

Environmental and Social Safeguard Monitoring Report

Project Number: 46293-004

Loan 3194-CAM

March 2021

Cambodia: Greater Mekong Subregion Tourism Infrastructure for Inclusive Growth Project

Environmental and Social Safeguard Monitoring Report Kampot and Kep Subprojects (July 2020 to December 2020)

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

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LIST OF ABBREVIATIONS

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

WEIGHTS AND MEASURES

Km - Kilometer
Kg - Kilogram
Ha - Hectare
km² - Square kilometer
L/l - Length
lm - Linear meter
m - Meter
m² - Square meter
m³ - Cubic meter
w - Width

EXECUTIVE SUMMARY

This is an Environmental and Social Safeguards monitoring report, covered for a period from Jul-Dec 2020. The safeguards monitoring report will help to make sure that social and environmental management plan has been implemented strictly, especially during construction period. GMS Tourism Infrastructure and Inclusive Growth Project has two main subprojects: Kep Crab market improvement subproject and Kampot Passenger Pier development subproject.

As of 31 December 2020, Kep Crab market subproject has been successfully completed, whereas, Kampot Passenger Pier has about 45.59% civil works accomplishment. The remaining works are constructing access road with concrete pavement, wastewater treatment plant, sewer pipeline system, storm drainage system and other facilities and utilities. The progress of civil work for this subproject has slowly moved on due to pending design and COVID-19 pandemic since early 2020 until presently.

Based on the results and findings drawn from field visits on 3-5 March 2021, the contractors' interviews, SBK site engineers and learning/reviewing from ADBs' Aide Memoire that conducted review mission on 9-19 February 2021, there is some minor environmental issue caused by the project for a period from July to end December 2020. While, the Construction work of Kep market subproject was completed on September 2020 and construction material, equipment and any waste were removed and cleaning up to pre-project level.

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

The overall recommendation is that the awarded contractor/sub-contractors have to continued strengthening comply with Environmental Management Plan strictly, especially proper solid waste/waste water managements, personal protective equipment (PPE) such as gloves and facemask uses, continued provision of potable drinking water and first aid kits to workers/staff, and the COVID-19 managing risk and prevention.

I. INTRODUCTION

1.1. Project Overview

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

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

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

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

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

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

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

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

Output 4: Effective Project Implementation and Knowledge Management.

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

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

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

Activity	General Specifications
Install a Wastewater Treating Facility (WWTF) to receive domestic waste. (The WWTF will be made of Fiberglass Reinforced Plastic)	<ul style="list-style-type: none"> • capacity 100 m³/day • connected to public toilets, shops and restaurants stalls, not nearby hotels
Reclaim certain portion of the seafront at the northern side of the market	<ul style="list-style-type: none"> • location for the WWTF set-up • Landscaping and tree planting within the WWTF area
Expand crab market structure to the adjacent dry goods area,	<ul style="list-style-type: none"> • upgrade internal drainage • create area for future cold storage facilities in the crab market (cancelled)
Pave existing parking lot	Not Applicable
Install new public toilets	<ul style="list-style-type: none"> • link to WWTF
Upgrade existing waste management system of the market area	<ul style="list-style-type: none"> • include provisions for routine desludging of WWTF septic tanks at an MOE-approved disposal site • improve solid waste management practice in the Kep crab market and its vicinity.
Upgrade existing power supply and install improved lighting to the market and adjacent public open areas	
Install signage in key locations	

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

7. Kampot Passenger Pier consists of pier construction, passenger landing, setting up of immigration office and the support facilities to include public toilets, installation of wastewater treatment, and upgrading of existing access road to the site. Subproject activities which are still to be implemented are described in Table 2.

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 road (it is a completed construction in a reserved 15m 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	<ul style="list-style-type: none"> • 2,000 m²
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: EMP for Kampot Passenger Pier Development subproject (July, 2018)

1.2. Purpose of Report and Report Preparation

8. This Environmental and Social Safeguards Monitoring Report (ESMR) covers the period from July to December 2020, in compliance with the Project Loan Agreement, which requires the preparation of ESMRs for submission to ADB. The report presents the findings of the monitoring of environmental and social safeguards protection and supervision activities. In particular, it determines whether or not the EMP and environmental protection measures and mitigation recommended in the approved EMP document have been implemented effectively to avoid, minimize, or mitigate environmental impacts. It also identifies activities that have not been properly implemented by the project.

II. PROJECT PROGRESS

2.1. Project Implementation Progress

9. The project has four outputs: (i) last-mile tourism access infrastructure improved; (ii) environmental services in cross-border tourism centers improved; (iii) institutional capacity to promote inclusive tourism growth strengthened; and (iv) effective project implementation and knowledge management. Project areas in Cambodia include the Provinces of Kampot, and Kep.

10. Project overview and project progress are summarized in the Table 3:

Table 3: Project Overview, Snapshot of Project Progress

Project Number and Title:	Project Number: 46293-004; Loan 3194-CAM (SF) Title: GMS Tourism Infrastructure and Inclusive Growth Project	
Safeguards Category	Environment	B
	Indigenous Peoples	C
	Involuntary Resettlement	B
Reporting period:	Jul-Dec 2020	
Last report date:	June 2020	

Key sub-project activities since last report:	<ul style="list-style-type: none"> • Civil work of Kep Crab market subproject (100 %) and • Kampot Pier development subproject (45.59%)
Report prepared by:	PMU under technical support by SAO Botumroath, social and environmental safeguards specialist

11. The physical completion of the project is indicated as a percentage to cover a period of Jul-Dec 2020. Based on the Table 4, the Kep Crab market subproject was successfully completed since September 2020, while Kampot Passenger Pier subproject has been accomplished about 45.59%. The detailed progress of Kampot passenger pier subproject is described in Table 5.

Table 4: Progress work of each sub-project

No	Province	Contract No.	Description	Contract's Name	Award Date	Completion Date	Construction Progress by 31 Dec 2020(%)	
							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	MOT-MPWT CAM-ICB-W01	Kampot Passenger Pier Development Project	SBPH Engineering and Construction Co., Ltd	03-Jul-18	30-Apr-21	On going	45.59%

Table 5: Progress Work of Pier Subproject in Kampot

No.	Items	Completion (%)
1	Site Preparation work and Construction Expense	96%
2	Utility area (Soil filling, Stripping trees, Levelling, Compaction, Transportation of unsuitable Soil)	88%
3	Landscape, Tree, Pond, Connection Outdoor Corridor, and Outdoor lighting	14%
4	Fence, Gates & Security guards	40%
5	Garbage house	98%
6	Public toilet	31%
7	Technical house with underground water tank (140m ³)	23%
8	Concrete road, Sidewalk (pavement block), Parking marking & Direction sign	16%
9	Bridge/cancelled	43%
10	Passenger Landing area	67%
11	International Terminal building	49%
12	RC Retaining wall Embankment/Cancelled	73%
13	Power Supply connected with EDC Kampot:	0%
14	Security Camera System, Internet System (Indoor & outdoor)	0%
15	Water Supply & plumbing System to outdoor & Indoor (Main pipeline 7.3km from Site to Kampot Town)	18%
16	Waste water treatment plant (100m ³ /day), Sewer pipeline System storm drainage System, manholes, Channel, Ditch	51%
17	Hydrant Installation / Fire Fighting system to all Buildings, Terminal Area, Loading / Landing Area	0%
18	2.3km access road with concrete pavement,	48%
19	Provisional sump (mines/UXO clearance)	100%
	Overall progress work	45.59%

Figure 1: Project Location Map for Kampot



III. IMPLEMENTATION ARRANGEMENTS FOR SAFEGUARDS

3.1. Roles and Responsibilities for EMP and Monitoring Implementation

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

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

Agency	Responsibilities
The Ministry of Tourism and Ministry of Public Works and Transport are the executing agency (EA) for Kampot subproject	<ul style="list-style-type: none"> • Take overall responsibility for successful implementation of the EMP. • Establish a Phnom Penh-based Project Coordination Unit (PCU) within the Tourism Development Department • 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 EO of the contractor on the implementation of the CEMP5 for the particular construction package.
Project Implementation Unit (PIU)	<ul style="list-style-type: none"> • Comprised of technical teams for infrastructure and tourism. The infrastructure team will be cross appointed from the Department of Public Works and Transport (DPWT). The infrastructure team will include a Safeguards Specialist who will lead the implementation of the EMP in conjunction with the Environmental Officer(s) (EO) of the construction contractor(s).
Safeguards Focal Person (SFP) of the PIU	<ul style="list-style-type: none"> • Initially assist Detailed Design and Supervision Consultant (DDSC) with updating the EMP to meet final detailed subproject designs; • Notify DOT/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;

Agency	Responsibilities
	<ul style="list-style-type: none"> • Prepare and submit quarterly reports on EMP implementation to the PCU; • Oversee implementation of the CEMP by contractor; • Coordinate with ES of DDSC for EMP implementation; • Undertake regular construction site inspections to ensure contractor implements the CEMP properly; and • Ensure the contractor's EO submits monthly reports on construction mitigations and monitoring. • Oversee and coordinate the strict compliance and monitoring of EMP mitigation measures
Environmental Specialists of the DDSC	<ul style="list-style-type: none"> • Updating the EMP to meet final detailed design requirements of subprojects; • Provide technical direction and support to PIU for implementation of the EMP; • Oversee the design and delivery of capacity development and training of PIU staff and the contractor's EO; • Provide advice and support to the EMC with their monitoring activities; • Review all reports prepared by the PIU and EMC for PCU and ADB; and • Review and inspect the location of any possible contaminated sites near subprojects.
Environmental Officer (EO) of Contractor	<ul style="list-style-type: none"> • Implement the CEMP during the construction phase of subprojects; and • Prepare and submit monthly reports on mitigation and monitoring activities of CEMP and any environmental issues at construction sites. • Carry out the strict implementation and monitoring of the EMP mitigation measures compliance
Department of Environment (DOE)	<ul style="list-style-type: none"> • Provincial agency which oversees environmental management of Kampot. • The DOE with district staff provides direction and support for environmental protection-related matters including application of the Law on Environmental Protection and Natural Resources Management, enacted by National Assembly, 1996, promulgated by Preah Reach Kram/NS/RKM-1296/36; and environmental standards.
ADB	<ul style="list-style-type: none"> • Provides guidance to EA/PCU with any issues related to EMP and reviews quarterly 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			
	Mr. Em Saraith	Safeguards Coordinator	069 990 645
2. PIU-Kompot			
	Mr. Chinh Kourng	Civil Work Coordinator	
	Mr. Toch Chanseryboth	Engineer	087 775 858

	Mr. Pov Vantha	Surveyor	016 337 791
2. Contractor	Mr. Prak Sophana	General Information Specialist	
3. Consultants	Mr. Kan Vibol	Environmental Specialist	012 901 116
4. Consultant	Mr. SAO Botumroath	Social and environmental Safeguards Specialist	011628282

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

13. The project is categorized as Category B for environment and related to site specific impacts where mitigation measures can be implemented and designed to minimize environmental impacts. As a part of the project's PPTA phase, IEEs were completed for the Kampot Passenger Terminal and the Kep Crab Market in March 2014. In December 2016 the EA conducted Initial Environmental Impact Assessments (IEIA) for both sites. The key finding of the IEIA was that based on the construction designs for both sites the environmental impacts were considered normal to negligible and that the EMPs for both sites were sufficient to manage and mitigate environmental impacts at both sites. The IEIA recommended that a full EIA was not necessary given the proposed scope of works. The versions of the IEE, EMPs and IEIA can be found at <http://www.tiig-cam.org/en/environmentalsafeguards/>
14. Although initially classified as B for involuntary resettlement (IR), the screening based on detailed engineering design confirmed that there are no IR impacts and all the components so far avoided any IR impacts. Two Due Diligence Reports (DDRs) for Kep Crab Market and Kampot Passenger Pier were updated in January 2019. The project is classified as Category C for IP. All subprojects are implemented according to the proposed plan and detailed engineering design. Up to this monitoring period, there was no involuntary resettlement impact observed during construction.

IV. ENVIRONMENTAL PERFORMANCE MONITORING

4.1. Status of EMP implementation (Mitigation Measures)

A. EMP and Monitoring Plan Objectives

15. The EMPs outline the mitigation and monitoring to be undertaken during project implementation and operation to avoid, minimize, or control adverse environmental and social impacts, as well as the actions and resources needed to implement these measures. The EMP reflects the commitment to environmental management and shall serve as an environmental operation 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 operation phases of the project.

B. Incorporation of Environmental Requirements in Project Contractual Arrangements

16. It is noted that environmental considerations have been incorporated in the design, bidding documents, and civil works contracts to ensure environmentally responsive procurement. The cost of all mitigation measures during construction have been included in all bidding documents and signed contracts. The EMP was also attached to all the signed contracts. For compliance with EMP requirements (Environmental Performance) for Kampot Passenger Pier Development Subproject, it has been illustrated clearly in Table 8.

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 Not yet Yes Partial Not yet N/A N/A Yes Yes		Need to improve a little more Need to take action
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 cleaned 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 spent 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 activity</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,</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>		<p>Need to be improved</p>

Subproject Activity	Potential Environmental Impact	Mitigating Measures	Compliance (Yes, No, Partial, Not yet,)	Comment or Reason for non-compliance	Corrective Action
		<p>estimated weigh, and source.</p> <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 cleaned up completely with all contaminated soil removed and handled with care</p>	<p>Yes</p> <p>Yes</p> <p>Partial</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p>		<p>Need a regular collection</p> <p>Need to improve</p> <p>Need to improve</p>
Implement solid and liquid construction waste sub-plan	Contamination of land and surface waters from construction waste	<p>47. Management of general solid and liquid waste of construction will follow Government regulations, and will cover, collection, handling, transport, recycling, and disposal of waste created from construction activities and worker force.</p> <p>48. Areas of disposal of solid and liquid waste to be determined by Government.</p> <p>49. Disposed of waste should be catalogued for type, estimated weigh, and source.</p> <p>50. Construction sites should have large garbage bins.</p> <p>51. A schedule of solid and liquid waste pickup and disposal must be established and followed that ensures construction sites are as clean as possible.</p> <p>52. Solid waste should be separated and recyclables sold to buyers in community.</p>	<p>Partial</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Partial</p>		<p>Need to be improved</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. 56. Backfill immediately after work is completed. 57. As much as possible restrict working time between 07:00 and 17:00. In particular, are activities such as pile driving. 58. Maintain equipment in proper working order 59. Replace unnecessarily noisy vehicles and machinery. 60. Vehicles and machinery to be turned off when not in use. 61. 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 Not yet		

Subproject Activity	Potential Environmental Impact	Mitigating Measures	Compliance (Yes, No, Partial, Not yet,)	Comment or Reason for non-compliance	Corrective Action
Implement erosion control sub-plan	Land erosion	69. Berms, and plastic sheet fencing should be placed around all excavations and earthwork areas. 70. Earthworks should be conducted during dry periods. 71. Maintain a stockpile of topsoil for immediate site restoration following backfilling. 72. Protect exposed or cut slopes with planted vegetation, and have a slope stabilization protocol ready. 73. Re-vegetate all soil exposure areas immediately after work is completed.	N/A Yes Yes Yes Not yet		Contractor has to take some improvement
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 hrs ahead, and evacuated well before operation. Accepted Government blast procedures and safety measures implemented. 78. Speed limits suitable for the size and type of construction vehicles, and current traffic patterns should be developed, posted, and enforced on all roads used by construction vehicles in Kampot. 79. Standing water suitable for disease vector breeding should be filled in. 80. Worker education and awareness seminars for construction hazards should be given at beginning of construction phase, and at ideal frequency of monthly. A construction site safety program should be developed and distributed to workers. 81. Appropriate safety clothing and footwear should be mandatory for all construction workers. 82. Adequate medical services must be on site or nearby all construction sites	Yes Yes Yes N/A Yes Partial Yes Yes Yes		Continued to implement regularly and Need to be improved

Subproject Activity	Potential Environmental Impact	Mitigating Measures	Compliance (Yes, No, Partial, Not yet,)	Comment or Reason for non-compliance	Corrective Action
		<p>83. Drinking water must be provided at all construction sites.</p> <p>84. Sufficient lighting be used during necessary night work. All construction sites should be examined daily to ensure unsafe conditions are removed.</p> <p>85. 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;</p> <p>86. Daily checking temperature of staff and worker's prior starting the works;</p> <p>87. Staff and workers have to wear face masks all the time and properly;</p> <p>88. Do not share personal items or supplies such as phones, pens, notebooks, tools, etc.;</p> <p>89. Avoid common physical greetings, such as handshakes;</p> <p>90. Maintain a minimum physical distancing of 1.5 meters from others if possible;</p> <p>91. 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;</p> <p>92. 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. Individuals are responsible for cleaning and disinfecting their workstations;</p> <p>93. Commonly touched surfaces on vehicles and equipment are thoroughly cleaned and disinfected at the end of shifts and between users;</p> <p>94. 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</p>	<p>Partially</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</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>wash your hands afterwards;</p> <p>95. Complying with any instructions announced by Ministry of Health accordingly</p>	Yes		
Civil works	Degradation of water quality & aquatic resources	<p>96. Protective coffer dams, berms, plastic sheet fencing, or silt curtains should be placed between all earthworks and nearby surface waters.</p> <p>97. Erosion channels must be built around aggregate stockpile areas to contain rain-induced erosion.</p> <p>98. Earthworks should be conducted during dry periods.</p> <p>99. All construction fluids such as oils, and fuels should be stored and handled well away from surface waters.</p> <p>100. No waste of any kind is to be thrown in surface waters.</p> <p>101. No washing or repair of machinery near surface waters.</p> <p>102. Pit latrines to be located well away from surface waters.</p> <p>103. No unnecessary earthworks in or adjacent to water bodies</p> <p>104. No aggregate mining from rivers or lakes.</p> <p>105. All irrigation canals and channels to be protected the same way as rivers, streams, and lakes</p> <p>106. 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</p>	<p>Yes</p> <p>Not yet</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p> <p>Yes</p>		
Civil works	Degradation of terrestrial resources	<p>107. All construction sites should be located away forested or all plantation areas as much as possible.</p> <p>108. No unnecessary cutting of trees.</p> <p>109. 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.</p>	<p>Yes</p> <p>Yes</p> <p>Yes</p>		
Implement construction and urban	Traffic disruption,	<p>110. Schedule construction vehicle activity during light traffic periods. Create adequate traffic detours, and sufficient signage & warning lights.</p> <p>111. Post speed limits, and create dedicated construction vehicle roads or lanes.</p> <p>112. Inform community of location of construction traffic areas, and provide them with directions on how to best</p>	<p>Yes</p> <p>Yes</p> <p>Yes</p>		Contractor has to install post speed limits

Subproject Activity	Potential Environmental Impact	Mitigating Measures	Compliance (Yes, No, Partial, Not yet,)	Comment or Reason for non-compliance	Corrective Action
traffic sub-plan	accidents, public injury	co-exist with construction vehicles on their roads. 113. Demarcate additional locations where pedestrians can develop road crossings away from construction areas 114. Increase road and walkway lighting.	NA NA		Constructing site is far away from the town
Implement construction drainage sub-plan	Loss of drainage & flood storage	115. Provide adequate short-term drainage away from construction sites to prevent ponding and flooding. 116. Manage to not allow borrow pits and quarries to fill with water. Pump periodically to land infiltration or nearby water courses. 117. Install temporary storm drains or ditches for construction sites 118. Ensure connections among surface waters (ponds, streams) are maintained or enhanced to sustain existing storm water storage capacity. 119. Protect surface waters from silt and eroded soil.	Yes Yes Yes Yes		
Civil works: cultural chance finds sub-plan	Damage to cultural property or values, and chance finds	120. As per detailed designs all civil works should be located away from all cultural property and values. DoT identified potential sites and types of PCR in pre-construction phase 121. Chance finds of valued relics and cultural values should be anticipated by contractors. Site supervisors should be on the watch for finds. 122. Upon a chance find all work stops immediately, find left untouched, and PIU notified to determine if find is valuable. Culture section of DoT notified by telephone if valuable. 123. Work at find site will remain stopped until DoT allows work to continue.	Yes Yes Yes Yes		

Table 9: Issues for Further Action

Issue	Required Action	Responsibility and Timing	Resolution/Remarks
Old Issues from Previous Reports (End-June 2020)			
Working Environment			
Moist and muddy with standing waters on the ground as it is the peak of the rainy season.	The working area should be levelled and graveled	Contractor/sub-contractors	During site visit is overdue for this report period, No see
Very few signages and billboards to direct traffic and other vehicular movements. Only at the entrance of the camp site	The contractor should first and foremost set up more signages and billboards to prevent unnecessary accidents inside the camp	Contractor/sub-contractors	There are acceptable signages and billboards during site visit conducted on 3-5 Mar 21
The entire working area requires enclosure, but only the front section has peripheral fencing.	Require the contractor to secure the periphery of the entire camp with fencing	Contractor/sub-contractors	The site has built masonry/concrete fences already. 3-5 Mar 21
Construction materials such as iron rods, mesh wire, cement bags, PVC pipes, galvanize iron sheets and other concrete items are beginning to pile up in random haphazard manner	A separate open shed to contain concrete construction materials is necessary to reduce risk and hazards due to random and disorganized system of piling, sorting and storing of structural items	Contractor/sub-contractors	Most of construction materials have been stored properly, and contractor was informed to make a little more improvement.
Environmental Quality			
During the time of site inspection, there is no dust evident because its rainy season. However, during dry season, dust being generated from earth moving, digging and crushing operations will surely results dust pollution.	Require workers and construction company staff to wear facemask. The contractor should sprinkle the roads under construction and ground area of the camps site daily.	Contractor/sub-contractors	There is no dusk as there are very less civil works due to pending design and COVID-19 pandemic.
EMP Compliance			

The contractor seems very naïve and uninformed of the EMP mitigation measures.	The National Safeguard Specialist and together with PIU should conduct training and orientation for the contractor and his construction crew on safety tips as well as on environmental quality and monitoring measures.	Contractor/sub-contractors	The training has not been conducted yet. It has to be done in March to June 2021
New Issues from This Report			
Solid waste: while solid waste from camp site is not properly managed; Even though trash bins have been provided in place. Some of trash were burned at the sites;	Contractor needs to strictly inform their worker for keeping trash properly, regular solid waste collection and burning trash is not allowed.	Contractor/sub-contractors as well as workers first semi-annual 2021	More trash bins provided
Wastewater from camp site	Contractor has to install proper pipe/drainage to avoid standing water	Contractor/sub-contractors 6th February 2021	
	separated from normal waste		

4.2 Health and Safety

The awarded contractor/subcontractors provide limited 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, using infrared thermometer and physical distancing. Health and safety issues has been illustrated following the table 10:

19. **Table 10: Health and Safety Issues**

Issue	Required Action	Responsibility and Timing	Resolution
Old Issues from Previous Reports (June 2020)			
No first aid kits inside the camps. The lack of necessary first aid paraphernalia for emergency cases, such as for burns, fresh wounds, allergies, diarrhea, and gastro-intestinal ailments make workers vulnerable to serious ailment or	The contractor should ensure at least complete first aid medicines kids and basic emergency medical treatments for the workers inside the camp site	Contractor/subcontractors March Q1 2021	Unsolved

V. INDIGENOUS PEOPLES PERFORMANCE MONITORING

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

VI. COMPLIANCE WITH SAFEGUARDS RELATED PROJECT COVENANTS

Table 11: Compliance with safeguards related project covenants

No	Covenant	LA 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: <ul style="list-style-type: none"> (a) Obtained the final approval of the IEE and RP/DDR from the appropriate authority; and (b) Incorporated the relevant provisions from the EMP into the Works contract 	Schedule 4, para. 6	Being Complied With
5	The Borrower through the Project Executing Agency shall ensure that the preparation, design, construction, implementation, operations and decommissioning of the Project comply with (a) all applicable laws and regulations of the Borrower relating to environment, health and safety; (b) ADB's Safeguard Policy Statement (2009) ("SPS"); and (c) all measures and requirements set forth in the IEE, the EMP, and any corrective or preventative actions set forth in a Safeguards Monitoring Report. The Borrower shall further ensure that the foregoing is applied and implemented for the entire Project scope, regardless of the financing source.	Schedule 5, para. 4	Being complied with
6	The Borrower through the Project Executing Agency shall ensure that all land and all rights-of-way required for the Project are made available to the Works contractor in accordance with the schedule agreed under the related Works contract and all land acquisition and resettlement activities are implemented in compliance with: (a) all applicable laws and regulations of the Borrower relating to land acquisition and involuntary resettlement; (b) the SPS; and (c) all measures and requirements set forth in the resettlement plan (RP), and any corrective or preventative actions set forth in the Safeguards Monitoring Report. Without limiting the application of the SPS or the RP/DDRs, the Borrower shall ensure that no physical or economic displacement takes place in connection with the project until: (a) compensation and other entitlements have been provided to affected people in accordance with the RP; and (b) a comprehensive income and livelihood restoration program has been established in accordance with the RP.	Schedule 5, para. 5	Being complied with
7	No impact on indigenous peoples is expected for the Project. In the event that there is any such impact, the Borrower through the Project Executing Agency shall ensure that it adheres to applicable laws and regulations of the Borrower and the SPS.	Schedule 5, para. 6	Being Complied With

8	The Borrower through the Project Executing Agency shall (a) make available necessary budgetary and human resources to fully implement the EMPs, RP/DDR, and GAP; (b) cause contractors to (i) comply with measures in the IEEs, the EMPs, and the RP/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	Partly Complied With Delay in submission 2020 integrated Social and Environmental Safeguards Monitoring Report by PMCES to PCU
9	The Borrower shall ensure that ADB funds are not applied to the activities described on the ADB Prohibited Investment Activities List set forth at Appendix 5 of the SPS.	Schedule 5, para. 8	Being Complied With

VII. PUBLIC CONSULTATION AND DISCLOSURE AND GRIEVANCE REDRESS MECHANISM (GRM)

21. A Grievance Committee that has experience with environmental and social issues will be organized in local communes, comprising local leaders designated for such tasks. The designated commune officials shall exercise all efforts to settle issues at the commune level through appropriate community consultation. All meetings shall be recorded by the Grievance Committee and copies of meeting minutes shall be provided to affected persons. A copy of the minutes of meetings and actions undertaken shall also be provided to the DOT, PIU, and ADB upon request.
22. 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.
23. 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.
24. 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.
25. 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.
26. 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 DOT, 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.

27. The PCU will be responsible for checking the procedures and resolutions of grievances and complaints. The sustainability and monitoring coordination unit of the PCU must have expertise and experience in social and environmental issues associated with infrastructure developments. The PCU may recommend further measures to be taken to redress unresolved grievances. The environmental specialist/safeguards specialist of the DDSC will provide the necessary training to improve grievance procedures and strategy for the grievance committee members when required.
28. 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

Draft

Table 12: 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			

Draft

Figure 2: Kampot Passenger Pier, GRM and logbook



MINISTRY OF TOURISM



ASIAN DEVELOPMENT BANK

ក្រសួងទេសចរណ៍ Ministry of Tourism
គម្រោងអភិវឌ្ឍន៍ហេដ្ឋារចនាសម្ព័ន្ធទេសចរណ៍សម្រាប់កំណើនប្រកបដោយ បរិយាប័ន្នក្នុងមហាអនុតំបន់ឆ្នេរមេគង្គ
Greater Mekong Subregion Tourism Infrastructure for Inclusive Growth Project
ផ្តល់ហិរញ្ញប្បទានដោយរាជរដ្ឋាភិបាលកម្ពុជា តាមរយៈធនាគារអភិវឌ្ឍន៍អាស៊ី កម្ពុជាលេខ ៖ ៣១៩៤-CAM (SF)
Financed by the Royal Government of Cambodia through ADB Loan No.3194-CAM (SF)
ស្ថាប័នអនុវត្ត ក្រសួងទេសចរណ៍ Executing Agency Ministry of Tourism

យន្តការដោះស្រាយសារធុត្ត នៃគម្រោងកសាងកំពង់ផែទេសចរណ៍អន្តរជាតិខេត្តកំពត
KAMPOT INTERNATIONAL TOURIST PIER, Grievance Redress Mechanism

- បើសិនលោកអ្នក មានបណ្តឹងតវ៉ាទាក់ទងនឹងផលប៉ះពាល់អវិជ្ជមានកើតចេញពីការកសាងកំពង់ផែខេត្តកំពត លើទ្រព្យសម្បត្តិ មុខរបរ សូមមេត្តាទាក់ទងតាមរយៈ ៖
 1. លោក សយ ស៊ីណុល ប្រធានមន្ទីរទេសចរណ៍ និងជាប្រធានអង្គការអនុវត្តគម្រោងខេត្តកំពត
E-mail: say.sinol@yahoo.com, ទូរស័ព្ទ ៖ ០១២ ៨២០ ៧៨២
 2. លោក យ៉ុង សុតុន ជនបង្គោលផ្នែកការពារពីផលប៉ះពាល់គម្រោង
E-mail: sothunyon1975@gmail.com, ទូរស័ព្ទលេខ ៖ ០៧៧ ៣៥០ ៦៦៨
- If you have any complaints relating to the negative impacts of this project development on your properties, Business, please contact the complaints focal points named below:
 1. Mr. Say Sinol, Director, Kampot Provincial Department of Tourism, PIU/Kam Director,
E-mail: say.sinol@yahoo.com, Tel: 012 820 782
 2. Mr. Yon Sothun, Contractor’s safeguard focal point officer,
E-mail: sothunyon1975@gmail.com, Tel: 077 350 668
- សម្រាប់ព័ត៌មានបន្ថែមសូមទាក់ទង ៖
លោក សុខ សុគុណ ប្រធានចាត់ចែងគម្រោង នៃក្រសួងទេសចរណ៍
E-mail: ssokun@gmail.com, ទូរស័ព្ទ៖ ០១២ ៧៥៦ ៨៦៨,
For information, please contact: Mr. Sok Sokun Project Manager, GMS TIIG No.3194-CAM (SF)
E-mail: ssokun@gmail.com, Tel: 012 756 968



KINGDOM OF CAMBODIA
NATION RELIGION KING



MINISTRY OF TOURISM

PROJECT COORDINATION UNIT

GREATER MEKONG SUBREGION TOURISM INFRASTRUCTURE FOR INCLUSIVE GROWTH PROJECT

ADB LOAN No. 3194-CAM (SF)

KAMPOT PIER DEVELOPMENT SUBPROJECT

សៀវភៅបណ្តុះបណ្តាលការងារ

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

ទីតាំងអង្គការអនុវត្តគម្រោង ខេត្តកំពត

អ្នកទទួលបានការងារ : [Local authorities, PIU/Safeguard Counterpart Name]

ប្រភេទនៃបណ្តុះបណ្តាល

A សំណួរ បញ្ជាក់ ឱ្យយោបល់ សំណួរ

B បណ្តុះបណ្តាលទំនាក់ទំនងការងារលើកំណត់នៃ SPS 2009 ឬគោលនយោបាយទំនាក់ទំនងសាធារណៈឆ្នាំ ២០១១

C ការចោទប្រកាន់ពីការកែច្នៃក្លាយ ឬ រំលោភលើ

SOC សង្គម

ENV បរិស្ថាន

ត្រួតពិនិត្យការងារបណ្តុះបណ្តាល

ល.រ	ថ្ងៃខែឆ្នាំ	ឈ្មោះ អ្នកប្តឹងតវ៉ា	អាស័យដ្ឋាន និងលេខ ទូរស័ព្ទទំនាក់ទំនងអ្នកប្តឹង	ប្រភេទ (A,B,C) និងប្រភេទនៃបណ្តឹង (សង្គម ឬបរិស្ថាន)	ទីតាំងប៉ះពាល់ (ឈ្មោះភូមិឃុំ)	សង្ខេបពាក្យបណ្តឹង (ពិពណ៌នា ពីបញ្ហា/សំណួរ)	ត្រួតពិនិត្យពីលទ្ធផល ៖ Valid Yes/No	ថ្ងៃខែឆ្នាំនៃការត្រួតពិនិត្យ និង ហេតុលេខរបស់ PIU-ESC	ដំណោះស្រាយដែលបានយល់ព្រម៖ (សង្ខេប និងថ្ងៃផុតកំណត់ក្នុងការអនុវត្ត)

Draft

ទម្រង់នៃការទទួលពាក្យបណ្តឹង

ជូនចំពោះ:..... (អ្នកប្តឹង)

ពី:..... (ប្រធាន PIU)

កម្មវត្ថុ:.....

គោរពជូន/ជូនចំពោះ:

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

ការតវ៉ានេះគឺផ្តោតទៅលើ

៖.....
.....

គណៈកម្មការដោះស្រាយបណ្តឹងបានត្រួតពិនិត្យពីការតវ៉ារបស់លោកអ្នក ហើយបញ្ជាក់ថាការតវ៉ា នេះត្រឹមត្រូវតាមយន្តការដោះស្រាយបណ្តឹងតវ៉ា។

យើងនឹងចាត់ចែងគណៈកម្មការដោះស្រាយបណ្តឹងតវ៉ា នឹងទៅអង្កេតមើលការតវ៉ារបស់អ្នក ហើយ តម្រូវឱ្យអ្នកចូលរួមប្រជុំជាមួយគ្នា។ លទ្ធផលនៃការប្រជុំនេះនឹងជាដំណោះស្រាយសម្រាប់ការតវ៉ារបស់ 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៖		

VIII. CONCLUSION AND RECOMMENDATIONS

9.1. Compliance with EMP Requirements

29. 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.
30. Construction work of Kep market subproject was completed and construction material, equipment and any wastes were removed and cleaned up. However, for Kampot passenger pier development sub-project, contractor has to take some further actions to improve the condition in order to fulfill requirement of EMP such as solid waste and wastewater management at camp site, the toilets with regular cleaning schedule, continued implementing COVID-19 managing risk and prevention, Occupational Health and Safety Plan (OHSP), the use of personal protective equipment (PPE) and provision of potable drinking water and first-aids kits to workers and staff regularly.
31. Awareness raising has been conducted through training seminar and commitment of contractor (on-site safeguard officer and site manager) on the EMP implementation, the mitigation measures in particular, as the civil works is on-going. Overall, it ensures that all impacts can be managed, minimized through mitigation measures.

9.2. Social Safeguards

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

9.3. Recommendation

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

9.4. Future Actions

34. Actions to be taken in the future are described as below:
 - Conduct capacity building on implementation of EMP and GRM to workers/contractor onsite safety officer/PIU by environmental specialist/safeguards specialist.
 - Follow up the outstanding issues and new issues and implementation of the EMP/CEMP for next reporting period, Jan-Jun 2021.

APPENDIX 1: PHOTOS DURING SITE VISITS/MONITORING

Northern view of Kampot Passenger Pier Site



Orientation of COVID-19 managing risk and prevention and HIV/AIDS awareness by MPWT





Orientation of COVID-19 managing risk and prevention and HIV/AIDS awareness-
by MPWT



General View from East side



សម្តេចអគ្គមហាសេនាបតីតេជោ ហ៊ុន សែន
នាយករដ្ឋមន្ត្រី នៃព្រះរាជាណាចក្រកម្ពុជា

**លិខិតថ្លែងអំណរគុណ
ទូលំទូលាយ**

ឧកញ៉ា វិញ ហ៊ុន ប្រធានក្រុមប្រឹក្សាភិបាល ក្រុមហ៊ុន កំពត ផត និងលោកជំទាវ

ក្នុងនាមរាជរដ្ឋាភិបាលកម្ពុជា និងខ្លួនខ្ញុំផ្ទាល់ សូមថ្លែងអំណរគុណ និងកោតសរសើរដោយ
ស្មោះចំពោះទឹកចិត្តសប្បុរសជ័យថ្លៃថ្លាចំពោះឧកញ៉ា និងលោកជំទាវ ដែលបានផ្តល់ជូនរាជរដ្ឋាភិបាល
កម្ពុជានូវទីតាំងដីទំហំ ៤ហិកតា នៅភូមិជុំគ្រៀល ឃុំជុំគ្រៀល ស្រុកទឹកឈូ ខេត្តកំពត សម្រាប់
សាងសង់កំពង់ផែទេសចរណ៍អន្តរជាតិខេត្តកំពត ដែលជាកិច្ចរួមចំណែកដល់ការជំរុញសេដ្ឋកិច្ចជាតិ
ឱ្យកាន់តែមានការរីកចម្រើន។

ការបរិច្ចាគទ្រព្យរបស់ ឧកញ៉ា និងលោកជំទាវ ដល់បុព្វហេតុខាងលើ ពិតជាមានតម្លៃ និង
ត្រូវបានចងចាំទុកដោយរាជរដ្ឋាភិបាល និងប្រជាជនកម្ពុជា។

សូមឧកញ៉ា និងលោកជំទាវ បានប្រកបដោយពុទ្ធពរទាំងបួនប្រការគឺ អាយុ វណ្ណៈ សុខៈ
និងពលៈ កុំបីឃ្លៀងឃ្លាតឡើយ។

សូម ឧកញ៉ា និងលោកជំទាវ ទទួលនូវការរាប់អានពីខ្ញុំ។

ថ្ងៃ ១៧ ខែ ១២ ឆ្នាំ ២០២១ ទោស័ក ព.ស.២៥៦៤
ធ្វើនៅរាជធានីភ្នំពេញ ថ្ងៃទី ០៣ ខែ ០៧ ឆ្នាំ ២០២១

ហ៊ុន សែន

Letter thankfulness (in Khmer) from Sam Dach Decho Prime Minister to
Okhna Venh Hour for land donation to Kampot passenger pier project

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.

Please Oknha and Lok Chumteav are offered the Four Buddha Blessings: long-life/living life, good reputation/esteem, confidence/peace and good health.

My cordially warmest regards to Oknha and Lok Chumteav.

Phnom Penh, dated: 3rd March 2021

Signature

Hun Sen