្ងៃទី ០៩ ខែ មករា ឆ្នាំ ២០២០
រួចរាល់ហើយ។

ដូចនេះ គណៈកម្មការអន្តរក្រសួងដោះស្រាយផលប៉ះពាល់ដោយសារគម្រោងអភិវឌ្ឍន៍ សូមប្រគល់ទឹកដីដែល
បានដោះស្រាយគោលនយោបាយជូនស្ថិតក្នុងភូមិសាស្ត្រទាំងនេះ ជូនក្រសួងសាធារណការ និងដឹកជញ្ជូន ដើម្បីបន្តប្រើប្រាស់
និងគ្រប់គ្រងតាមវិធីវិធានមាន ចាប់ពីថ្ងៃប្រគល់-ទទួលឯកសារនេះតទៅ។

អាស្រ័យដ្ឋានគោរពជម្រាបជូនទាំងនេះ សូម ឯកភាពលើការអនុវត្ត មេត្តាជ្រាប និងចាត់ចែងតាមការព្រា។

សូម ឯកភាពលើការអនុវត្ត មេត្តាទទួលខុសត្រូវគោរពដ៏ខ្ពង់ខ្ពស់ ពីថ្ងៃ ១២/០៥/២០

អនុជ្ឈលនាធិការក្រសួងសេដ្ឋកិច្ច និងហិរញ្ញវត្ថុ
និងជា ប្រធានគណៈកម្មការអន្តរក្រសួង
ដោះស្រាយផលប៉ះពាល់ដោយសារគម្រោងអភិវឌ្ឍន៍



ចម្លងចុះ៖

- ទទួលយកឯកភាពអនុវត្តបណ្តឹងសាធារណៈប្រឡងប្រកួតប្រជែង
រដ្ឋមន្ត្រីក្រសួងសេដ្ឋកិច្ច និងហិរញ្ញវត្ថុ
- ក្រសួងរៀបចំដែនដី នគរូបនីយកម្ម និងសំណង់
- រដ្ឋបាលខេត្តសាធារណៈកំពត
- ស្ថាប័នណែនាំធនាគារអភិវឌ្ឍន៍អាស៊ីប្រចាំនៅកម្ពុជា (ADB-CARM)
- ឯកសារ-កាលប្បវត្តិ

ថ្ងៃទី ២២ ខែ ឧសភា ឆ្នាំ ២០២១ រាជធានីភ្នំពេញ កម្ពុជា
88/2, Sangkat Wat Phnom, Khan Daun Penh, Phnom Penh, CAMBODIA.

ទូរស័ព្ទ៖ (+៨៥៥) ២៣ ៨៩០ ៦៦៦
Phone: (+855) 23 890 666



ព្រះរាជាណាចក្រកម្ពុជា
ជាតិ សាសនា ព្រះមហាក្សត្រ

ក្រសួងសេដ្ឋកិច្ច និង ហិរញ្ញវត្ថុ

លេខ ៧៤៩ ល.ហវ. ២០១៦

ថ្ងៃចេញផ្សាយ ១២ ខែ កញ្ញា ឆ្នាំ ២០១៦
រាជធានីភ្នំពេញ ថ្ងៃទី ០៩ ខែ កញ្ញា ឆ្នាំ ២០១៦

សូមករណ៍

ឯកទ្វីបកម្ពុជាសេដ្ឋកិច្ច រដ្ឋប្រឹក្សាសេដ្ឋកិច្ច និងហិរញ្ញវត្ថុ

ក្រសួងសេដ្ឋកិច្ច និងហិរញ្ញវត្ថុ ដែលបានដោះស្រាយគោលនយោបាយជូនប្រជាពលរដ្ឋរងផលប៉ះពាល់
នៅអនុកម្រោងទីលានកប់សំណង់កំពត នៃគម្រោងអភិវឌ្ឍន៍ក្រុងរបៀង ២ ស្ថិតក្នុងភូមិសាស្ត្រខេត្ត
កំពត ក្រោមបញ្ជាប្រតិបត្តិការ ពីមន្ទីរអភិវឌ្ឍន៍អាស៊ី (ADB)។

យោង ៖ លិខិតលេខ ១០៤ ស.ក ចុះថ្ងៃទី ១៩ ខែ កញ្ញា ឆ្នាំ ២០១៤ របស់ក្រសួងសាធារណការ និងដឹកជញ្ជូន។

សេចក្តីជូនដំណឹងចែងក្នុងកម្មវត្ថុ និងយោងខាងលើ ខ្ញុំសូមជម្រាប ឯកទ្វីបកម្ពុជាសេដ្ឋកិច្ច បញ្ជាប្រាប
ខ្ពង់ខ្ពស់ ៖ ក្រុមការងារគណៈកម្មការអន្តរក្រសួងដោះស្រាយផលប៉ះពាល់ សម្រាប់ការងារសាងសង់
គណៈកម្មការខេត្តកំពត និងអាជ្ញាធរបូលដ្ឋាន បានចុះបើកប្រជុំគណៈកម្មការសាងសង់ប្រជាពលរដ្ឋដែល
ផលប៉ះពាល់ដោយសារអនុកម្រោងទីលានកប់សំណង់កំពត នៃគម្រោងអភិវឌ្ឍន៍ក្រុងរបៀង ២ ស្ថិតនៅក្នុងភូមិ
ស៊ី ឃុំថ្មី ស្រុកគិរីវង្ស ខេត្តកំពត រួចរាល់យោងលើថ្ងៃទី ៥ ខែ កក្កដា ឆ្នាំ ២០១៦ កន្លងមក។

ដូចនេះគណៈកម្មការអន្តរក្រសួងដោះស្រាយផលប៉ះពាល់ដោយសារគម្រោងអភិវឌ្ឍន៍ សូមប្រគល់ទីតាំង
ដែលបានដោះស្រាយគោលនយោបាយស្ថិតក្នុងភូមិសាស្ត្រខាងលើ ជូនក្រសួងសាធារណការ និងដឹកជញ្ជូន
ដើម្បីបន្តប្រើប្រាស់ និងគ្រប់គ្រងទីតាំងនេះ តាមនីតិវិធីជាធរមាន ចាប់ពីថ្ងៃប្រគល់ - ទទួលកសារនេះតទៅ។

អាស្រ័យជូនបានជម្រាបជូនខាងលើ លូម ឯកទ្វីបកម្ពុជាសេដ្ឋកិច្ច បញ្ជាប្រាប និងចាត់ចែងតាមការព្រា
លូម ឯកទ្វីបកម្ពុជាសេដ្ឋកិច្ច បញ្ជាប្រាបការគោរពដ៏ខ្ពង់ខ្ពស់បំផុត។

ជ្រលនាធិការក្រសួងសេដ្ឋកិច្ច និងហិរញ្ញវត្ថុ

និង ប្រធានគណៈកម្មការអន្តរក្រសួងសាងសង់ប្រជាពលរដ្ឋ

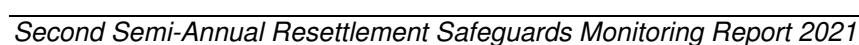
ដោយសារតែប្រទេសកម្ពុជា

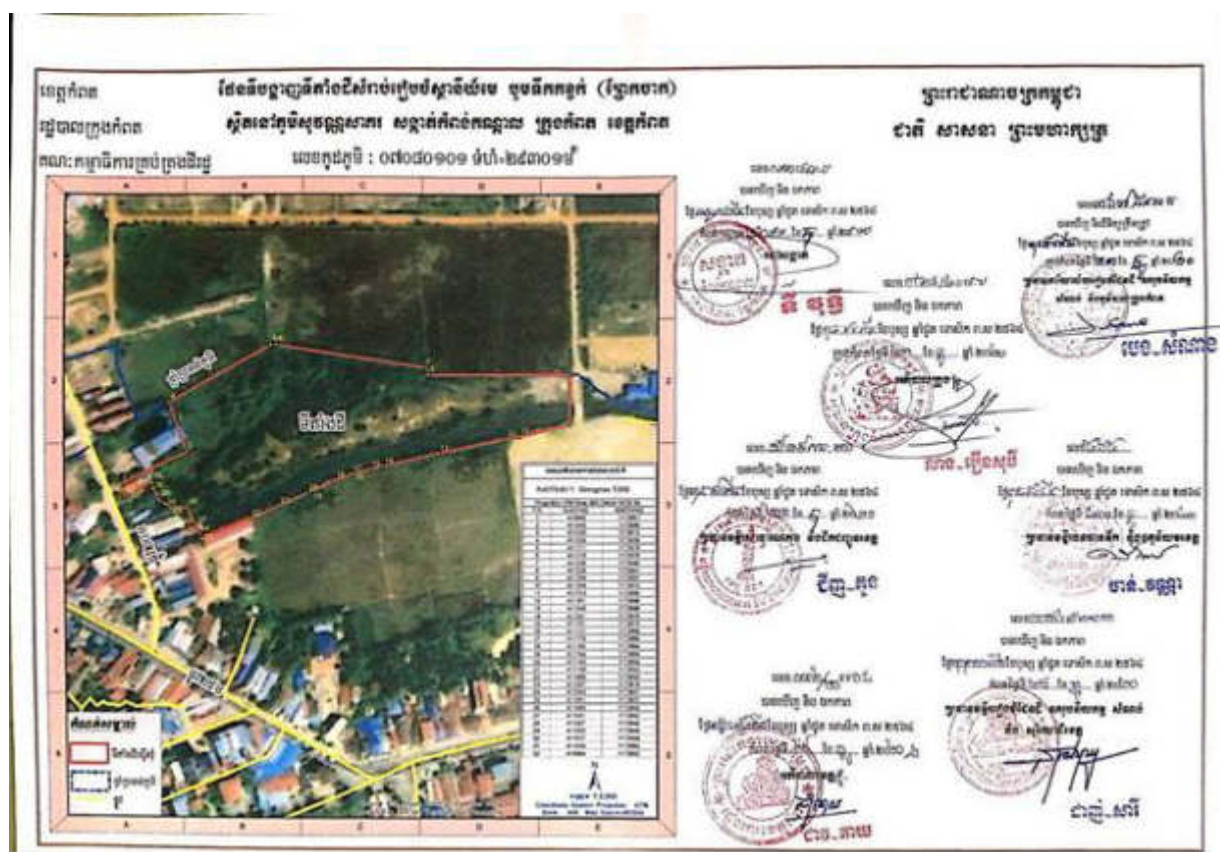
រដ្ឋមន្ត្រី

ព្រះបាទ ហ៊ុន សែន

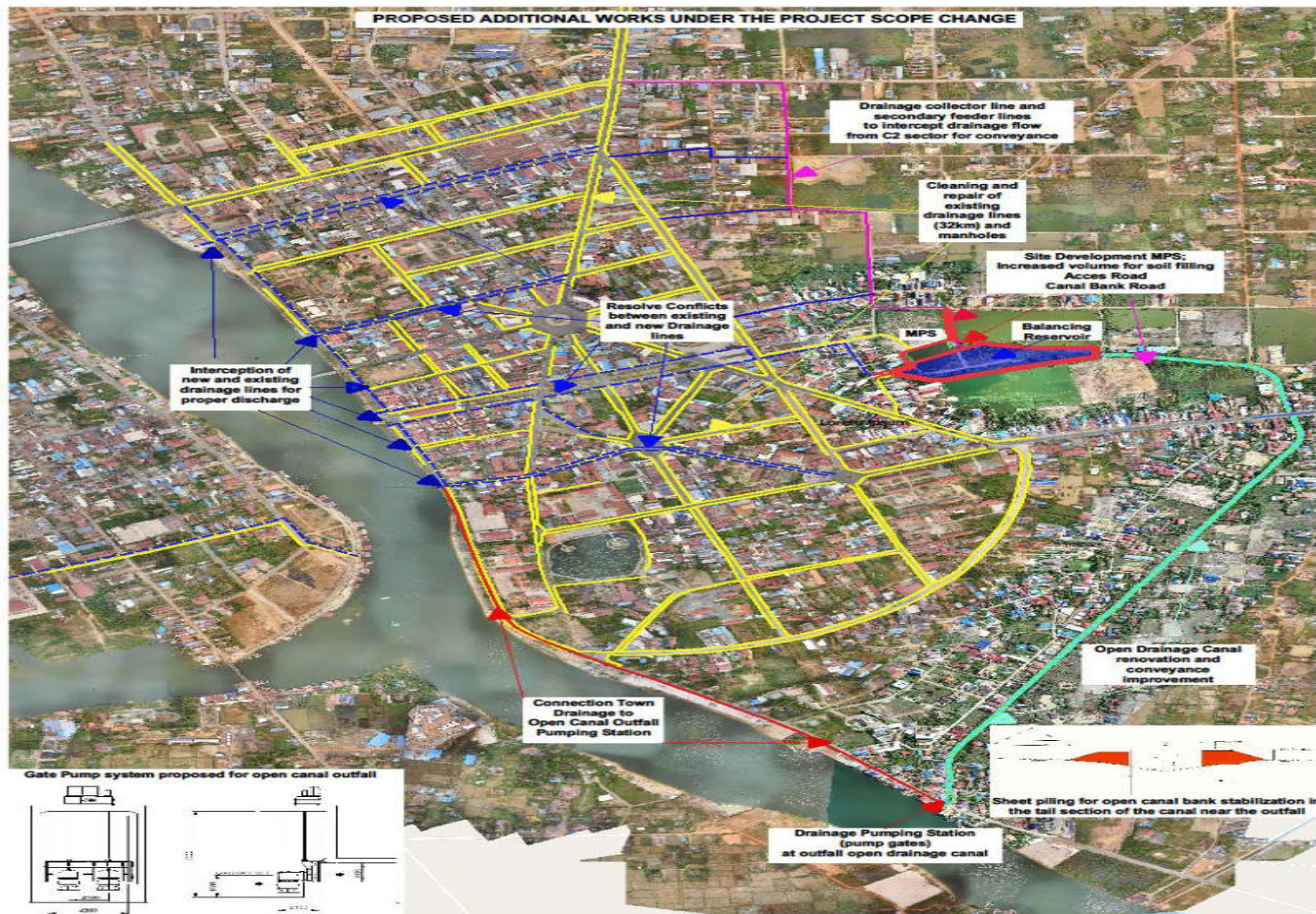
ឧបករណ៍

- ក្រសួងសេដ្ឋកិច្ច និងហិរញ្ញវត្ថុ ១១ ស.ក
- រដ្ឋបាលខេត្តកំពត
- មន្ទីរអភិវឌ្ឍន៍អាស៊ីក្រៅឃ្លាំង (ADB-CAR)
- ឯកសារ-បញ្ជីប្រតិបត្តិ






Annex 7: Overview of Proposed Works Under the Project Scope Change



Annex 8: letter of department of public work and transport on road maintenance



ព្រះរាជាណាចក្រកម្ពុជា
ជាតិ សាសនា ព្រះមហាក្សត្រ

ក្រសួងសាធារណការ និងដឹកជញ្ជូន
មន្ទីរសាធារណការ និងដឹកជញ្ជូនខេត្តកំពត

លេខ: ៤៧២ ស.ក.ក.ព ថ្ងៃ: ០១ ខែ ០១ ឆ្នាំ ២០២១ ព្រឹក ៨.២៥០៨
ខេត្តកំពត ថ្ងៃ ០១ ខែ ០១ ឆ្នាំ ២០២១

សូមគោរពជូន

ឯកឧត្តមចៀ ពិសិដ្ឋ អនុរដ្ឋលេខាធិការក្រសួងសាធារណការ និងដឹកជញ្ជូន
និងជាតាមកគម្រោងអភិវឌ្ឍន៍ក្រុមរៀបចំ (GTDP2)

កម្មវត្ថុ: សូមបញ្ជាក់ថាការថែទាំ និងជួសជុលផ្លូវចូលប្រវែង១០០ម៉ែត្រ ចាប់ពីផ្លូវជាតិលេខ ៣ ទៅកាន់ទីលានកប់សំរាម ដែលស្ថិតក្នុងឃុំថ្មី ស្រុកទឹកឈូ ខេត្តកំពត ក្រោមគម្រោងអភិវឌ្ឍន៍ក្រុងរៀងនៃមហាអនុតំបន់ទន្លេមេគង្គលើកទី២ ដែលបានទទួលការឯកភាពសាងសង់ពីធនាគារអភិវឌ្ឍន៍អាស៊ីចុះថ្ងៃទី២៨ ខែកក្កដា ឆ្នាំ២០២១ ជាបន្ទុករបស់រដ្ឋបាល ខេត្តកំពត ។


ខ្ញុំបាទសូមគោរពជម្រាបជូន **ឯកឧត្តមអនុរដ្ឋលេខាធិការ** មេត្តាជ្រាបថា បន្ទាប់ពីអនុគម្រោងសាងសង់ទីលានកប់សំរាមសាងសង់រួចរាល់ជាស្ថាពរហើយត្រូវបានប្រគល់ឱ្យមករដ្ឋបាលខេត្តកំពត ពីក្រសួងសាធារណការ និងដឹកជញ្ជូន។ រដ្ឋបាលខេត្តកំពតនឹងធ្វើការថែទាំនិងជួសជុលផ្លូវដែលមានប្រវែងបានបញ្ជាក់នៅក្នុងកម្មវត្ថុខាងលើ។

សេចក្តីជូនបានគោរពជម្រាបជូនខាងលើ សូម **ឯកឧត្តមអនុរដ្ឋលេខាធិការ** មេត្តាទទួលជ្រាបដ៏ខ្ពង់ខ្ពស់។

សូម **ឯកឧត្តមអនុរដ្ឋលេខាធិការក្រសួងសាធារណការ និងដឹកជញ្ជូន និងជាតាមកគម្រោងអភិវឌ្ឍន៍ក្រុមរៀបចំ** មេត្តាទទួលនូវសេចក្តីគោរពដ៏ខ្ពង់ខ្ពស់ពីខ្ញុំបាទ។

ចម្លងជូន:

- ក្រសួងសេដ្ឋកិច្ច និងហិរញ្ញវត្ថុ
- សាលាខេត្តកំពត
- មន្ទីរសេដ្ឋកិច្ច និងហិរញ្ញវត្ថុ
- មន្ទីរ ជ.ន.ស.ស
- រដ្ឋបាលក្រុង ស្រុក
- ឯកសារ កាលប្បវត្តិ



ជ័យ គុណ



Kingdom of Cambodia,
Nation Religion King

Unofficial Translation

Ministry of Public Work and Transport
Department of Public Work and Transport of Kampot
No: 432 SKKP

Kampot Province, Date 09 December 2021

Respect to

**H.E, Vong Piseth, Under Secretary of State, Ministry of Public Works and Transport and
Director of Corridor 2 Development Project (GTDP2)**

Subject: Please certify that the maintenance and repair of the 6,100-meter-long access road from National Road No. 3 to the landfill in Thmey Commune, Teuk Chhou District, Kampot Province under Second GMS Corridor Town Development Project, which got construction approval from Asian Development Bank dated 28 July 2021 under the responsibility of Kampot Provincial Administration.

I would like to inform **H.E Under Secretary of State** that after the full completion of the construction of the said landfill and handed over by Ministry of Public Works and Transport to the Kampot Provincial Administration, then Kampot Provincial Administration will maintain and repair the access road with the length specified in the subject above.

Please accept, Excellency, the assurance of my utmost cooperation and consideration.

Director

Chihn Huong

Copy:

- Ministry of Economy and Finance
- Kampot Provincial Hall
- Department of Economy and Finance
- Department of Public Works and Transport
- Department of LMUPC
- Town/District Administration
- File/ Chronological document

