

# Social Monitoring Report

Semi-Annual Report  
June 2020

## CAM: Second Greater Mekong Subregion Tourism Infrastructure for Inclusive Growth Project

Prepared by the Project Management Unit of the Ministry of Public Works and Transport,  
Cambodia and the Asian Development Bank

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# Semi-Annual Social Safeguards Internal Monitoring Report

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Project Number: 49387-001

ADB Loan: 3701-CAM

## CAM: Second Greater Mekong Subregion Tourism Infrastructure for Inclusive Growth Project

December 2018 - June 2020



**Renardet S.A**  
50, rue Rothschild - 1202 GENEVE (CH)

**In Association with**



**SBK Research and Development Co., Ltd**  
43, St.317 corner St.572, Sangkat Boeung Kak  
2, Khan Toul Kork, Phnom Penh, Cambodia

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## LIST OF ABBREVIATIONS

ADB	Asian Development Bank
AH	Affected Household
AP	Affected Person
ASEAN	Association of Southeast Asian Nations
BRP	Basic Resettlement Plan
DDR	Due Diligence Report
DED	Detailed Engineering Design
DMS	Detailed Measurement Survey
DOT	Department of Tourism
DPWT	Department of Public Works and Transport
DRP	Detailed Resettlement Plan
EA	Executing Agency
EMP	Environmental Management Plan
GAP	Gender Action Plan
GDR	General Department of Resettlement
GMS	Greater Mekong Subregion
GRM	Grievance Redress Mechanism
IA	Implementing Agency
IOL	Inventory of Loss
IPMU	Infrastructure Project Management Unit
DIMDM	Department of internal Monitoring and Data Management
IRC	Inter-ministerial Resettlement Committee
IRC-WG	Inter-Ministerial Resettlement Committee- Working Group
IR	Involuntary Resettlement
IRP	Income Restoration Program
KSWMI	Kepong Solid Waste Management Improvements
LAR	Land Acquisition and Resettlement
MEF	Ministry of Economy and Finance
MOT	Ministry of Tourism
MPWT	Ministry of Public Works and Transport
MRF	Materials Recovery Facility
O&M	Operations and Maintenance
PCY	Project Coordination units
PIB	Project Information Booklet
PIU	Project Implementing Unit
PMCES	Project Management for Civil Engineering Support
PPTA	Project Preparatory Technical Assistance
PRSC	Provincial Resettlement Sub-Committee
PRSC-WG	Provincial Resettlement Committee-Working Group
RC	Resettlement Committee
RCS	Replacement Cost Survey
RD	Resettlement Department
RDDR	Resettlement Due Diligence Report

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RGC	Royal Government of Cambodia
RP	Resettlement Plan
SAMR	Semi-Annual Internal Monitoring Report
SES	Socio-Economic Survey
SLF	Sanitary Landfill
SPS	Safeguards Policy Statement (ADB, 2009)
SWM	Solid Waste Management
TIIGP	Tourism Infrastructure for Inclusive Growth Project
TOR	Terms of Reference
TWG	Technical Working Group

## 1.0 INTRODUCTION

1. This is the first semi-annual internal monitoring report (SAMR) submitted by the Project Management for Civil Engineering Support (PMCES) under the Ministry of Public Works and Transport (MPWT) for the Second Greater Mekong Subregion Tourism Infrastructure for Inclusive Growth Project (TIIGP). This report focuses on output 1 (urban-rural access infrastructure and urban environmental services improved) being managed by the Infrastructure Project Management Unit (IPMU) under the Ministry of Public Works and Transport (MPWT) and covers January to June 2020.

### 1.1 Project Background

2. The Greater Mekong Subregion Tourism Infrastructure for Inclusive Growth Project was approved on 31 August 2018 for \$30.0 million and became effective on 25 December 2018. The Government will contribute \$0.89 million equivalent toward the project's estimated total cost of \$30.89 million. The project impact is sustainable, inclusive, and more balanced tourism development achieved. The outcome is tourism competitiveness of secondary towns in Cambodia is increased. The project includes three outputs (i) urban-rural access infrastructure and urban environmental services improved; (ii) capacity to implement ASEAN tourism standards strengthened; and (iii) institutional arrangements for tourism destination management and infrastructure O&M strengthened.

3. The Ministry of Tourism (MOT) is the executing agency with a dedicated project coordination unit (PCU) managing interagency coordination and tourism capacity building activities under outputs 2 and 3. Departments of Tourism (DOTs) in the participating provinces are the implementing agencies for output 2 and output 3 tourism activities.

4. An infrastructure project management unit (IPMU), established in the Ministry of Public Works and Transport (MPWT) manages output 1 infrastructure subproject design, procurement, construction, commissioning, related safeguards compliance (with MOT support for community consultations) and infrastructure O&M capacity building activities under output 3. The IPMU is supported by provincial Departments of Public Works and Transport (DPWT).

5. This output originally included: (i) Kep Solid Waste Management Improvements, (ii) Preah Sihanouk Seaside Access and Environmental Improvement, and (iii) Preah Sihanouk City–Koh Rong Passenger Piers Improvements. However, at the Government's request, components (ii) and (iii) have been dropped from project financing.

6. On 16 October 2019 the Ministry of Economy and Finance formally requested ADB to cancel ADB financing for Preah Sihanouk infrastructure subprojects (i.e. Sihanoukville Seaside Access and Environmental Improvements and Koh Rong Passenger Piers Improvements) and reallocate this financing for similar subprojects in new locations.

7. Two new subprojects (i) Kep-Angkol Coastal Road Improvements (Kep Coastal Road Development and Associated Tourism Infrastructure) and (ii) Rabbit Island Passenger Pier Improvements (Koh Tonsay Pier and Tourist Infrastructure) have been identified as the replacements for the two cancelled projects in Sihanoukville.

8. To support MPWT in implementing Output 1, the project management and civil engineering support consultant (PMCES) was mobilized in July 2019. In April 2020. A contract variation was duly approved to include: the new subprojects in Kep Province, (preparation of detailed engineering designs (DEDs) for these new subprojects); preparation of DED for additional three landfill cells at the Kep landfill; revision and increased capacity of the leachate treatment plant; improvements of the access road, civil works and electrical works of service buildings. In May 2020, the PMCES undertook

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the topographical survey and a geotechnical investigation in order to start the design review and improvements for cell No. 1 DED, and prepare the DEDs for cells No. 2, 3 and 4. The DEDs are expected for completion by 31 July 2020.

## 1.2 Basic Data

9. The TIIGP will help transform secondary GMS central and southern corridor towns into economically inclusive, competitive tourism destinations by improving transport infrastructure, urban environmental services, and capacity to sustainably manage tourism growth. It will boost trade in services and deepen regional cooperation and integration in the GMS and Association of Southeast Asian Nations (ASEAN). About 97,000 residents are expected to directly benefit from climate-resilient infrastructure development and increased access to economic opportunities. Project investments are prioritized in the ASEAN Tourism Strategic Plan 2015 2025, GMS Tourism Sector Strategy 2016-2025, and national tourism strategies.

**Table 1: Project Basic Data**

<b>ADB Loan number:</b>	Grant 0599-REG/ADB Loan 3701-CAM funded by Asian Development Bank
<b>Project Title:</b>	Second Greater Mekong Subregion Tourism Infrastructure for Inclusive Growth Project
<b>Project Outputs</b>	Output 1. Urban-rural access infrastructure and urban environmental services improved; Output 2. Capacity to implement ASEAN tourism standards strengthened; Output 3. Institutional capacity for tourism destination management and infrastructure O & M strengthened.
<b>Beneficiary:</b>	Royal Government of Cambodia
<b>Executing Agency:</b>	Ministry of Tourism Ministry of Economy and Finance
<b>Implementing Agency: *</b>	(i) Kampot Provincial Government and Kampot Provincial Project Implementation Unit (ii) Preah Sihanouk Provincial Government and Preah Sihanouk Provincial Project Implementation Unit
<b>Date of Effectiveness:</b>	25 December 2018
<b>Closing Date:</b>	30 June 2025

Source: Project Data Sheet, TIIGP, <https://www.adb.org/projects/49387-002/main#project-pds>

Note: The implementing agency is now under the Kep Provincial Government and Provincial Project implementing Unit.

10. The safeguards categorization for involuntary resettlement is B. Potential land acquisition impacts were assessed in accordance with ADB's SPS (2009). A resettlement plan has been prepared for Preah Sihanouk province, Cambodia following ADB's SPS (2009) and was endorsed by the Royal Government of Cambodia (RGC) (<https://www.adb.org/projects/documents/cam-49387-002-rp>). Project information was disclosed to all affected persons during project preparation. The Resettlement Plan will be updated based on detailed engineering designs.

## 1.3 TIIGP Subprojects

11. **Solid Waste Management Improvements.** The Kep Solid Waste Management (SWM) Improvements subproject will be implemented in the Cambodia's southern coast and Kep town (Kep Province) which is a popular tourist destination, known for its beach, seafood restaurants and quiet and natural surroundings. The subproject will mainly benefit Kep's urban core (Sangkat Kep and around half of Sangkat Prey Thom) with a residential population of 9,000 persons.

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12. The Kep SWM improvements consist of two (2) main components, namely (a) upgrading of the existing dumpsite to a sanitary landfill including the access road; and improvement of the solid waste collection in Kep Town and adjacent vicinities.

13. **Kep–Angkol Coastal Road Improvements.** This subproject will improve and widen about 12.4 kilometers of existing laterite bypass road connecting Kep town to Angkol Village and Provincial Road 1332. The work will also include side drains, parking bays, footpaths and lighting, mangrove restoration along the seaside road shoulder to strengthen storm defenses, and community tourism facilities. It will improve access to economic opportunities and social services for about 6,000 people living in the road catchment area, relieve growing traffic congestion, and catalyze tourism development in the eastern areas of Kep town. The work is estimated to cost \$10.8 million.

14. **Koh Tonsay (Rabbit Island) Passenger Pier Improvements.** This subproject will include two components: (i) the construction of a new passenger pier, connecting Kep city to the Rabbit Island. The construction of a modern and sturdy pier with proper sanitation facilities on Rabbit Island, will ensure safety and convenience for tourists and residents. Improvement of the pier is expected to increase tourist visits to the island, which has been limited due to insufficient facilities (e.g. water supply and sanitation facilities). The increase number in visitors is expected to boost income of the local residents, which have formed a tourism association and currently operate 16 passenger boats and other basic tourism services and (ii) the construction of a 900m walkway in front of the bungalows and alongside the beach.

#### 1.4 Health Monitoring

15. A general approach to prevent the transmission of COVID-19 has been adopted by the IPMU/MPWT offices since the first quarter up to the end of the reporting period (June 2020). The MPWT including the IPMU and the PMCES offices have adopted these health measures. This general approach consists of basic hygiene practices to prevent or at least minimize the spread of the virus.

16. Persons entering MPWT compound and project office are screened for their body temperature to ensure that persons have no fever because high temperature is an indication of one of the symptoms of COVID 19. Other symptoms include coughing, sneezing, itchy throat dizziness and loss of smell. In addition, frequent washing of hands is encouraged.

17. Persons are encouraged to practice social distancing or avoidance of close contacts with another person to prevent the transmission of the virus. Hence face to face meetings are discouraged and in lieu of these personal interactions, meeting through video conference (Skype) with the PMU, MEF, ADB and TL for project related meetings.

18. PMCES has requested the contractor that their CEMP should include a section describing the measures to be adopted to avoid the risk of COVID 19 spreading among the workers. The Safety and Health officer should prepare said section including the best practices suggested by the WHO, the Cambodian guidelines issued by the Ministry of Health and the health guidelines issued by ADB. The Safety and Health Officer should establish as soon as possible a contact with the National Environment Specialist of PMCES in order to include such section on the CEMP.

#### 1.5 Purpose and Methodology

19. This first semi-annual internal monitoring report combines and presents the status of social safeguards for the (a) Solid Waste Management Improvements; (b) Kep-Angkol Coastal Road Improvements; and Koh Tonsoy Pier Improvements from January to June 2020. This semi-annual monitoring report (SAMR) is a requirement under the Safeguards Policy Statement 2009 (SPS 2009).

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20. This report also establishes and summarizes various resettlement and social safeguards activities that was undertaken for this sub-project that were presented in some other reports during the covered period. Highlights and important milestones are reiterated to produce this document containing all the previous documentation and activities for this sub-project. This report is undertaken to establish the basis and foundation for future reports.

21. The normal resettlement monitoring outline containing (a) the budget and time frame; (b) delivery of compensation and entitlements; (c) public participation and consultations; (d) benefit monitoring; and (e) requirements for remedial actions cannot be substantially accomplished and submitted in this report because of certain institutional limitations because the agency who has the sole mandate over resettlement matters is lodged with the General Department of Resettlement (GDR). This includes holding of public consultations, identification of APs, their affected assets and their valuation as well as monthly, quarterly and semi-annual monitoring reports.

22. This report will include all data available to the Project Management and Civil Engineering Support (PMCES) based on documents and reports that are available. The list of reference materials is shown in **Annex 1**. This report should not be treated as an official report of GDR because it is an internal report exclusively for the MOT and MPWT.

## 2.0 DESCRIPTION OF SUBPROJECTS

23. After the Government's October 2019 decision to cancel ADB financing for infrastructure subprojects in Sihanoukville, MPWT and MOT organized consultations and initial field investigations in Kep province to identify suitable replacements using eligibility criteria in the Project Administration Manual (PAM). These are: (i) compatibility with national and regional tourism policy and strategy; (ii) potential to generate significant increase in tourism arrivals and receipts; (iii) need to solve existing access infrastructure constraints; (iv) need to upgrade environmental services in subproject area; (v) opportunity for poverty alleviation; (vi) opportunity to catalyze community and private investment; (vii) minimal resettlement and/or land acquisition (category B or lower); (viii) low environmental impacts (category B or lower); and (ix) indicative cost estimate for each subproject is at least \$3.0 million [and not more than \$14.0 million in total.

24. The provincial government of Kep Province submitted their list of priority projects to be considered as suitable replacements. Based on the consultations and application of these criteria, a short list of four subprojects were selected. After further field visits and discussions, the supporting documents for the two subprojects were finally selected. The definition of suitable replacement projects for the TIIGP2 was finalized by the special ADB Review Mission made on 19-25 November when the following two projects were selected and considered similar in nature and scope to the original cancelled subprojects: The Kep Coastal Road and the Koh Tonsay Pier were finally selected. This is in addition to the solid waste management improvements which is originally part of TIIGP. Hence, there are three subprojects that are components of TIIGP and will be briefly discussed in the following paragraphs. A summary table is shown in **Table 2**.

**Table 2: Summary Description of Sub-Projects**

Subprojects	Components	Description of works
Solid Waste Management Improvements	Upgrading of the Existing Dumpsite	The upgrading of the existing dumpsite to a sanitary landfill (SLF) is on a 13.39 hectares area located within the existing dumpsite in Damnak Chang Ae village, Sangkat Prey Thom.
	Access Road	The 3.5 km access road (6m wide) connecting the site to the National Road 33 will also be upgraded.
Kep-Angkol Coastal Road Improvements	Initial Section	The length of 1.20 km and starts at the Kep Pier and runs across a semi-urban portion of Kep town, on the alignment of an existing un-paved road.
	Main Section	The existing base of the embankment base, about 20.00 m wide, was already built by Kep Provincial Government over a length of 8.455 km starting from Km 1+200 to Km 9+655.
	Connection from Coastal Road to PR 1332	This section has a total length of 2.00 km starting from Km 9+655 of the Coastal Road starting from the coast with an Eastward direction to the Pagoda Junction on the PR 1332 at Km11+660.
	Access road to Beach and Angkol Village	The branch 0.74 km long section envisages the creation of a new road running along the beach up to the center of Angkol Village
Koh-Tonsay Passenger Pier Improvements	Construction of a new passenger pier Construction of a 900m walkway	New concrete pier at Koh Tonsay Pier protection dike pier Pier offshore platform for mooring larger boats' Two floating platforms 2X25 m long, for mooring of tourist boats; Inland platform with tourist terminal building for (a) ticketing & waiting areas; food and beverage service facilities and toilets
	Walkway	New 850m X 2.8m concrete walkway with drains; Lighting along the walkway
	Complementary Works	Power generation; Water supply Solid waste management

## 2.1 Solid Waste Management

25. The Kep solid waste management (SWM) improvements consist of two (2) main components, namely (a) upgrading of the existing dumpsite to a sanitary landfill including the access road; and improvement of the solid waste collection in Kep Town and adjacent vicinity.

26. The SLF site is located in the existing dumpsite which has been used since 2014 and is located 6 km north of the Municipality of Kep and 3.5 km from the National Road 33. The existing waste has been partially burned out and will initially be excavated and replaced with a man-made pit. The upgrading of the existing dumpsite to a sanitary landfill (SLF) will take place on a 13.39 hectares area located within the existing dumpsite in Damnak Chang Ae village, Sangkat Prey Thom. The existing dumpsite where the project will be located is owned by Kep Province.

27. In addition, the 3.5 km access road (6m wide) connecting the site to the National Road 33 will also be upgraded. Based on the design assumptions, the access road must follow the existing alignment, vertical curvature and width of the road to avoid resettlement issues. Internal roads within the SLF will also be developed to facilitate access.

28. The principal design of the SLF including facilities and infrastructure has been developed with consideration of the existing site conditions with recent topographic maps. The SLF will have four (4) waste cells with a combined estimated footprint of 68,000 m<sup>2</sup> and a capacity of about 600,000 to 700,000 m<sup>3</sup> depending on the final height of the landfill. This will allow for minimum 20 years of operation. The existing waste will be bulldozed and reshaped into a separate cell and permanently capped.

29. Other major components of the SLF include landfill gas extraction system; leachate treatment system; septage treatment; hazardous waste cell; materials recovery facility, administration and service buildings. The MRF will have a floor area of at least 500 m<sup>2</sup>. This will facilitate the processing of 3 to 5 tons of dry, potentially recyclable waste. The higher end will allow it to handle the expanded collection coverage 5 years after the establishment of the landfill.

## 2.2 Kep-Angkol Coastal Road Improvements

30. The upgrading and rehabilitation of the Coastal Road is included in the development plan of the road infrastructure of Kep Province. The provincial authorities started the construction of the coastal road a few years but was not completed due to lack of adequate funds.

31. The first road stretch originated from Kep town, near the existing tourist pier and it will run for about 1 km along existing earth road flanked by private properties, passing through some 160m through a small community of fishermen who built their houses on piles just off the coast. The main road section will be built on the existing unfinished road, running from Km 1.2 to Km 9.2 along the coast on a slightly elevated coastal dune. Majority of the road alignment is already on the existing road that will be completed or improved by the project. According to the preliminary design of the proposed subproject road is divided into four (4) sections and the details of each road section are described as follows.

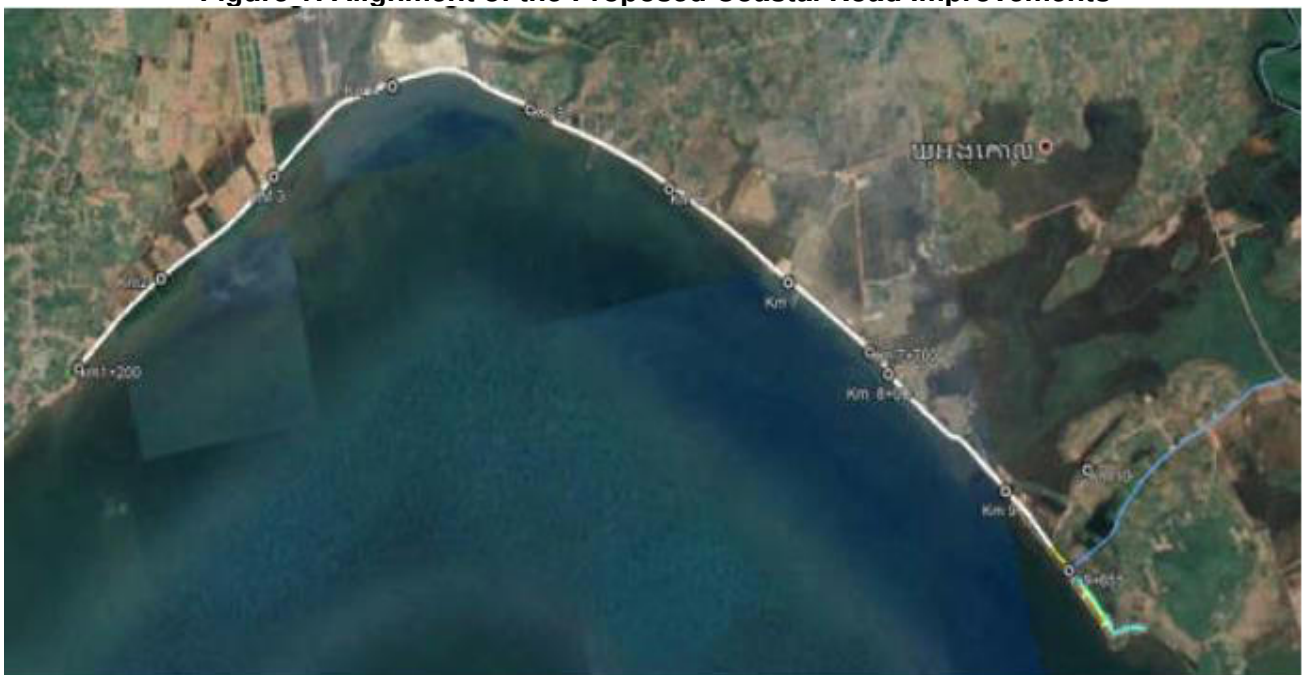
32. **Initial Section.** The initial section has a length of 1.20 km and starts at the Kep Pier and runs across a semi-urban portion of Kep town, on the alignment of an existing un-paved road. Due to the existing private property limits, this section may only accept a carriageway 8.00 m wide (maximum) flanked by a paved sidewalk 3.50m wide with cycling track on the seaside, and a 1.00 m sidewalk on the inland side of the road.

33. **Main Section.** The existing base of the embankment base, about 20.00 m wide, was already built by Kep Provincial Government over a length of 8.455 km starting from Km 1+200 to Km 9+655. This section runs along the coast passing near small communities of fishermen and along private lands and salt production ponds. Mangrove forest is present along some 3 km of the shoreline from Km 1+500 up to Km 4+500. Several box culverts have been partly built at numerous of streams outlets and canals for the usage of the existing unpaved track. The embankment should be raised by about 1 m to ensure safe drainage in all conditions. The proposed cross section shall have two lanes of 3.50 m wide, one shoulder of 1.5m wide on the inland side, and a sidewalk of 3.50m wide with cycle track of 2.00 m on the seaside. Considering the embankment slope, the road construction will fully utilize the 20m width of the present low embankment

34. **Connection from Coastal Road to PR 1332.** This section has a total length of 2.00 km starting from Km 9+655 of the Coastal Road starting from the coast with an Eastward direction to the Pagoda Junction on the PR 1332 at Km11+660. This connection branch will run along the rural road presently under construction with a width of about 5.00m. The rural road will be widened to have the same cross section as the main section. i.e. a paved width of 10.00 m, with two lanes of 3.5+3.5 m and two shoulders of 1.50 m. The design road level will be generally about 0.80 m above the present ground level.

35. **Access Road to the Beach and Angkol Village.** The branch 0.74 km long section envisages the creation of a new road running along the beach up to the center of Angkol Village. Kep Officials asked that the alignment along the beach is kept within the strip of Government land extending 50.00 m from the shoreline. This will require the displacement of several wooden gazebos to be rented to the beach users. In addition, very few modest houses will probably have to be relocated. The traffic in this section is expected to be quite modest, generally made up of light vehicles for local residents or tourists. The section, after the establishment of the planned development on the inland side, will become semi-urban characterized by 30-40 Km/h design speed. The paved portion of the cross section will be 8.00 m wide, with two lanes of 3.0 m wide flanked by two shoulders of 1.00 m. Due to the tourism relevance of the section along Angkol beach, the two sidewalks and the cycle lane shall continue with the same pattern of the main section. Three tourist facilities units, with showers and toilets shall also be set up along this section.

**Figure 1: Alignment of the Proposed Coastal Road Improvements**



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Source: Initial Environmental Examination, Second Greater Mekong Region Tourism Infrastructure for Inclusive growth, Subproject of Coastal Road and Passenger Pier on Koh Tonsay Island in Kep Province, September, 2020.

### 2.3 Koh Tonsay (Rabbit Island) Passenger Pier Improvements

36. Koh Tonsay island is located at 5 km South of Kep Town. Tourists and the few residents reach the island by boats leaving from the Kep Pier, which is presently undergoing restructuring and improvement works. Sixteen (16) registered boats are authorized to provide transportation service to the tourists, for a return fee of 25 \$, with sea travelling time of some 20 minutes. No pier is presently existing on the island and boats land directly on the sandy beach, where passengers disembark wading for few meters in very shallow water. In 2019 about 12,400 boat trips were recorded, corresponding to a daily average of 2 boat rides/day for each registered boat.

37. The proposed pier in Koh Tonsay will guarantee a safer access to the island also in adverse sea conditions. In addition, to the utilization for the transit of tourists, the pier would also become extremely useful for transportation of goods, water and construction materials that are needed for the operation of the resorts, the living needs of the residents and for maintenance works to the existing tourist facilities.

38. The new pier operation will enhance some growth of tourist visits to Koh Tonsay, implying moderate increase of boat traffic. This will be largely compensated by the fact that the operation of the pier located at some 200 m from the beach will avoid the traffic of boats crossing the swimming and recreational area of the bay.

### 3.0 PREVIOUS RESETTLEMENT ACTIVITIES

39. An involuntary resettlement screening was undertaken by the Project Preparatory Technical Assistance (PPTA) consultants and this project was classified as Category B in involuntary resettlement. Subsequently, a resettlement plan was prepared for the Preah Sihanouk Seaside Access and Environmental Improvements Subproject during January 2018. However, this sub-project was cancelled and was replaced by one of the current subprojects.

40. During the reporting period (January-June 2020), preparatory activities such as topography survey, preliminary drawings, and initial studies on subproject options were undertaken after the Royal Government of Cambodia decided to cancel the six subprojects in Sihanoukville and replace these projects with projects in Kep Province.

41. The solid waste management improvement is an original project under the Tourism Infrastructure for inclusive Growth Project and is advance in the project cycle compared with the two replacement subprojects. The summary of the status of social safeguards documents as of 30 June 2020 is presented in the following **Table 3**.

**Table 3: Summary of Status of Social Safeguards Documents for Sub-Projects**

Province Sub Projects	Prepared Documents	Date of Submission to ADB	Status
Solid Waste Management Improvements	Due Diligence Report	December 2019	GDR to Update Resettlement Due Diligence Report
Kep-Angkol Coastal Road Improvements	Detailed Resettlement Plan	On-going	To be submitted before end of 2020
Koh-Tonsay Passenger Pier Improvements	Draft BPR	On-going	To be submitted before end of August 2020

#### 2.1 Solid Waste Management

42. An involuntary resettlement screening was conducted based of a checklist last 26 November, 2019 for the Kep sanitary landfill project to be located in the existing dumpsite located in Damnak Chang' aeur Village, Sangkat Prey Thum, Kep Town, Kep province. The site is located on State land, reserved for the proposed sanitary landfill and has been turned over to the Department of Public Works (DPWT) in 2017. The 3.0-km access road to be paved with concrete is also within State Land.

43. The site is classified as non-productive land without any sign of previous agricultural activity. The site is overgrown with secondary shrubs and bushes. There are no houses, structures and shelters. There is no business or enterprise activity located on the site.

44. One of the components of the SWM subproject is the establishment of a materials facility recovery (MRF) to improve the efficiency and opportunities for the reduction, recycling and reuse of solid waste. The MRF together with necessary local ordinances on waste collection and segregation will increase recyclables recovery using sanitary facilities and practices.

45. There are some waste pickers (two households with three persons) who are scavenging intermittently at the current dumpsite located on State land. They retrieve polyethylene terephthalate (PET), hard plastics, plastic sheets and carton and metal cans, estimated to be around 20% of waste generation in Kep. Paper and glass are not recovered either because of contamination or very low price. There are limited recyclables available at the site as much of the waste is segregated by collectors in town, or by the waste collecting company before transporting it to the dump site. Once the project is completed, the waste pickers will only be allowed to retrieve recyclable within the material recovery facility (MRF).

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46. The ADB safeguard specialist in the resident Mission voiced her concerns about the possible loss of income for three waste pickers that were previously working in the informal landfill to derive plastic and metal recyclable materials as their household income. The Project Director of MPWT assured these waste pickers through a letter (**Annex 11**) that if these waste pickers are still interested, they will be given continued access to the dumpsite during the construction phase and will be given the highest priority in the hiring of workers for the materials recovery facility (MRF).

47. A resettlement due diligence report (DDR) for the Kep Solid Waste Management and Improvements subproject was prepared and submitted on December 2019 because based on the IR screening, this project is classified as Category C on involuntary resettlement. After the DED, the PMCES revisited to the site and concluded that there is still no land acquisition and resettlement impacts. The PCU/MOT through GDR will submit an Updated Resettlement Due Diligence Report to ADB for clearance and disclosure on its website, and will post it in accessible public places in the subproject areas and upload the document to the project website.

## 2.2 Kep-Angkol Coastal Road Improvements

48. Since, it is clear that there are resettlement impacts will occur in the implementation of this project, the involuntary resettlement screening was no longer conducted. Instead, initial preparatory activities have been undertaken to formulate a basic resettlement plan (BRP) to start this project.

49. Information materials have been prepared to disseminate project information for all stakeholders as well as compensation and entitlements for displaced persons (DPs). A project information brochure (PIB) was prepared prior to the first public consultations.

50. The first consultative meetings including one in Kep commune and one in Angkol commune were held on 30 June 2020 prior to conducting the IOL. The consultation included detailed discussions on (i) the project description, (ii) proposed subproject description based on the preliminary design, (iii) potential impacts on land acquisition and resettlement (LAR), (iv) eligibility and entitlements on compensation and resettlement assistance, (v) cut-off date, (vi) proposed implementation schedule, and (vii) the grievance redress mechanism (GRM). A more detailed discussions of these consultations are presented under the chapter on consultations.

51. The conduct of the inventory of loss (IOL) and socio-economic survey (SES) as well as a rapid replacement cost survey (RCS) and the formulation of the basic resettlement plan (BRP) are expected to be completed within the next reporting period. This BRP is expected to be updated upon the completion of the detailed design and will be the basis for the computation of compensation and other project benefits.

## 2.3 Koh Tonsay Passenger Pier Improvements

52. This subproject is still in the process of completing the preliminary drawings with the corresponding corridor of impact at each chainage after conducting a transect walk to identify and analyze possible locations of the pier and the alignment of the walkway.

53. PCU/MOT has not yet requested the General Department of Resettlement (GDR) to establish the Inter-Ministerial Resettlement Committee (IRC), as pre-requisites in the conduct of the detailed measurement and socio-economic surveys as well as the establishment of the Provincial Resettlement Sub-Committee (PRSC).

54. On resettlement, meetings with the Department of Public Works and Transport (DPWT) of Kep Province and other institutional stakeholders have been undertake. Initial pubic consultations

were conducted to provide project information and elicit the issues, concerns and opinions of direct stakeholders in the communities.

## 4.0 INSTITUTIONAL ARRANGEMENTS

### 4.1 General Arrangements

55. **Ministry of Tourism (MOT).** MOT is the subproject's EA and MPWT is the implementing agency for the subproject. MOT will oversee all subproject activities including BRP and DRP preparations. MOT will coordinate closely with the MPWT in the implementation of the subproject and with the IRC-WG on all matters concerning LAR, working closely with Resettlement Department 2 (RD2) of GDR to prepare, update, and implement the BRP and DRP. MOT will establish a Project Coordination Unit (PCU) to coordinate closely with the IRC on LAR and work closely with the GDR.

56. **Provincial Department of Tourism (DOT).** DOT will establish a PIU comprising staff of the DOT, Provincial Department of Public Work and Transport, and Provincial Department of Natural Resources and Environment. The PIU will have one full time safeguards officer to coordinate with RD2 in the implementation of the DRP. The PCU will provide technical assistance to the PIU as necessary.

57. **Inter-Ministerial Resettlement Committee (IRC).** The IRC has the mandate to review and evaluate the LAR impacts for public physical infrastructure development projects in the Kingdom of Cambodia. The IRC, by virtue of the Prime Minister's Decision, exercises the authority of the Expropriation Committee under the Expropriation Law and is a collective entity, permanently chaired and led by the MEF, and with members from different line ministries. The IRC carries out its role and responsibilities through the IRC-WG which is established for each public investment project by MEF.

58. **General Department of Resettlement (GDR).** The GDR is the Permanent Secretariat of the IRC and the lead agency for LAR for public investment projects. It is responsible for the preparation, implementation, monitoring and reporting of resettlement plans in accordance with the laws and implementing rules and regulations related to LAR and the mandatory requirements of the safeguard policies of the development partners.

59. **IRC-Working Group (IRC-WG)** is the technical arm of IRC to plan and carry out the day-to-day LAR activities under the subproject which is led by the Deputy Director, Chief of the RD2 of GDR and comprise of technical PMU staff of the executing agency, staff of the RD2 and staff of the Ministry of Land Management, Urban Planning and Construction. The IRC-WG is responsible for all the field work under the supervision of the Director of the RD2 and overall guidance and direction of the Director General of GDR. The composition of the IRC-WG is shown in **Table 4**.

**Table 4: Composition of Inter-Ministerial Resettlement Committee- Working Group**

No.	Name of Representative	Position/Title
1	Mr. Seng Hai	Deputy Director of RD2-GDR, Team Leader
2	Mr. Em Sarasith	Deputy Director of Tourism Investment Department, Deputy Team Leader
3	Mr. An Disan	Vice Head of Cooperation Office, Member
4	Mr. Ly Zemine	Officer, Member
5	Mr. Pou Manith	Deputy Director of Waste Water Department, MPWT, Member
6	Mr. Chhom Sok	Deputy Director of Road Maintenance Department, MPWT, Member
7	Mr. Prak Sarith	Head office of Tourism Investment Office, MOT, Member
8	Mr. Khum Kimhuot	Head office of State and Private Tourism Investment Partner office, MOT, Member
9	Mrs. Khun Pich Thida	Head office of State and Private Tourism Investment Partner office, MOT, Member

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10	Mr. Meas Thorn	Vice Head of IM&E and data management, Member
11	Mr. Sim Sin Somphy	Officer, IM&E Department, member
12	Mr. Khim Sopheamony	Officer, RD2, member

Source: Resettlement Department 1, General Department of Resettlement dated 07 July 2020

60. **Provincial Resettlement Sub-Committee (PRSC):** The PRSC is established by the Provincial Governor at the request of the IRC for the project and comprises of (i) the Provincial Governor or the Deputy Provincial Governor as the Head and (ii) Provincial Department Directors of the Line Ministries represented in the IRC and (iii) the respective chiefs of the districts and communes of the locations affected by the project as members. The composition of the Provincial Resettlement Sub-Committee is shown in **Table 5**.

**Table 5: Composition of the Provincial Resettlement Sub-Committee**

No.	Name of Representative	Position/Title
1	H.E. Vao Sokha	Deputy Governor, KEP Province, Chair
2	Mr. Hour Phallaravy	Deputy Director, Provincial Department of Public Work and Transport, Vice Chair
3	Mr. Pok Tiang	Deputy Director, Provincial Department of Tourism, Member
4	Mr. Teang Vannara	Deputy Director, Provincial Department of economy and finance, Member
5	Mr. Pat Mao	Deputy Director, Provincial Department of Land Management and Urban Planning Construction and Cadastral, Member
6	Mrs. Tith Sokha	Mayor of KEP Town, Member
7	Mrs. Kim Channy	Governor of Damnak Chang'Oeu District, Member
8	Mr. Nop Oun	Chief, Sangkat Kep, Member
9	Mr. Ly Huot	Chief of Pong Teuk commune
10	Mr. Mei Chi	Chief of Angkol commune

Source: Provincial Governor Letter dated 09 July 2020

61. **Provincial Resettlement Sub-Committee Working Group (PRSC-WG).** The PRSC-WG will be established by the Provincial Governor for the subproject and is mainly responsible for technical functions of the PRSC and works with the IRC-WG in carrying out the LAR activities at the provincial level. The members of the PRSC-WG is shown in **Table 6**.

**Table 6: Composition of the Provincial Sub-Committee Working Group**

No.	Position/Title	Name of Representative
1	Mr. Ing Vuthy	Director, Provincial Administration Office, Chair
2	Mr. Chin Vuthy	Representative of PDPWT, Vice-Chair
3	Mrs. Suon Bunna	Representative of PDOT, member
4	Mr. Seng Sitha	Representative of PDEF
5	Mr. Nop Boramy	Representative of PLMUPC, Member
6	Mr. Vinh Thol	Representative of Kep Town, Member
7	Mr. Soy Chanravuth	Representative of Damnak Chang'Oeu District, member
8	Mr. Chan Song	Representative of Sangkat Kep
9	Mr. Phou Mon	Representative of Pong Teuk Commune
10	Mr. Tin Ben	Representative of Angkol Commune
11	Mr. Ngeth Sean	Head of Kep village
12	Mr. Mei Vuth	Head of Ampeng village
13	Mr. Hang Oeung	Vice Head of Phnom Leav village
14	Mrs. Kim Khy	Vice Head of Angkol village

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15	Mr. Kheng Yoan	Deputy director of provincial Plan and Investment Office
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Source: Provincial Governor Letter dated 09 July 2020

62. **Cadastral Administration Office.** The Cadastral Administration Office under the Ministry of Land Management, Urban Planning and Construction is responsible for issuing titling documents, including the land use rights certificate, hard titles and social land concessions as part of securing tenure for landless and issuing title documents for the land plots acquired in favor of MOT.

63. **The Concerned Local Administration Authorities** (district, commune and village). The districts, communes, and villages where subproject is located will coordinate and work closely with the PRSC, PRSC-WG and IRC-WG on the DRP preparation and implementation.

64. **Project Management and Civil Engineering Support (PMCES):** An international and a national social safeguards specialist will be hired to support the RD2 in preparing the DRP and in performing internal monitoring of DRP implementation in behalf of the PCU.

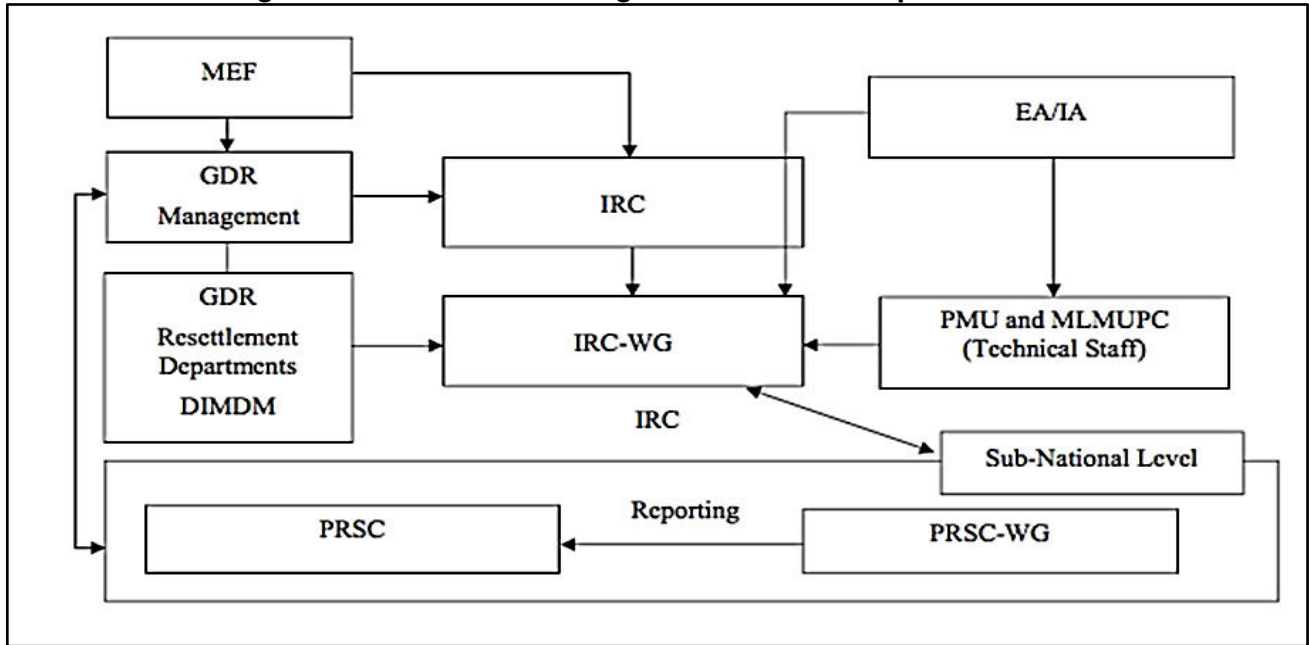
#### 4.2 Institutional Arrangement of LARP Implementation

65. The General Department of Resettlement (GDR) under the Ministry of Economy and Finance (MEF) is responsible for the preparation, implementation, monitoring and reporting of resettlement plans in accordance with the laws and implementing rules and regulations related to LAR and the mandatory requirements of the safeguard policies of the APs.

66. It is a full-fledged and functioning general department composed of five departments namely; Department of General Affairs, Department of Internal Monitoring and Data Management, Resettlement Department 1, Resettlement Department 2 and Resettlement Department 3. The Kep subprojects are handled by Resettlement Department 2.

67. The Inter-Ministerial Resettlement Committee (IRC) mechanism was established, by the Prime Minister's Decision No. 13 dated 18 March 1997, updated on 16 February 1999 by the Decision No. 98; and Decision dated 3 December 2010, with the mandate to review and evaluate the resettlement impact and land acquisition for public physical infrastructure development projects in the Kingdom of Cambodia. The IRC, by virtue of the Prime Minister's Decision, exercises the authority of the Expropriation Committee under the Expropriation Law and is a collective entity, permanently chaired and led by the MEF, and with members from different line ministries. The IRC carries out its role and responsibilities through the IRC-WG which is established for each public investment project by MEF.

**Figure 2: Institutional Arrangement for LARP Implementation**



Source: Basic Resettlement Plan, Greater Mekong Subregion-Tourism Infrastructure for Inclusive Growth Project, Kep Coastal Road Subproject, September, 2020.

68. The Inter-Ministerial Resettlement Committee Working Group (IRC-WG) will carry out the day to day LAR activities for the preparations of the DRP and will be led by the Deputy Director of Department of Resettlement 2 (RD2) of the GDR together with its staff, technical IPMU staff of the MPWT/PDPWT and staff of the Ministry of Land Management, Urban Planning and Construction. The IRC-WG is responsible for all the field work under the supervision of the Director of the RD2 and overall guidance and direction of the Director General of the GDR. The social safeguards consultants of PMCES will assist RD2.

## 5.0 DELIVERY OF COMPENSATION AND ENTITLEMENTS

### 5.1 Solid Waste Management

69. An involuntary resettlement screening and the subsequent resettlement due diligence report were undertaken for the existing dumpsite located in Damnak Chang' aeur Village, Sangkat Prey Thum, Kep Town, Kep province. The site is located on State land and reserved for the proposed sanitary landfill and has been turned over to the Department of Public Works (DPWT) in 2017. The 3.0-km access road to be paved with concrete is also within State Land.

70. The site is classified as non-productive land without any sign of previous agricultural activity. The site is overgrown with secondary shrubs and bushes. There are no houses, structures and shelters. There is no business or enterprise activity located on the site. There are some waste pickers (two households with three persons) who are scavenging intermittently at the current dumpsite located on State land.

71. There are no compensation or entitlements due to anyone for this subproject. The three (3) waste pickers were assured by Project Director of MPWT that if these waste pickers are interested, their livelihood will not be interrupted or stopped by the project. If they are willing, the waste pickers will be given continued access to the dumpsite during the construction phase and will be given the highest priority in the hiring of workers for the materials recovery facility (MRF). These assurances are contained in a letter by the Project Director of MPWT (see **Annex 11**).

72. Hence, as of this reporting period, there are no delivery of compensation and entitlements because the identities of APs and their affected assets have not been identified.

### 5.2 Kep-Angkol Coastal Road Improvements

73. The status of this subproject is on the preliminary stage. Preliminary drawings have been completed to determine the corridor of impact of the proposed project. Based on these drawings, a basic resettlement plan will be formulated and will be updated once the detailed engineering design has been completed.

74. The basic design was completed in February 2020. However, the preparation of DED was delayed due to uncertainty in scope of works due to a possible overlapping with the provincial government's proposed road project. In June 2020, the Government confirmed that the original scope of 12.4 km will be maintained. On 8 June 2020, the coastal road subproject was presented to the newly appointed Governor of Kep. In this meeting the initial stretch of the subproject within the Kep urban sector (1,200m long) and in the last stretch along the Angkol Beach (700m long) was discussed. The urban sector has geometric issues where the road is much narrower than the design width and a solution is yet to be agreed upon.

75. Once these two components have been discussed and agreed the DED preparation can proceed. DED is expected for completion 31 July 2020. The bidding process is scheduled to start in August 2020 and the contract is expected to be awarded by December 2020, and works are expected to be completed in September 2022

76. There were two public consultations conducted in Kep commune and one in Angkol commune. Another round of public consultations will be conducted after the conduct of the DMS and SES. Hence, as of this reporting period, there are no delivery of compensation and entitlements because the identities of APs and their affected assets have not been identified.

### 5.3 Koh Tonsay Passenger Pier Improvements

77. The status of this subproject is on the preliminary stage. Preliminary drawings have been completed to determine the corridor of impact of the proposed project. Based on these drawings, a basic resettlement plan will be formulated and will be updated once the detailed engineering design has been completed.

78. The basic design for the pier was completed in February 2020 but that of the walkway is yet to be done. In May 2020 MOT requested an adjustment to the walkway alignment. A reconnaissance survey on MOT's suggested alignment has been conducted by PMCES and preliminary screening indicates that the suggested alignment involved involuntary resettlement impact.

79. The pier design and other components do not involve IR impacts and were not affected by the walkway realignment. The bidding process is scheduled to start in August 2020 and the contract is expected to be awarded by March 2021. The Rabbit Island Pier Improvements subproject contract is estimated to cost \$1.2 million and for completion by April 2022.

## 6.0 PUBLIC PARTICIPATION AND CONSULTATIONS

80. Public Consultations are conducted during the two stages of resettlement documents preparations; first stage is during the preparation of the Basic Resettlement Plan (BRP) which were already completed by the PMCES together with the representatives of the MOT/DOT, PIU, local authorities, heads of AHs and non-affected households. The detailed are described in the following paragraphs.

81. The initial public consultation was conducted in Kep Commune, Kep Province on the morning of June 30, 2020 (see **Annex 9** for the highlights of the consultations. There were 53 participants consisting of 23 males and 30 females (see **Annex 10** for the attendance sheet). The Project Information Brochure (PIB) was presented to the participants. The team proceeded to explain the preliminary design, potential impacts, mitigation measures, cut-off date, grievance redress mechanism and compensation policy and allowances.

82. Another public consultation was conducted in Angkol Commune, Kep Province last June 30, 2020 in the afternoon (see **Annex 7** for the highlights of the consultations). It was attended by 85 participants consisting of 50 males and 35 females (see **Annex 8** for the attendance sheet). The Public Information Brochure (PIB) containing project information was presented to the participants, detailing the preliminary design of the project, potential impacts and mitigation measures. The concept of the Cut-Off date was explained as well as the project policies on compensation and assistance. Lastly, a grievance redress mechanism will be established to enable displaced persons an avenue to seek redress arising out of the project.

83. The planned first round in the second stage of public consultations will be conducted by prior to the conduct of the DMS and will be jointly undertaken by IRC-WG, PRSC-WG and MOT. The purposes of this consultation are to (a) explain the purpose of the DMS, (b) the valuation of affected assets, (c) relocation options, if needed, (d) income restoration, if needed, and to provide opportunities to affected persons to clarify the process of document preparation, the compensation package and other resettlement related matters.

84. The planned second round in the second stage of public consultations is composed of two successive parts. The first part, conducted in the morning will be jointly undertaken by IRC-WG, PRSC-WG and MOT and will be held at the commune/village level for all AHs and commune/village representatives. The PIB for Compensation Package will be provided and explained to all the displaced persons. The schedule for the displaced persons contract signing (with deadlines), and the legal requirements to receive the compensation (national ID, evidence of land ownership) will also be explained.

85. The second part commences immediately after the completion of the first part and will be held on the same day. This will avoid the need for the displaced persons to return on another day. Each AH will be provided with the draft contract and the compensation amounts explained to the satisfaction of the AH on one to one basis. The AHs will be provided the option to sign the contract there and then or given 3 working days to submit the signed contract to the IRC-WG through the village council office.

86. The planned third round in the second stage of public consultations will be conducted when the compensation payments are ready to be disbursed and is undertaken jointly by the IRC-WG and PRSC-WG. The schedule for compensation payments will be informed to displaced persons at least one week in advance through the commune and village offices. The meeting is held in the commune or village and prior to commencement of the compensation payment, the AHs will again be informed about the GRM and the procedures to follow in case they have any complaints about the

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compensation payments. Compensation payments will be made on household to household basis and each AH will be provided an opportunity to seek clarifications about the compensation package prior to receiving the payment.

87. The 3 sub-projects are in different stages of project development and the conduct of public consultations is in consonance with these project developments. The summary of public consultations for these 3 subprojects is shown in **Table 7**.

**Table 7: Summary of Public Consultations**

Subproject	Venue	Date	No. of Participants
Solid Waste Management Improvements	Sangkat Kep, Sangkat Prey Thum, Sangkat Ou Krasar	October 22-24 2018	72 participants; 39 males and 33 females
	Chang Ae Village, Sangkat Prey Thom	21 October 2019	16 participants; 10 males and 6 females
	Damnak Chang' aeur Village, Sangkat Prey Thom	26, November 2019	21 participants; 8 males and 13 females
	Provincial Office of Kep Vice Governor	27 November 2019	16 relevant provincial departments and institutions
Kep Angkol Coastal Road improvements	Angkol Commune, Kep Province	30 June 2020	85 participants; 50 males and 35 females
	Kep Commune, Kep Province	30 June 2020	53 Participants; 23 males and 30 females
Koh Tonsay Passenger Pier Improvements	Northern Side, Koh Tonsay Island (pier)	04 June 2020	18 participants; 9 males and 9 females
	Beach Community, Koh Tonsay Island	24 June 2020	27 participants; 15 males and 12 females

## 6.1 Solid Waste Management

88. A series of consultative meetings for the DED of the solid waste management improvements were conducted in Town/City (Sangkat Kep), Sangkat Prey Thum and Sangkat Ou Krasa. The meetings were conducted in Kep with local authorities and villagers on 22-24 October 2018<sup>1</sup>. Different provincial departments (Environment, Tourism, Agriculture and Public Works & Transport) and households / villages affected by the subproject components were invited. The stakeholder consultations in Kep again revealed overall positive support for the subproject.

89. On November 27, 2019, the study team met with relevant provincial departments and institutions, opening the meeting by H.E Prum Kunthi, Vice Governor of Kep province. There are 16 departments and institutes who participated. The salient points in this consultation and their suggestions and/or recommendations are as follows;

1. To pay attention with this work and properly manage this new waste disposal landfill with highly technical and its mitigation for long term of operation.
2. Request for preventing rainwater flowing from the mountains because the project site is in a part of mountain.
3. Solid Waste shall be well managed separated for purpose of reducing its volume.
4. Unexploded ordinance (UXO) shall be cleared because the project site used to be a former battlefield.
5. Composing process and program handicraft for plastic trash or old tires;

<sup>1</sup> These meetings were held in Sangkat Kep, Sangkat Prey Thum, Sangkat Ou Krasar and with the governor of Kep and other provincial officials.

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6. Wastewater treatment tank which is part of this landfill is located on a mountain so there a possibility of pollution downstream

90. October 21, 2019, team of SBK met with Mr. Sem Phoeun, Chief of Damnak Chang Ae Village, Sangkat Prey Thom, Kep Town, Kep Province because the project site is located about 3 to 4 kilometers away from his village. He added that around the project site was mostly covered by mango orchards. They said that last two or three years ago there was a problem that people were complaining about the flies around the landfill, but the project owners had improved, then we did not get any matter until now.

91. Their major concern is the threat of ground water pollution. They suggested that utmost pay attention should be exerted by the SLF operator to manage properly the operations of the landfill to avoid any issue with the landfill.

## 6.2 Kep-Angkol Coastal Road Improvements

92. The first round of public consultation was held on 30 June 2020 before the commencement of the IOL and SES on the AHs. The copies of public information brochure (PIB) that was prepared by the PMCES Consultant for MOT and endorsed by GDR were distributed to the participants prior to the commencement of the consultations. The participants of the meeting included representatives of MOT/DOT, PIU, local authorities, heads of the AHs and non-affected households.

93. A total of 138 people attended two meetings including one in Kep commune and one in Angkol commune, of which 73 participants were males and 65 participants were females. The information discussed in the meeting included: (i) the project and subproject descriptions; (ii) the tentative implementation schedule of IOL and the SES; (iii) the eligibility and proposed entitlements applied for the subproject; (iv) the participation of AHs as well as local community in subproject's activities; and (v) the proposed GRM. The PIB (Appendix 5) was explained in detail to the participants, especially the DPs who are illiterate to tailor their needs.

94. During the field work for Public Consultation and Social surveys for the preparation of the BRP there were suggestions that the road alignment be constructed only around 10 meters from the coastline. However, this alternative alignment would; (a) violate existing regulations on easement; (b) destroy the beach, thus affecting the tourism development, (c) make the road exposed to the risk of sea erosion and sea surge, (d) increase the adverse environmental impacts during construction and it will affect the landscape.

95. The design team are considering two alternatives; (a) align the road further inside to avoid the structures but this would entail the land acquisition of a 15-meter wide strip on private land; (b) cancel this road section but would not properly connect Angkol Village with Kep via PR 1332 and will adversely affect tourism development in Angkol Village.

96. The design team including the social safeguards will further explore any other possibility to minimize resettlement impacts while pursuing the aim of the project to enhance tourism potential in this area. Consultations will be conducted with the key stakeholders of this particular road section to find a viable solution which is acceptable to all, if this is possible.

## 6.3 Koh Tonsay Passenger Pier Improvements

97. The national resettlement specialist and other consultants held public consultation with the community on Rabbit Island on June 4 and June 24, in order to confirm the acceptance of the revised walkway and assess the social impacts and inventory of losses related to its realization (see photo documentation on **Annex 5**).

## 7.0 GRIEVANCE REDRESS MECHANISM

98. To guarantee that resettlement related complaints and grievances of local people on all aspects of the subprojects are addressed in a timely and satisfactory manner, a Provincial Grievance Redress Committee (PGRC) will be established in within the next reporting period, trained by GDR and operationalized prior to DMS. The concerns and complaints of local people will be resolved through an easy-to-understand and clear process that is appropriate with local cultures and is easily accessed by all of AHs with no cost and penalty. All minutes of the complaint and arbitration process will be recorded, and a copy will be furnished to the complainant. In the public consultation meetings conducted in June 2020, the proposed GRM was discussed and agreed by all the meeting participants.

### 7.1 Grievance Procedures

99. Prior to lodging of complaint or grievance, the complainant may informally seek the assistance of the commune chief or a community chief to discuss and find an amicable solution to his/her complaint or grievance with the leader of the PRSC-WG. This is done verbally and informally, and no recording is required. If this does not resolve the complaint to the satisfaction of the DP, she/he can seek the formal route for lodging the grievance as explained below.

100. **Stage 1:** The complainant can lodge a written complaint to the Head of the District Office where the subproject is located. The AH can bring a community chief or representative to mediate in the matter at the district level. The Head of the District Office shall respond to the complainant within 15 working days. The complainant has 15 days after receiving of response of the Head of the District Office to confirm if she/he agrees with the response. Confirmation of the complainant will be submitted back to the Head of the District Office. If the complaint is resolved at the District Level to the satisfaction of the complainant, the IRC-WG will inform to the Department of Internal Monitoring and Database Management (DIMDM) under GDR which will review and seek the approval of the General Director of GDR for appropriate remedial action.

101. **Stage 2:** If the Head of the District Office does not respond within 15 working days or if the complainant is not satisfied with the response of the Head of the District, the complainants can lodge the grievance to the GDR for resolution. The GDR through the DIMDM will carry out a holistic review of the complaint and submit a report on its findings with the relevant recommendations, if any, to the General Director of GDR for a decision. It may also conduct a field visit to meet the aggrieved DPs and the IRC-WG to gather the relevant details. The final report shall be completed within 30 working days from the date of receipt of the complaint and submitted to the General Director for a final decision who shall made the final decisions within five (5) working days. The GDR will issue a written response and convey the decision to the aggrieved AP. If the complaint has been found to have merit, the DIMDM will inform the relevant Department of Resettlement in the GDR to settle the claim within 15 working days after the decision is made.

102. **Stage 3:** If the GDR does not respond within 35 working days or if the complainant is not satisfied with the response of the GDR, the complainants will submit a written complaint with the PGRC through the Provincial Governor's Office.

103. At any stage in the GRM, the complainant have the option to elevate the complaint to authorized local courts for litigation following the rules of court. During the litigation of the case, the Government will request from the court that the Subproject proceed without disruption while the case is being heard. If any party is dissatisfied with the ruling of the provincial court, that party can elevate the case to a higher court. The Government shall implement the decision of the court. However, the mechanism should not impede access to the country's judicial or administrative remedies. The

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handling of complaints at administrative level ends at Stage 3. There are no charges or fees levied to the AH for the lodgment and processing of complaints under stages, 1, 2 and 3. However, as provided for in the Expropriation Law, the aggrieved AH can file a suit at the Provincial Municipal Court, as applicable, to seek a resolution. Such actions will be at the cost of the AH. At this stage, there is no involvement of GDR, PRSC or IRC-WG unless there is a judicial order from the competent court.

## 7.2 Composition of the Provincial Grievance Redress Committee

104. The Provincial Grievance Redress Committee (PGRC) has been established by the Provincial Governor of Kep Province and is composed of representatives from the relevant provincial authorities and Ministry of Economy and Finance (MEF) as shown in **Table 8**:

**Table 8: Composition of Provincial Grievance Redress Committee**

No.	Name	Position
1	H.E. Som Pisith	Provincial Governor, Chair
2	Mr. Morm Touch	Director, Provincial Department of Public Work and Transport, Vice Chair
3	Mr. Som Chinda	Director, Provincial Department of Tourism, Member
4	Mr. Keo Hong	Director, Provincial Department of Economic and Finance, Member
5	Mr. Soth Puthimanin	Director, Provincial Department of Land Management and Urban Planning Construction and Cadastral Office, PLMUPC, Member
6	Mrs. Tith Sohka	Mayor of Kep City, Member
7	Mrs. Kim Channy	Governor of Damnak Chang'Oeu District, Member
8	Mr. Nop Oun	Chief, Sangkat Kep, Member
9	Mr. Ly Huot	Chief of Pong Teuk commune
10	Mr. Mei Chi	Chief of Angkol commune

*Letter from Provincial Governor dated 09 July 2020*

105. In case, complainants do not have the writing skills 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.

## 7.3 Status of Project Grievances

106. Terminology -- Stakeholder 'issues' are defined as questions, comments, concerns, suggestions, contributions and inputs of local and other knowledge to the project. These are captured through a variety of methods, most through standard and ongoing community liaison and formal stakeholder engagement processes. Some issues, if not resolved and responded to the stakeholder's satisfaction, may eventually be submitted as a grievance.

107. A grievance is considered submitted when a formal complaint is lodged by an individual, group, or community alleging damage, impact, or dissatisfaction resulting from project actions. It is usually submitted in expectation of a corrective action.

108. The provincial grievance redress committee (PGRC) has not been established as of the end of the reporting period (it was established on 07 July 2020). Hence, it was not yet operational to accept complaints within the reporting period.

109. The contract of the solid waste management project was signed on 07 May 2020 and the starting date of the project is 04 June 2020. Within this mobilization stage, there were no verbal or

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written issue, complaint or grievance received by either GDR, the contractor or PMCES. The contractor has no monthly report ending June 2020 (first report was submitted end of July 2020).

110. During the field visit on the Kep Coastal road improvements, there were some issues and complaints from structure owners regarding the road alignment from km 9+565-km 10+150. However, these issues and complaints are under study by the design team and no definite decision has been made on the final road alignment. These issues and concerns, while very important for the design team to minimize resettlement impacts have not matured enough to become grievances. Presently, the concerned structure owners have no cause of grievance yet because there is no final road alignment.

111. For the Koh Tonsay Passenger Pier improvements, it is still in the process of completing the preliminary drawings. There is no final plan from the pier, walkway and facilities. PCU/MOT has not yet requested the General Department of Resettlement (GDR) to establish the Inter-Ministerial Resettlement Committee (IRC), as pre-requisites in the conduct of the detailed measurement and socio-economic surveys. Stakeholders have no cause of grievance yet during this preliminary stage.

## 8.0 REQUIREMENTS FOR REMEDIAL ACTIONS

112. This chapter is composed of two parts; the first part consists of pending remedial actions from the previous reporting period required by any or all of the three subprojects. These are remedial actions recommended from the previous reporting period and their status or disposition. The second part of this chapter are remedial actions arising within the reporting period and applicable to all or any specifically subproject where these remedial actions are required.

### 8.1 Pending Remedial Actions from Previous Reporting Period

113. The date of the effectiveness of the loan was 25 December 2018. However, on 16 October 2019, the Deputy Prime Minister of the Ministry of Economy and Finance wrote ADB on the intention of the RGC of cancelling the two subprojects in Sihanoukville under TIIGP. On 24, January 2020 (within this reporting period), the director of the Urban Development and Water Divisions, Southeast Asia Department of ADB responded that the request for cancellation was being highly considered.

114. Time was spent on evaluating the cancellation, the selection of the replacement subprojects under TIIGP, and the site inspections of potential replacement sites, consultations with local authorities and potential APs, and preparations of the preliminary drawings for the replacement subprojects. Hence, in terms of social safeguards, the activities are limited to initial public consultations while the preliminary drawings are being prepared. Hence, there are no pending remedial actions for the Coastal Road improvements and Koh Tonsoy Passenger Pier improvements because the preliminary drawings are expected to be completed by July 2020.

115. The SWM Improvement subproject is part of the TIIGP from the start of the project and did not experience the delays of the replacement subprojects. A resettlement due diligence report (DDR) for the SWM project had been updated on December 2019. Based on the social impact assessment, this subproject is classified as Category C. When the detailed engineering design (DED) has been completed and approved by MPWT, the resettlement DDR should be updated and submitted as soon as possible to GDR/ADB. Upon the issuance of a no objection letter, the contractor can already mobilize and start the construction of the project.

### 8.2 Recommended Remedial Actions

116. **General Department of Resettlement** -- Presently, the TIIGP is being handled by the Resettlement Department 2 (RD2) under the General Department of Resettlement (GDR). The establishment of the IRC, IRC-WG, PRSC, PRSC-WG and the PGRC should be established by the MEF, IRC, GDR and the provincial governor as one of the initial steps for social safeguards because these units are crucial in the preparation of the required social safeguards documents to comply with ADB's SPS (these were established on 07 July 2020).

117. RD2 will compile the field reports and prepare a consolidated for the subproject every month. The report will be submitted to Department of Internal Monitoring and Data Management (DIMDM) of GDR which will (i) review the monthly progress reports, including fielding its own mission to verify the progress and the validity of the data and information, if deemed necessary; and (ii) compile quarterly monitoring reports for submission to the Director General of GDR. GDR will send the quarterly reports approved by its Director General to EA for inclusion into the Project Quarterly Progress Reports.

118. The DIMDM will also validate that the (i) entitlements and the corresponding compensation are paid in accordance with the entitlement matrix in the approved DRP; and (ii) GRM is functioning as per the guidelines. During subsequent monitoring periods, the DIMDM will look into whether or not

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corrective actions agreed to address LAR issues in the past monitoring period (i.e., outstanding resettlement issues) have been resolved.

119. **Project Management and Civil Engineering Support** – The PMCES should complete the preliminary drawings because this is the basis to conduct succeeding social safeguards activities. The following paragraphs briefly explain the additional steps to be taken by the consultants of PMCES.

120. **Preliminary Drawings** -- The main social safeguards activities will have to wait for the technical components of the subprojects to be completed. These mainly involve the completion of preliminary drawings which would enable the social safeguards team to identify the corridor of impact and initiate to request the GDR to establish the Inter-Ministerial Resettlement Committee (IRC) to start the conduct of the DMS and SES. In addition, this will also enable the establishment of the Provincial Grievance Redress Committee (PGRC).

121. **Involuntary Resettlement Screening** -- Based on these preliminary drawings, involuntary resettlement screening through a joint transect walk can be undertaken to determine what kind of social safeguards documents are needed to be prepared. These may be a resettlement due diligence report (DDR) or a basic resettlement plan (BRP). If the resettlement screening indicates significant resettlement impacts, a preliminary DMS will be conducted to determine the extent of resettlement impacts.

122. **Detailed Engineering Design** -- Once the detailed engineering designs for the subprojects are completed, the DDR or a BRP will be updated. This will be done by conducting an updated DMS by the Resettlement Department 2 (RD2) of GDR. The updated DMS will provide specific data on who will be affected, what will be affected and identify other project entitlements.

123. **Initial Social Safeguards Document Preparation** -- Once the tabulation of the collected socioeconomic data is completed, these data will be transmitted to the social safeguards' consultant of PMCES for the drafting of the DRP. The finalization of the DRP or DDR will be undertaken by GDR.

124. **Civil Works Implementation Monitoring** – The PMCES is responsible for resettlement activities monitoring during the implementation of civil works (SWM Improvements). The Contractor should be required to report monthly, the number of affected persons or residents of the affected villages and communes who are employed directly or indirectly in all the subprojects. In addition, the PMCES is responsible and should also monthly monitor the resettlement grievances arising out of Civil Works implementation.

### 8.3 Resettlement Deliverables in the Aide Memoire Dated June 2020

125. An ADB Project Review Mission (Virtual) was conducted from 5-16 June 2020 to discuss: (i) review overall project progress and each output and project administration arrangements, (ii) the infrastructure subprojects in Kep province that were proposed as replacements for the cancelled subprojects in Sihanoukville, and (iii) agree on time-bound actions to further improve project performance.

126. During the Project Review Mission, it was agreed that for the Kep Coastal Road Development and Associated Tourism Infrastructure Project, a tentative schedule to draft the resettlement plan was adopted as evidenced in the June 30 Aide Memoire. The recommended schedule for the Kep Coastal Road Development subproject is summarized in the following **Table 9**.

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**Table 9: Recommended Schedule for the DRP of Kep Coastal Road Development**

	Activity Description	Agency	Target Date
1	Submit preliminary drawings with COI measurements at each chainage and request formally to GDR to establish IRC to commence DMS and RCS	MPWT	Early July 2020
2	Establish IRC, IRC-WG, PRSC, PRSC-WG and PGRC	MEF/IRC/GDR/Provincial Governor	Mid July 2020
2	Demarcate the COI	PMCES/ MPWT	Mid July 2020
3	Conduct joint transact walk on the alignment to screen the IR impacts and advise on design changes	IRC-WG/ PMCES/MPWT and local authorities	Mid July 2020
4	Conduct consultations prior to DMS	IRC-WG/PRSC-WG/ PMCES/ MPWT and local authorities	Early August 2020
5	Conduct DMS	IRC-WG/PRSC-WG/PIAC/MPWT	Mid-August 2020
6	Prepare DRP	PMCES/MPWT/GDR	Mid-September 2020
7	Submit DRP to ADB	PMCES/MPWT/GDR	30 November 2020
8	ADB No Objection to DRP	ADB	8 December 2020
9	Budget approval	IRC/MEF	January 2021
10	Compensation paid	IRC-WG/PRSC-WG	February 2021
11	Handover of land to MPWT	GDR	March 2021

Source: Aide Memoire, Second Greater Mekong Subregion Tourism Infrastructure for Inclusive Growth Project. Project Review Mission (Virtual) 5-16 June 2020).

Note: ADB = Asian Development Bank, IRC = ..., GDR= General Department of Resettlements, IRC-WG= working group, MEF = Ministry of Economy and Finance, MPWT = Ministry of Public Works and Transport, PMCES = project management and civil engineering support consultant, PRSC-WG =

127. The Project Review Mission of ADB also assessed the Koh Tonsay Subproject and it was agreed that this project needs to undergo an evaluation on the potential resettlement impacts for ADB's due diligence. The agreed schedule for the resettlement activities for the Koh Tonsay Subproject is shown in Table 10.

**Table 10: Recommended Schedule of Resettlement Activities for Koh Tonsay Sub-Project**

	Activity Description	Agency	Target Date
1	Finalize alignment	PMCES/MPWT/MOT	June 2020
2	Complete topographic survey	PMCES	July 2020
2	Demarcate the COI	PMCES/ MPWT	July 2020
3	Conduct transact walk on the alignment to screen the IR impacts	PMCES/MPWT and local authorities	July 2020
4	Conduct consultations prior to DMS	PMCES/MPWT and local authorities	August 2020
5	Prepare draft report on resettlement impacts for ADB's due diligence	PMCES/MPWT	September 2020
6	Submit the DDR to ADB	MPWT	5 October 2020
7	ADB comments on the draft Report	ADB	15 October 2020
8	Incorporate ADB's comments in the draft Report	PMCES/MPWT	30 October 2020
9	Submit Final Report to ADB	MPWT	2 November 2020

**Annex 1: List of References**

1. Safeguard Policy Statement, Asian Development Bank, June 2009.
2. Involuntary Resettlement Safeguards, A Planning and implementation Good Practice Sourcebook – Draft Working Document, Asian Development bank, March 2011.
3. Report and Recommendation of the President to the Board of Directors, Proposed Loan and Grant: Kingdom of Cambodia and Lao People’s Democratic Republic: Second Greater Mekong Subregion Tourism Infrastructure for Inclusive Growth Project, July, 2018.
4. Project Administration Manual, Kingdom of Cambodia: Second Greater Mekong Subregion Tourism Infrastructure for Inclusive Growth Project, 24 May, 2018.
5. Resettlement Plan, Seaside Access and Environmental Improvements, Kingdom of Cambodia: Second Greater Mekong Subregion Tourism Infrastructure for Inclusive Growth Project, January 2018.
6. Resettlement Due Diligence Report, Kep Solid Waste Management improvements, Kingdom of Cambodia: Second Greater Mekong Subregion Tourism Infrastructure for Inclusive Growth Project, December, 2019.
7. Final Report, (TA 9090 REG) Second Greater Mekong Subregion Tourism Infrastructure for Inclusive Growth – Preparing the Second GMS Tourism Infrastructure for Inclusive Growth Project, June 2018.
8. Standard Operating Procedures for Externally Financed Projects in Cambodia, Land Acquisition and Involuntary Resettlement, Royal Government of Cambodia, 2018.
9. Environmental Management Plan, Detailed Design, Kep Solid Waste Management improvements, Second Greater Mekong Subregion Tourism Infrastructure for Inclusive Growth, May 2020.
10. Initial Environmental Examination, Kep Solid Waste Management improvements, Second Greater Mekong Subregion Tourism Infrastructure for Inclusive Growth, May 2020.
11. Basic Design Report, Kep coastal Road, Second Greater Mekong Subregion Tourism Infrastructure for Inclusive Growth, Project Management for Civil Engineering Support (PMCES) February 2020.
12. Basic Design Report, Koh Tonsay Pier, Second Greater Mekong Subregion Tourism Infrastructure for Inclusive Growth, Project Management for Civil Engineering Support (PMCES) February 2020.
13. Aide Memoire, Second Greater Mekong Subregion Tourism Infrastructure for Inclusive Growth Project. Inception Mission (29 July – 2 August 2019).
14. Aide Memoire, Second Greater Mekong Subregion Tourism Infrastructure for Inclusive Growth Project. Loan review (18-25 November 2019).
15. Aide Memoire, Second Greater Mekong Subregion Tourism Infrastructure for Inclusive Growth Project. Project Review Mission (Virtual) 5-16 June 2020).
16. Monthly Progress Report (January to June 2020), Project Management and Civil Engineering Support (PMCES).

**Annex 2: Letter Request for Cancellation of Six Subprojects in Sihanoukville**



ព្រះរាជាណាចក្រកម្ពុជា  
 ជាតិ សាសនា ព្រះមហាក្សត្រ  
 KINGDOM OF CAMBODIA  
 Nation Religion King

Phnom Penh, 16 October 2019

Mr. Vijay Padmanabhan  
 Director  
 Urban Development and Water Division  
 Southeast Asia Department  
 Asian Development Bank  
 6 ADB Avenue, Mandaluyong City  
 1550 Metro Manila, Philippines  
 Fax: +63 2 636 2444

**Subject:** Request for Cancellation of Six Subprojects in Sihanoukville and Reallocation of Loan Proceeds

Dear Mr. Vijay Padmanabhan,

As you may be aware, Sihanoukville has undergone spectacular growth and building development over the past two years. This has created an urgent need for massive upgrade and expansion of the infrastructure within the city, in particular the environmental protection infrastructure including sanitation, stormwater drainage, beach protection and solid waste management services. The current loan projects have been largely drawn up prior to the boom and did not envisage the rapid development; consequently, the size of the interventions is modest and cannot meet the urgent needs of the Sihanoukville.

In view of this, the Royal Government of Cambodia has decided to take a holistic and urgent approach to address and reduce the difficulties faced by the population of Sihanoukville by speedy rehabilitation and expansion of critical urban infrastructure and measures to mitigate the environmental risks. It is absolutely critical for the Government to speedily undertake these measures and the necessary budgetary resources have been appropriated from the national budget.

We regret that this decision impacts on six Subprojects under the captioned loans for which the Government will no longer require funds from the ADB. We therefore would like to request the cancellation of the six Subprojects, as detailed below, and reallocate the loan proceeds for these Subprojects to related subprojects in new locations based on the assessment of the socio-economic needs and necessary due diligence by the Bank.

1. Subprojects CW-03: Sihanoukville Urban Drainage Package, and CW-04: Solid Waste Management Package, under the Second GMS Corridor Towns Development Project [Loan No. 3314-CAM (COL)].

The contract for Sihanoukville Urban Drainage Package was signed in April 2019. The works commenced on 28 May 2019 and the implementation has achieved about 5% of physical

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progress. This ongoing contract will need to be terminated and the Contractor will be paid in accordance with terms and conditions of the Contract Agreement.

2. Subprojects CW-01: Sihanoukville Seaside Access and Environmental Improvements, and CW-02: Sihanoukville Koh Rong Passenger Pier under the Second GMS Tourism Infrastructure for Inclusive Growth Project [Loan No. 3701-CAM(COL)].

No physical progress has been made under these subprojects since the Project was approved on 31 August 2018.

3. Subprojects MPWT-02a: Wastewater Treatment Plant at Sihanoukville, and MPWT-03b: Sihanoukville Sewerage Works under the Provincial Water Supply and Sanitation Project [Loan No. 3630-CAM(COL), Loan No. 8335-CAM and Grant No. 0561-CAM(EF)].

No physical progress has been made under these subprojects since the Project was approved on 07 December 2017.

We will highly appreciate your kind consideration and approval of our request and would like to assure the Bank of our gratitude for the long and strong partnership between us to which we place great importance. We are ready to assist the Bank in identifying and agreeing on the replacement Subprojects as a matter of priority.

Please Mr. V. B. Padmanabhan, accept the assurances of our high consideration.

Sincerely yours,



Dr. Ruel Pannimonroth  
Deputy Prime Minister  
Minister of Economy and Finance

---

Cc: -Agence Française de Développement  
-Ministry of Land Management, Urban Planning and Construction  
-Ministry of Public Works and Transport  
-Ministry of Handicraft and Industry  
-Ministry of Tourism

**Annex 3: Letter Reply to the Request for Cancellation**

24 January 2020

H.E. Dr. AUN Pommoniroth  
Deputy Prime Minister  
Minister of Economy and Finance  
Royal Government of Cambodia

Your Excellency:

**Subject: Request for Cancellation of Six ADB-Financed Subprojects in Sihanoukville and Reallocation of Loan Proceeds**

1. In response to your letter ref. 10201MEF/GDIDOM, dated 16 October 2019, we acknowledge your request to (i) cancel the six subprojects in Sihanoukville under the three projects below, and (ii) reallocate the loan proceeds to Infrastructure and activities in other project towns.

- Loan 3314-CAM: Second GMS Corridor Towns Development Project
- Loans 3830-CAM and B335-CAM and Grant 0561-CAM: Provincial Water Supply and Sanitation Project
- Loan 3701-CAM: Second GMS Tourism Infrastructure for Inclusive Growth Project

2. Since receiving your letter, we have been engaged in continuous discussions with the Ministry of Public works and Transport (MPWT), Ministry of Tourism (MOT), and related ministries. We have conducted several missions to Cambodia to address the issues and plan the next actions. We are also keeping AFD updated on progress (for the Provincial Water Supply and Sanitation Project) and seeking their inputs on any proposed actions/changes.

3. We initially identified the implications of the cancellation on each of the three affected projects and, based on discussions with the relevant ministries and ADB mission leaders, proposed various actions for which we will seek ADB Management approval in accordance with standard ADB procedures. In the meantime, we will continue to work closely with MPWT and MOT to address the required actions, expedite project implementation, and minimize potential delays.

4. Please accept, Your Excellency, the assurances of our highest consideration.

Sincerely,

Vijay Padmanabhan  
Director  
Urban Development and Water Division  
Southeast Asia Department

ASIAN DEVELOPMENT BANK  
6 ADB Avenue, Mandaluyong City  
1550 Metro Manila, Philippines  
Tel: +63 2 853 4444  
Fax: +63 2 853 4444

**Annex 4: Photographs of Public Consultations**



Consultations with stakeholders for the Kep SWM



Public Consultations for the Kep SWM subproject



Public Consultation at Kep Commune for Coastal Road Improvement



Public Consultation at Angkol commune for Coastal Road Improvement



Public Consultations for the Koh Tonsoy subproject



Public Consultations for the Koh Tonsoy subproject

**Annex 5: Photographs of Kep Subprojects**



Existing Dumpsite in Kep Province



Access road going to dumpsite



Coastal Road to be upgraded



Part of Coastal Road improvement



Walkway passage in front of Koh Tonsoy resorts



Tight passage for the walkway in front of Koh Tonsoy resorts

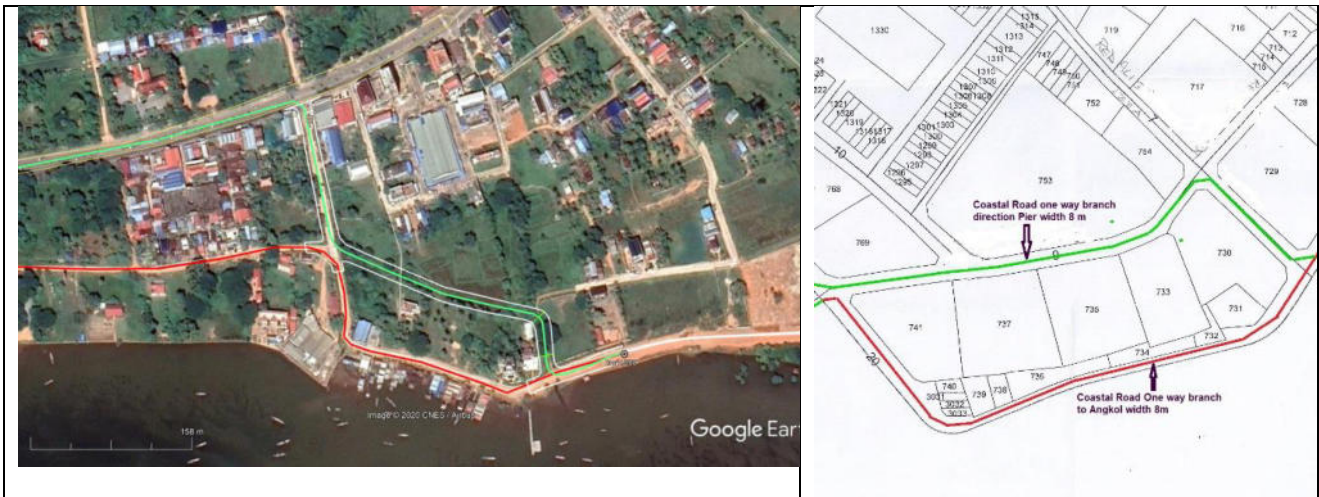
**Annex 6: Findings of the Site Resettlement Survey**

**NOTES ON THE FINDINGS OF SITE RESETTLEMENT SURVEY ON THE COASTAL ROAD**

ON DATE 30 June 2020

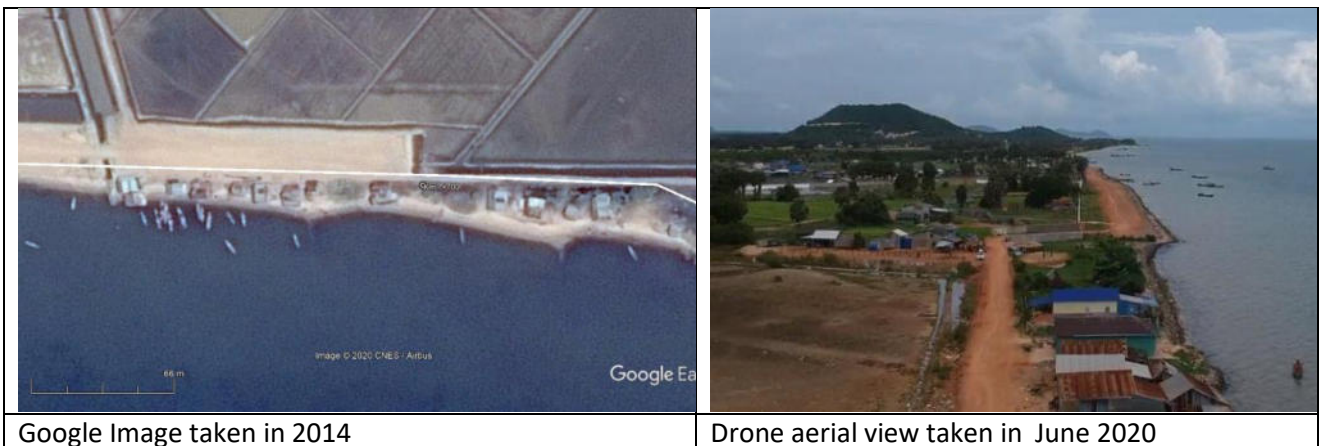
The following sections of the Road Project were considered not properly defined or affected by objections to the project from the interested communities or by landowners opposed to the possible land acquisition of part of their property.

1. The one-way branch (green alignment) connecting the Street 33A to the Pk 1+050 of the Coastal Road.



- The green alignment for the one-way branch was already discussed and agreed with KEP DPWT
- The alignment follows a planned local street as shown in the attached parcellary plan, where it is clearly shown that a local road with width of 9 m is planned between the opposite parcels.
- Presently, only a pedestrian track exists along the route of the planned local road.
- Therefore, the IOL can proceed along this section.
- The existing ROW of the planned local urban road will be sufficient to realize one-way branch with a design cross section width of 8 m (two sidewalks 1.0 m each, lane 3.5 m, shoulder 2.5m).

2. MAIN SECTION AT PK 7+700 TO 8+000



Google Image taken in 2014

Drone aerial view taken in June 2020

A community of fishermen (15 to 20 households) proposed to shift the road from the existing alignment in front of their houses to realign it on the seashore. They want the new road built on the other side of their houses, which means to make the road on the seashore and in part offshore. This because of they feel afraid

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that they will be displaced to new relocation site if the road will be permanently improved for better condition. Then they believe that when the project shifts the new alignment to seashore it could make them become legal squatters.

This is impossible because of the following reasons:

1. The existing alignment in proximity of the fishing community is already quite close to the shoreline. The fishermen’s houses on wooden piles are already built offshore.
2. The Fishermen would prefer that the road would be built further offshore, so that their houses may be considered legal squatters and not illegal (as they are at present).
3. This is impossible because no road can be built off shore through reclamation of sea areas (absolutely against the ADB guidelines and also impossible as per present National Laws).
4. The only legal and feasible solution is to make road upgrading works following the existing road alignment.

3) PROPERTY AFFECTED AT PK 8+000

The present road passes through a fenced property (photograph 1), that in this case would need land acquisition and fully expropriated. See figures below.



3. SECTION ALONG ANGKOL BEACH - FROM KM 9+565 TO KM 10+150

The Basic Design envisaged the road to be kept within the Government land strip of 50 from the coast line. This was suggested by the District Governor and it was mentioned in the various presentations made at DPWT and to the Kep Governor, without receiving any objection.

During the field survey for the BRP and IOL the same District Governor suggested to keep the road at only 10 m from the coast line in order to avoid the land acquisition of few properties owned by important personalities. This alternative is clearly not acceptable for various reasons: 1) it is against the existing regulations, 2) it will destroy the beach, thus affecting the touristic development, 3) would make the road exposed to the risk of sea erosion and sea surge, 4) it will increase the adverse environmental impacts during construction and it will affect the landscape.

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## Possible alternatives solutions:

1. The road could be realized beyond the 50 m Government land, by means of acquisition of a strip 15 m wide of the property of the real estate investor, Mr. Tripip. The feasibility of this important land acquisition should be explored by proper contacts between Kep Governor and the landowner.
2. In case the alternative solution 1 is not viable, the project would be realized without the complete connection between Angkol Village and Kep. This will affect the tourism development of the Angkol village, but the Coastal Road will maintain the benefits of improving the access from Kep town to Angkol Beach and the improved road link to the Provincial Road 1332.

## 4. CONNECTION FROM COASTAL ROAD TO PR 1332 – From KM 9+565 to Km 11+660

The connection between the Km 9+565 of the Main Section of the Coastal road and the PR1332 will be realized by the widening and improvement of the existing local road which connect Angkol Village and of the recently built rural road (see alignment in blue line shown in the figure below).



During the Public Consultation the deputy governor of Damnak Chang'oeu district expressed the concerns of some landowners for the proposed widening of the rural road from the present width of only 4-5 m to 12m. Some small plot owners requested that the road widening should be limited to 10 m only. The additional loss of few m of land due to the road expansion would prevent the construction of a house on the remaining part of their small plot.

Conclusion: the social problems created to few affected landowners cannot modify the road characteristics of an important road link. During the detailed design phase local adjustment will be made in few locations by adopting technical measures suitable to achieve local reduction of the road width to 10 m instead of 12m (i.e. adoption of local retaining walls to avoid embankment slopes, small reduction of the shoulder width).

**Annex 7: Public Consultation in Angkol Commune**

Minute of Public Consultation Meeting in Angkol village in June 2020

Name of Sub-project: Coastal Road, Kep Town, Kep province

Date: 30-June-2020

Start: 2:00 pm                      End: 4:30 pm

Place: Angkol Commune Hall

**A. Agenda/Topic**

- Explanation of Public Information Brochure (PIB);
- Preliminary design of the subproject;
- Subproject potential impacts on land and non-land assets;
- Policies and mitigation measures for impacts on land and non-land assets;
- Cut-off date;
- Subproject policies on compensation, assistance and resettlement according to the PIB; and
- Proposed grievance redress mechanism.

**B. Participants (85 persons M=50, F=35)**

- H.E Vao Sokha, Provincial Deputy Governor and Chairman of PRSC
- PMU/MPWT representative
- PIU Members
- ADB Consultant
- PMCES consultants
- Commune Authorities
- Communities

**C. Discussion**

- **H.E Vao Sokha** welcomed participants of the public consultation meeting and requested for the distribution of the PIB to the participants. He informed the participants that the PIB contains the information about the Project and Subprojects including the eligibility and entitlements, and compensation and is published in Khmer language for easier reading and understanding. He requested all participants to familiarize with contents of PIB and told them the technical and resettlement experts present will explain the PIB in detailed.
- **Mr. Ham Nimol**, Deputy Team Leader (DTL), paid his respect to H.E Vao Sokha, MOT, MPWT, PIU members and participants of the meeting. The DTL showed the general layout of the proposed Kep coastal road based on the preliminary design. The proposed coast road with a total length of 12km will start from Kep Pier to Provincial Road (PR) 1332 including four sections (i) initial road section PK 1+200 with designed as an one-way road in order to mitigate the resettlement impact on the fishing community; (ii) main road section with a total length of 8.25km up to Km9+450 running along the coast and passing small communities of fishermen and along private lands and salt production ponds; (iii) 2-km road connecting the proposed coastal road to PR 1332 starting from Km 9+655 to Pagoda junction on PR 1332; and (iv) access road to the beach and Angkol village with the length of 0.74km and the width of 14.5m from km9+655 to the end of Angkol branch. The DTL also informed that the detailed design will be developed according to the best option to minimize the resettlement impact on communities' assets. The detailed design will be finalized based on the ongoing topographical survey and adjustment to be made for minimizing the resettlement impacts. The design team will demarcate the land boundaries for the IRC-WG to conduct the detailed measurement survey (DMS) and replacement cost study (RCS) to prepare the detailed resettlement plan. Additional consultations will be conducted prior to DMS.

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- **Mr. Mel Sophanna, Social Safeguards and Resettlement Specialist (SSRS)**, paid his respect to the Deputy Provincial Governor, PMU representative, PIU members, ADB representative and participants in the meeting. The SSRS explained the involuntary resettlement categorization of project/subprojects according to the ADB Safeguard Policy Statement 2009. He explained the ADB's resettlement and Royal Government of Cambodia's resettlement and compensation policies and then explained the cut-off date, corridor off impact (COI), DMS, RCS, eligibility, entitlement, compensation and grievance redress mechanism in the PIB. The Subproject construction can start only after the compensations to the affected properties are made. The SSRS confirmed that the cut-off date for this subproject is the date of the completion of public consultations conducted with the DPs, and local authorities during the feasibility study. Only those DPs who are in the corridor of impact or lose their assets on or before the cut-off date will be eligible for compensation and assistance under the subproject. Any person who occupies the land after the cut-off date will be ineligible for compensation. The SSRS informed the participants that they will be given the opportunity to ask questions, clarify any doubts or seek clarifications to any issues before the closure of the meeting. He also asked them to provide suggestions and ideas so improve the subproject design for the enhancement of the social and economic development of the subproject area. At the end, the SSRS expressed his best wishes for the successful implementation of the subproject for faster economic gains through the proposed tourism development on the subproject area.
- **Mr. Tem Sereivouth**, ADB Consultant, paid his respect to the Deputy Provincial Governor, local authorities and people who participated in the meeting. Mr. Sereivouth mentioned that all the affected land and non-land assets will be compensated based on the result of the RCS.

#### D. Questions/Requests/Recommendations

The Deputy Provincial Governor asked participants to raise their questions related to the proposed Kep Coastal Road subproject. Before giving a floor to participants, he would like to confirm to participants if they all agree and support the improvement of the coastal road. All the participants raised their hand up to confirm their willingness and supporting the project.

- **Question:** A woman, (above 60 years old) from a fishing community at Angkol beach raised her concern about the proposed road section along Angkol beach might impact on her house. She asked where her family will live after the land acquisition of the subproject.
- **Response:** The SSRS told her that the IOL will be conducted based on the preliminary design after the meeting to identify whether her house is affected or not. However, the road alignment can be adjusted during the detailed engineering design and the DMS will be carried out once the detailed engineering design is approved. If her house is affected, she will be paid compensation for the affected house at replacement cost and other entitlements following policies of the Government and ADB. The General Department of Resettlement will mobilize an independent and qualified appraiser to determine the replacement cost who carry out market research and then calculate the compensation and assistance amount of the lost assets. Compensation rate will be presented to the DPs prior to finalization of the contract. A PIB on compensation package will be prepared and distributed and discussed in the consultation meeting prior to contract offer. For affected structures, cash compensation at full replacement cost will be paid to the affected structure owners without any deductions for salvageable materials or depreciation.

Finally, at 4:30pm H.E Vao Sokha gave a closing remarks with thanks and best wishes to participants for their presence in the meeting.

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**Annex 8: Attendance Sheet of Public Consultation in Angkol Commune**

ទីកន្លែង/Venue: Angkol Commune, Kep Province

កាលបរិច្ឆេទ/Date: 30 June 2020

ល.រ No	ឈ្មោះ Name	ភេទ Sex	អាយុ Age	តួនាទី ឬ មុខរបរ Position	ឈ្មោះភូមិ Name of Village	លេខទូរស័ព្ទ Phone Number	ផ្សេងៗ Others
1	H.E Vao Sokha	M		Deputy-Provincial Governor	Provincail	012 820 844	
2	Morch Toch	M		Director of the Department	DPWT Kep	017 536 363	
3	Lay Vannara	M		Deputy-of the Department	DPWT Kep	012 854 727	
4	Kim Channy	F		District Governor	Domnakchonger	085 333 000	
5	Chhun Chanvanthou	M		DD of Provincial Administration	City Hall	017 861 444	
6	Eung Seyha	M		People	Angkol		
7	Chhat Neun	M		People	Pong Toeuk	012 428 427	
8	Su Voeng	M		People	Angkol		
9	Chheng Hang	M		People	Phnom Leav		
10	Prum Khy	M		People	Phnom Leav		
11	Tith Huy	F		People	Angkol		
12	Eung Seang	F		People	Angkol		
13	Su Reng	M		People	Angkol		
14	Ev Chroeb	F		People	Angkol		
15	Meas Yan	F		People	Angkol		
16	Ly Ye	F		People	Angkol		
17	Meas Tar	M		People	Angkol		
18	Cheat Ry	F		People	Angkol		

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19	Tan Lyhory	F		People	Angkol		
20	Sok Rin	F		People	Angkol		
21	Sok Ky	F		People	Angkol		
22	Some De	F		People	Angkol		
23	Meas Yorn	F		People	Angkol		
24	Sok Korn	F		People	Angkol		
25	Chheong Lykheng	F		People	Angkol		
26	Chan Thon	F		People	Angkol		
27	Sen Raksa	F		People	Angkol		
28	Mov Sokhom	F		People	Angkol		
29	Nav Tob	F		People	Angkol		
30	Ty Sa	F		People	Angkol		
31	Oung Hy	F		People	Angkol		
32	Sok Mob	F		People	Angkol		
33	Chheung Rom	F		People	Angkol		
34	Kru Phors	M		Techer	Angkol		
35	Kin Phally	F		People	Angkol		
36	Tan Leakina	F		People	Angkol		
37	Meas Nai	M		People	Angkol		
38	Khun Lunh	M		People	Angkol		
39	Yeang Ry	M		People	Angkol		
40	Sem Beuk	F		People	Angkol		
41	Eung Na	F		People	Angkol		
42	Khun Ann	F		People	Angkol		

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43	Sok Veth	F		People	Angkol		
44	Kong Sarath	M		People	Angkol		
45	Meas Phy	M		People	Angkol		
46	Som Deun	M		People	Angkol		
47	Long Kheang	M		People	Angkol		
48	Sour Chamreun	M		People	Angkol		
49	Nak Chhorn	F		People	Angkol		
50	Doung Chan	F		People	Angkol		
51	Mao Khorn	M		People	Angkol		
52	Som Den	M		People	Angkol		
53	Bun Tha	M		People	Angkol		
54	Lay That	M		People	Angkol		
55	Chhay He	M		People	Angkol		
56	Yim Saren	M		People	Angkol		
57	Horng Eung	M		Sub-Village	Phnom Leav		
58	Tin Ban	M		2nd Deputy	Angkol	092 174 367	
59	Pok Tang	M		Deputy of Department	MOT	012 821 411	
60	Chin Vuthy	M		Deputy of Department	DPWT Kep	017 414 743	
61	Eng Sin	M		1st Deputy	Angkol	097 728 8116	
62	Hom Nimol	M		Deputy	MPWT/SBK	012 858 093	
63	Ouk Vuthy	M		Office Manager	Provincail	077 926 511	
64	Khak Sophak	M		Deputy	Provincail	012 423 452	
65	Sen Sitha	M		Deputy	Kep	012 618 650	
66	Ly Hot	M		Comunune Chief	Pong Toeuk	099 929 222	

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67	Leng Sokhom	F		Deputy-District Governor	Domnakchonger	088 802 5877	
68	Meas Va	M		Council	Angkol	088 517 5040	
69	Su Ouv	F		People	Angkol		
70	Nob Sovantha	M		Clerk	Angkol	097 550 6834	
71	Chhoun Sitha	M		People	Angkol		
72	Chhay Punlok	M		People	Angkol		
73	Kong Yorn	M		Council Member	Angkol	012 827 969	
74	Kao Tem	M		Council Member	Angkol	088 807 7255	
75	Hong Pon	M		Council Member	Pong Toeuk	071 326 8055	
76	Kim Khy	F		Sub-Village	Angkol	088 308 0261	
77	Ngeth Ung	F		Council Member	Ompeng	092 148 439	
78	Soy Chanravuth	M		Office Manager		012 3420 34	
79	Tin Syna	M		Office Manager	DEF	015 698 248	
80	Pov Phonhor	M		Staff	DPWT Kep	086 526 366	
81	Ngeth Peann	F		Staff	DPWT Kep	016 527 444	
82	Ponh Sambo	M		Asistant	Angkol	097 639 026	
83	Kem Sarom	M		Enumerator	SBK	087 555 177	
84	Tem Sereyvuth	M		Consultant	ADB	012 528 247	
85	Mel Sophanna	M		Resettlement	MPWT/SBK	077 937 773	

Female = 35  
Male = 50

**Annex 9: Public Consultation in Kep Commune**

Minute of Public Consultation Meeting in Kep Town in June 2020

Name of Sub-project: Coastal Road, Kep Town, Kep province

Date: 30-June-2020

Start: 8:30 am End: 10:30 am

Place: Kep Commune Hall

**A. Agenda/Topic**

- Explanation of Public Information Brochure (PIB);
- Preliminary design of the subproject;
- Subproject potential impacts on land and non-land assets;
- Policies and mitigation measures for impacts on land and non-land assets;
- Cut-off date;
- Subproject policies on compensation, assistance and resettlement according to the PIB; and
- Proposed grievance redress mechanism.

**B. Participants (53 persons: M=23, F=30)**

- H.E Vao Sokha, Deputy Provincial Governor and Chairman of PRSC
- PMU/MPWT representative
- PIU Members
- ADB Consultant
- PMCES consultants
- Commune Authorities
- Communities

**C. Discussion**

- **H.E Vao Sokha** welcomed participants of the public consultation meeting and requested for the distribution of the PIB to the participants. He informed the participants that the PIB contains the information about the Project and Subprojects including the eligibility and entitlements, and compensation and is published in Khmer language for easier reading and understanding. He requested all participants to familiarize with contents of PIB and told them the technical and resettlement experts present will explain the PIB in detailed.

- **Mr. Ham Nimol**, Deputy Team Leader (DTL), paid his respect to H.E Vao Sokha, MOT, MPWT, PIU members and participants of the meeting. The DTL showed the general layout of the proposed Kep coastal road based on the preliminary design. The proposed coast road with a total length of 12km will start from Kep Pier to Provincial Road (PR) 1332 including four sections (i) initial road section PK 1+200 with designed as an one-way road in order to mitigate the resettlement impact on the fishing community; (ii) main road section with a total length of 8.25km up to Km9+450 running along the coast and passing small communities of fishermen and along private lands and salt production ponds; (iii) 2-km road connecting the proposed coastal road to PR 1332 starting from Km 9+655 to Pagoda junction on PR 1332; and (iv) access road to the beach and Angkol village with the length of 0.74km. The DTL also informed that the detailed design will be developed according to the best option to minimize the resettlement impact on communities' assets. The detailed design will be finalized based on the ongoing topographical survey and adjustment to be made for minimizing the

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resettlement impacts. The design team will demarcate the land boundaries for the IRC-WG to conduct the detailed measurement survey (DMS) and replacement cost study (RCS) to prepare the detailed resettlement plan. Additional consultations will be conducted prior to DMS.

- **Mr. Mel Sophanna, Social Safeguards and Resettlement Specialist (SSRS)**, paid his respect to the Deputy Provincial Governor, PMU representative, PIU members, ADB representative and participants in the meeting. The SSRS explained the involuntary resettlement categorization of project/subprojects according to the ADB Safeguard Policy Statement 2009. He explained the ADB's resettlement and Royal Government of Cambodia's resettlement and compensation policies and then explained the cut-off date, corridor off impact (COI), DMS, RCS, eligibility, entitlement, compensation and grievance redress mechanism in the PIB. The Subproject construction can start only after the compensations to the affected properties are made. The SSRS confirmed that the cut-off date for this subproject is the date of the completion of public consultations conducted with the DPs, and local authorities during the feasibility study. Any person who occupies the subproject area after the cut-off date will not be entitled to compensation and other resettlement assistance under the subproject. The SSRS informed the participants that they will be given the opportunity to ask questions, clarify any doubts or seek clarifications to any issues before the closure of the meeting. He also asked them to provide suggestions and ideas so improve the subproject design for the enhancement of the social and economic development of the subproject area. At the end, the SSRS expressed his best wishes for the successful implementation of the subproject for faster economic gains through the proposed tourism development on the subproject area.

#### **D. Questions/Requests/Recommendations**

H.E Provincial Deputy Governor asked participants to raise their questions related to Coastal road improvement sub-project. Before giving a floor to participant, he would like to confirm to participants if they all agree and willing to have this ADB project for Coastal road improvement from Kep up to provincial road No. 1332? All the participants raised their hand up to confirm their willingness and supporting the project. Participants told the meeting, they have no any doubt due to clear presentation, especially about compensation policies both ADB's and RGC's.

**Question:** When will this subproject implementation start and how long will it last?"

**Response:** The subproject will start as soon as early of the year 2021 and will last for about 660 days from the civil work starting date.

Finally, at 10:30am H.E Vao Sokha gave a closing remarks with thanks and best wishes to participants for their presence in the PCM.

Prepared by

Ms. Tep Chinda

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**Annex 10: Attendance Sheet of the Public Consultation in Kep Commune**

ទីកន្លែង/Venue: Kep Commune, Kep Province

កាលបរិច្ឆេទ/Date: 30 June 2020

ល.រ No	ឈ្មោះ Name	ភេទ Sex	តំណែង ឬ មុខរបរ Position	ឈ្មោះភូមិ Name of Village	លេខទូរស័ព្ទ Phone Number
1	H.E Vao Sokha	M	Deputy-Provincial Governor	Provincail	012 820 844
2	Som Chenda	M	Director of Department	Tourism(MOT)	012 867 874
3	Mel Sophanna	M	Resettlement Specailist	MPWT/ SBK	077 937 773
4	Tem Sereyvuth	M	Consultant	ADB	012 528 242
5	Soth Puthimanin	M	Director of Department	DLMCC	078 320 481
6	Vinh Thol	M	Office Manager of LMCC	Lander	012 994 160
7	Chhang Chaey	M	Deputy Mayor	City Hall	017 232 567
8	Chhun Chanvanthon	M	DD of Provincial Administration	City Hall	017 861 444
9	Nop Samoun	M	Commune Chief	Kep Commune	092 968 443
10	Sen Sitha	M	DD of LMCC	DLMCC	012 618 680
11	Ouk Vuthy	M	Office Manager	Provincail	077 926 511
12	Khen Sophak	M	Deputy	Provincail	012 423 452
13	Pov Sunhor	M	Staff	DPWT	086 526 366
14	Phat Samnang	M	Office Manager	Environment	069 856 913
15	Chheng Saneth	M	DD of DPWT	City Hall	081 336 677
16	Hom Nimol	M	Deputy	MPWT/ SBK	012 858 093
17	Chhin Vuthy	M	Deputy of Department	DPWT	017 414 743
18	Kem Sarom	M	Enumarator	SBK	087 555 177
19	Loch Samsak	M	Deputy of Department	DoEF	097 510 8092
20	Chhorm Kimsiv	F	Pople	Kep	
21	Om Chean	F	Pople	Kep	
22	Ngeth To	M	Pople	Kep	
23	Oung Ngeurn	F	Pople	Keo Krosang	
24	Chhum Phal	F	Pople	Keo Krosang	
25	Chhin Leang	F	Pople	Keo Krosang	
26	Cheav Kork	F	Pople	Keo Krosang	
27	Keong Suyern	F	Pople	Keo Krosang	
28	Chea Sim	F	Pople	Keo Krosang	
29	Srey Chan	F	Pople	Kep	
30	Hout Phall	F	Pople	Kep	

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31	Mao Reth	F	Pople	Kep	
32	Kong Houy	F	Pople	Kep	
33	Chhay Chory	F	Pople	Kep	
34	Nak Maly	F	Pople	Kep	
35	Doung Theng	F	Pople	Kep	
36	Chhoy Leok	F	Pople	Kep	
37	Khev Chandara	F	Pople	Kep	
38	Keo Ma	F	Pople	Kep	
39	Tem Kim	F	Pople	Kep	
40	Keav Long	F	Pople	Kep	
41	Chab Phat	F	Pople	Kep	
42	Soun Por	F	Pople	Kep	
43	Chheong Chhorn	F	Pople	Kep	
44	Yong Theany	F	Pople	Kep	
45	Yong Nath	F	Pople	Kep	
46	Men Tean	F	Pople	Keo Krosang	
47	Houy Mom	F	Pople	Keo Krosang	
48	Seong Meng	M	Pople	Keo Krosang	
49	Chhun Vibol	F	Pople	Kep	
50	Ngeth Han	F	Pople	Keo Krosang	
51	Lay Nhenh	M	Pople	Kep	
52	Sao Sarourn	F	Pople	Kep	
53	Chan Deth	M	Consultant	Engineer	

Female = 30

Male = 23

**Annex 11: Assurance Letter of MPWT Re Affected Waste Pickers**

**KINGDOM OF CAMBODIA**  
Nation Religion King  
ព្រះរាជាណាចក្រកម្ពុជា

**Ministry of Public Works and Transport**

No.: 21 PMU/MPWT/ TIIGP-2/19

6 December 2019

Mr. Yasushi Negishi  
Country Director  
Lao PDR Resident Mission  
Asian Development Bank  
Vientiane Lao PDR

Subject: ADB L3701-CAM: Second GMS Tourism Infrastructure Inclusive Growth Project  
- Letter of Intent for Waste Pickers for Kep Landfill

Dear Mr. Yasushi Negishi

Measures to prevent the loss of income for the waste pickers who are presently working in the informal waste dumping pit in the Kep Landfill site area.

During the construction period access to the site will be prevented to anyone not involved with the construction works. In order to ensure the continuation of the activity of recuperation of recyclable material for the three people who are presently doing this activity, specific instructions shall be given to the DPWT officials and the PIU members so that a new suitable dumping site shall be identified in the vicinity of the Kep Landfill project site and that the access to this new dumping site shall be granted to the presently existing waste pickers in order to be able to continue this activity in the temporary dumping site.

Particular instructions shall also be given to the PMCES so that among the mitigation measures of the CEMP a specific clause would be included with the obligation that highest priority for hiring laborers will be given to the waste pickers, in case they would prefer working in the construction site, which could give them a better income with respect to the waste picking activity.

Concerning the operation period of the completed landfill project, it is considered that the operation of the Material Recovery Facility (MRF) will require from 4 to 8 laborers to work for the separation of the recyclable materials, it will be certainly possible for the Kep Authority to ensure that local existing waste pickers would have the highest priority for getting the positions of laborers for the MRF, whatever would be final decision on the Institutional Organization for the Landfill operation.

In effects, in case the plant operation would be directly managed by Kep Municipal Department, the control of hiring laborers for the plant will be completely within the faculty of Kep Authority. In the alternative hypothesis that a private organization would be awarded the Plant Operation Contract, a specific clause would be introduced in the Operation Contract so that the highest priority for laborer hiring will be given to local residents already working in this activity.

In conclusion, the above measures and precautions are sufficiently considered to exclude the risk of loss of income for the present waste pickers working in the project area.

Yours sincerely

Vong Pisith  
Project Director  
Ministry of Public Works and Transport

Corner Norodom Blvd &amp; St. 106., Phnom Penh, Cambodia

Tel: (855) 23 426110