

Social Monitoring Report

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January – June 2021
August 2021

Cambodia: Second Greater Mekong Subregion Tourism Infrastructure for Inclusive Growth Project

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

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Semi-Annual Social Safeguards Monitoring Report

Project Number: 49387-001

ADB Loan: 3701-CAM

CAMBODIA: Second Greater Mekong Subregion Tourism Infrastructure for Inclusive Growth Project

January – June 2021



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LIST OF ABBREVIATIONS

ADB	Asian Development Bank
AH	Affected Household
AP	Affected Person
BRP	Basic Resettlement Plan
COI	Corridor of Impact
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
GDR	General Department of Resettlement
GMS	Greater Mekong Subregion
GRM	Grievance Redress Mechanism
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
IRP	Income Restoration Program
LMUPD	Land Management and Urban Planning Department
MEF	Ministry of Economy and Finance
MOT	Ministry of Tourism
MPWT	Ministry of Public Works and Transport
O&M	Operations and Maintenance
PCU	Project Coordination Units
PIB	Project Information Booklet
PIU	Project Implementing Unit
PMCES	Project Management for Civil Engineering Support
PRSC	Provincial Resettlement Sub-Committee
PRSC-WG	Provincial Resettlement Committee Working Group
RCS	Replacement Cost Survey
RD	Resettlement Department
RGC	Royal Government of Cambodia
RP	Resettlement Plan
SMR	Semi-Annual Social Safeguards 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
TWG Technical Working Group

I. INTRODUCTION

1. This is the third Semi-annual Social Safeguards Monitoring Report (SMR) covering January to June 2021, 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 MPWT.

I.1 Project Background

2. The Second Greater Mekong Subregion Tourism Infrastructure for Inclusive Growth Project was approved on 31 August 2018 for \$30.0 million and became effective 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 a more balanced tourism development will be achieved. The outcome is the increased tourism competitiveness of secondary towns in Cambodia. The project includes three outputs (i) urban-rural access infrastructure and urban environmental services improved; (ii) strengthened capacity to implement ASEAN tourism standards; and (iii) strengthened institutional arrangements for tourism destination management and infrastructure O&M.

3. The Ministry of Tourism (MOT) is the executing agency with a dedicated project coordination unit (PCU) managing inter-agency coordination and tourism capacity-building activities under Outputs 2 and 3. Department of Tourism (DOT) in the participating provinces is the implementing agency 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 sub-project 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 the provincial Department 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 sub-projects (i) Kep-Angkol Coastal Road Improvements (Kep Coastal Road Development and Associated Tourism Infrastructure) and (ii) Rabbit Island Passenger Pier Improvements (Koh Tonsuy Pier and Tourist Infrastructure) have been identified as the replacements for the two cancelled projects in Sihanoukville. On March 23, 2021, ADB issued a No Objection Letter (NOL) for the inclusion of 2 new subprojects located in Kep Province.

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 sub-projects in Kep Province, (preparation of detailed engineering designs (DEDs) for these new sub-projects); 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 both a topographical survey and a geotechnical investigation 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 July 31, 2020.

I.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 increase 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. The basic project data is shown in Table 1.

Table 1: Project Basic Data

ADB Loan Number	3701-CAM (COL)
Project Title	Second Greater Mekong Subregion Tourism Infrastructure for Inclusive Growth (TIIG)
Executing Agency:	Ministry of Tourism
Implementing Agencies:	Provincial Department of Kep (Sihanoukville projects were cancelled) Ministry of Public Works and Transport (Phnom Penh and Provincial Department of Kep)
Loan Amount	USD 30.00 million
RGC Contribution	USD 0.89 million
Estimated Project Cost	USD 30.89 million
Loan Approval Date	31 August 2018
Loan Signing Date	24 October 2018
Loan Effectiveness Date	25 December 2018
Closing Date	30 June 2024
Project Implementation Period	25/12/2018 – 30/06/2024 (66 months)
Time Elapsed Since Loan Approval	40% (28 of 70 months from loan approval date)
Overall Implementation Progress (%) ¹	46% (As of June 30, 2021)
Date of Last Review Mission	VC 02 -10 December 2020

10. The TIIGP is assigned Category B for involuntary resettlement impacts and Category B for IP safeguards triggered by the Laos components. Potential land acquisition impacts were assessed in accordance with ADB's SPS (2009) during project preparation based on the preliminary design. A draft 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).² Project information was disclosed to all affected persons during project preparation.

11. The TIIGP2 component in Cambodia including the replacement subprojects which underwent a minor change in the scope of works is compliant with ADB Safeguard Policy Statement (SPS) and Government laws and regulations. The Cambodian component remains classified Category B for environment and involuntary resettlement and Category C for indigenous peoples.

I.3 TIIGP2 Subprojects as of Reporting Period

12. Kep Landfill Improvement (PMU/MPWT/TIIGP2/CW03). The Kep Landfill Improvement sub-project is being implemented in Cambodia's southern coast and Kep Town (Kep Province) which is a popular tourist destination known for its beach, seafood restaurants and quiet natural surroundings. The sub-project will mainly benefit Kep's urban core (Sangkat Kep and around half of Sangkat Prey Thom) with a residential population of 9,000 persons.

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

14. Kep–Angkol Coastal Road Improvement (CW01a). This sub-project will improve and widen about 12.4 kilometers of an existing laterite bypass road connecting Kep Town to Angkol Village and Provincial Road 1332. The work will include side drains, parking bays, footpaths and lighting, mangrove restoration along the seaside road shoulder to strengthen storm defenses, and community tourism facilities. Furthermore, it will improve economic opportunities and access to social services for about 6,000 people living in the road catchment area. It will also relieve growing traffic congestion, and catalyze tourism development in the eastern areas of Kep Town. The work is estimated to cost \$10.8 million.

15. Koh Tonsuy Passenger Pier3 (CW02a). This sub-project will include two components: (i) the construction of a new passenger pier, connecting Kep City to Koh Tonsuy Island and (ii) the construction of a 900 m walkway in front of the bungalows alongside the beach.

16. 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 in number of visitors is expected to

² <https://www.adb.org/projects/documents/cam-49387-002-rp>

³ The contract tracker adopted the English version of the name of the island (Rabbit Island) but all BD documents and other documents (i.e. BRP, Bid Documents, DED) use the khmer name (Koh Tonsuy). The ADB-MEF-MOT agreed to use the Khmer name "Koh Tonsuy" as the name of the sub-project.

boost income of local residents. The locals have formed a tourism association and currently operate 16 passenger boats and other basic tourism services.

17. The ADB review mission conducted in December 2020 advised the EA that a minor change of project scope will be required for output 1 to include the new two subprojects located in Kep and include; (i) the Kep Coastal Road improvement and (ii) Koh Tonsuy Passenger Pier Infrastructure. This minor change was completed as of May 2021 which resulted in the revised subprojects under Output 1 as follows: (i) Kep Solid Waste Management Improvements, (ii) Kep Coastal Road Development and Associated Tourism Infrastructure) and (iii) Koh Tonsay Pier and Tourist Infrastructure). On March 23, 2021, ADB issued a No Objection Letter (NOL) for the inclusion of 2 new subprojects located in Kep Province.

I.4 Health Monitoring

18. A general approach to prevent the transmission of COVID-19 has been adopted by the IPMU/MPWT offices, as well as the PMCES offices since the first quarter up to the end of the reporting period (December 2020). This general approach consists of basic hygiene practices to prevent or at least minimize the spread of the virus.

19. Despite the health precautions adapted in Cambodia, there was a serious rise of COVID cases during the reporting period which adversely affected the schedule and timelines of the subprojects. These are manifested by the following;

- A sudden spike of COVID cases in Phnom Penh caused by lax implementation of quarantine protocols spread the disease further into the other provinces. Some government authorities, including Kep Province imposed stricter quarantine restrictions and imposed health checkpoints and lockdowns for persons coming from the COVID affected provinces. Mandatory 14 days quarantine in a COVID Hotel for incoming foreign travelers imposed by the Cambodian Authorities.
- The quarantine measures included the use home office work for many government offices which affected the productivity. Particularly serious were the consequences on the activities by GDR which could initiate the required field works for the conduct of public consultations and preparation of the detailed resettlement plans.
- The construction works in the Kep Landfill was also affected, because the Contractor was denied the permission to increase the number of workers as required by the on-going works to control possible COVID infections.
- This prevented the Contractor to hire more workers needed for undertaking the more labor intense activities on the SLF buildings. This affected the timely completion of the subproject. This delay was further exacerbated by an early rainy season with intense thunderstorms during the day time which further delayed the civil works.
- The concerns of AHs in the Coastal Road Project in a 1.3 km section of the Connection branch to PR 1332 which was raised on February were only addressed in May 2021 because field activities were delayed because of lock downs and subsequently, travel restrictions from Phnom Penh to Kep Province due to the COVID crises in the capital.
- During the month of May, the COVID 19 travel restrictions prevented the resumption of DMS by GDR along the Coastal Road. GDR and Kep Authority communicated the request for possible local and minor design changes in order to solve few land acquisition

problems. A meeting in Kep was finally possible on May 25 in order to make an agreement on the possible changes to be adopted after the lockdown was lifted on May 21, 2021.

I.5 Purpose and Methodology

20. This third SMR presents the status of compliance with the project social safeguards requirements for the (a) Kep Landfill Improvement; (b) Kep-Angkol Coastal Road Improvement; and Koh Tonsuy Pier Improvement from January to June 2021. This SMR is prepared in accordance with the requirements under the Safeguards Policy Statement 2009 (SPS 2009).

21. The previous SMR already established and summarized various resettlement and social safeguards activities undertaken for this project and adequately established the basis and foundation for this SSMR report. This report will cover social safeguard monitoring activities covering from January to June 2021.

II. DESCRIPTION OF SUBPROJECTS

22. After the government's October 2019 decision to cancel ADB financing for infrastructure sub-projects 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). 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 sub-projects were selected.

23. After further field visits and discussions, the supporting documents for two sub-projects 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 2020 when the following two projects were selected and considered similar in nature and scope to the original cancelled sub-projects: The Kep Coastal Road and the Koh Tonsuy Pier were finally selected. On March 23, 2021, ADB issued a No Objection Letter (NOL) for the inclusion of these 2 subprojects in Kep Province in the Second GMS Tourism Infrastructure for Inclusive Growth Project (**Annex 2**).

24. This is in addition to the solid waste management improvements which is originally part of TIIGP. Hence, there are three sub-projects that are components of TIIGP 2 and will be briefly discussed in the following paragraphs. A summary table describing the sub-projects is shown in

25.

26.

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

Subprojects	Components	Description of works
Kep Landfill Improvement	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 Improvement	Initial Section	1.20 km in length, it starts at the Kep Pier and runs across a semi-urban portion of Kep Town, on the alignment of an existing unpaved road.
	Main Section	The existing base of the embankment, 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-Tonsuy Passenger Pier	Construction of a new passenger pier Construction of a 900m walkway	New concrete pier at Koh Tonsuy 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

II.1 Kep Landfill Improvement

28. The contract for the construction of Kep Landfill Improvement was signed on May 7, 2020 for \$7.06 million and is scheduled for completion on October 25, 2021. As of end of this reporting period, the physical progress was 75% with \$6.5 million disbursed. In March 2021,

contract variation No. 2 (VO2) was approved to accommodate (i) additional three landfill cells, (ii) modification of the landfill area, and (iii) enlargement of the leachate treatment facility.

29. After the VO2 was approved, the contract prices increased to \$10,392,550.62 (inclusive of taxes). On June 24, 2021, MPWT submitted contract variation No. 3 (VO3). The variation is proposed to include (i) the additional works related to the improvement of leachate treatment plant, (ii) improvements to the drainage works of the landfill and of the access road, and (iii) design changes to optimize the works (elimination of the septage ponds, adjustments to leachate collection pipes etc.). VO3 will increase the contract amount to \$10,769,532.28 million (an increase of about \$379,981.66).

30. This increase exceeded the ADB threshold of 15% from the original contract price and **requires an ADB approval. In response to the proposed VO, ADB requested additional information**, which was provided to MPWT on 30 June 2021. The requested additional information included (i) details of the proposed leachate treatment concept, (ii) design drawings, (iii) technical specifications and (iv) bill of quantity (justifications for prices of new items and the increase in prices). As of June 30, 2021, MPWT is still preparing the requested additional information.

II.2 Kep-Angkol Coastal Road Improvement

31. On December 1, 2020 ADB issued a conditional no objection to the MPWT's recommendation to award the contract with the contract price of \$10.5 million (including taxes). Some of the conditions required for the contract to be signed are the following; (i) approval of minor change in scope, (ii) approval of IEE and environmental management plan (EMP), and (iii) issuance of the national environmental protection contract, have been met/completed.

32. ADB issued a No Objection Letter for the Basic Resettlement Plan on March 4, 2021 (**Annex 3**). The Detailed Resettlement Plan (DRP), the last requirement, is still being finalized and expected for submission to ADB for review by August 2021. The DRP is tentatively scheduled to be approved by the Royal Government of Cambodia on September 23, 2021 and cleared by ADB by September 28, 2021. The civil works contract for this subproject is expected to be signed in October 2021. It will have a 22-month construction period and completion is expected by July 2023.

33. As payment of compensations will take quite some time because of the procedural processes, it has been agreed construction works at road sections without land acquisition issues or at sections, where compensations have been fully paid, are allowed without waiting for the completion of compensation payments to all affected households. A note with the maps showing the area free from land acquisition/ resettlement issues for the Kep Coastal Road as well as the Koh Tonsay Pier subprojects will be submitted together with the signed civil works contracts to ADB.

II.3 Koh Tonsuy Passenger Pier and Walkway Improvement

34. The subproject includes two components: (i) the pier construction including a platform built offshore on shallow water, resting on rock-fill and protected by a retaining wall, a protection dike, a terminal head-hammer and two floating pontoons; and (ii) the walkway construction. The

Koh Tonsay Passenger Pier Improvements subproject contract is estimated to cost \$1.75 million (exclusive of taxes).

35. On June 29, 2021 ADB issued a No Objection Letter (**Annex 4**) for the DRP for this contract, while the IEE/EMP was cleared in January 2021. The environmental protection contract (EPC) was issued on May 17, 2021 and environmental permit on the same date. The procurement process for this contract started with the issuance of IFB on May 6, 2021. MPWT is finalizing the bid evaluation report (BER) and will submit it to ADB for review by 31 July 2021. The contract for this subproject is expected to be signed in September 2021.

III. RESETTLEMENT ACTIVITIES IN THE REPORTING PERIOD

36. The loan agreement provides for resettlement related covenants and clauses to ensure compliance with SPS. For the reporting period, the following Table 3 indicates the status of compliance to these covenants and clauses under the loan agreement as of June 30, 2021.

Table 3: Status of Compliance with Resettlement Related Loan Covenants

Schedule	Para #	Description	Remarks/ Issues
5	1	<Implementation Arrangements> The Borrower shall ensure that the Project is implemented in accordance with the detailed arrangements set forth in the PAM. Any subsequent change to the PAM shall become effective only after approval of such change by the Borrower and ADB. In the event of any discrepancy between the PAM and this Loan Agreement, the provisions of this Loan Agreement shall prevail.	Being Complied
5	3	<Land Acquisition and Involuntary Resettlement> The Borrower shall ensure that all land and all rights- of-way required for the Project are made available to the Works contractor in accordance with the schedule agreed under the related Works contract and all land acquisition and resettlement activities are implemented in compliance with (a) all applicable laws and regulations of the Borrower relating to land acquisition and involuntary resettlement; (b) the Involuntary Resettlement Safeguards; and (c) all measures and requirements set forth in the RP, and any corrective or preventative actions set forth in the Safeguards Monitoring Report.	Being complied
5	4	<Land Acquisition and Involuntary Resettlement> Without limiting the application of the Involuntary Resettlement Safeguards or the RP, the Borrower shall ensure that no physical or economic displacement takes place in connection with the Project until: (a) compensation and other entitlements have been provided to affected people in accordance with the RP; and (b) a comprehensive income and livelihood restoration program has been established in accordance with the RP.	Being complied

Schedule	Para #	Description	Remarks/ Issues
5	5	<Indigenous Peoples> The Borrower shall ensure that the Project does not have indigenous peoples impacts, within the meaning of ADB's Safeguard Policy Statement (2009). In the event that the Project does have any such impact, the Borrower shall take all steps required to ensure that the Project complies with the applicable laws and regulations of the Borrower and with ADB's Safeguard Policy Statement	Being Complied
5	6	<Human and Financial Resources to Implement Safeguards Requirements> The Borrower shall make available necessary budgetary and human resources to fully implement the EMPs, the RP and the IPP (as applicable).	Being Complied
5	7	<p><Safeguards Related Provisions in Bidding Documents and Work contracts></p> <p>The Borrower shall ensure that all bidding documents and contracts for Works contain provisions that require contractors to;</p> <p>(a) comply with the measures relevant to the contractor set forth in the IEE, the EMPs, the RP and the IPP (to the extent they concern impacts on affected people during construction), and any corrective or preventative actions set forth in a Safeguards Monitoring Report;</p> <p>(b) make available a budget for all such environmental and social measures;</p> <p>(c) provide the Borrower with a written notice of any unanticipated environmental, resettlement or indigenous peoples risks or impacts that arise during construction, implementation or operation of the Project that were not considered in the IEE, the EMPs, the RP and the IPP (as applicable);</p> <p>d) adequately record the condition of roads, agricultural land and other infrastructure prior to starting to transport materials and construction; and</p> <p>(e) reinstate pathways, other local infrastructure, and agricultural land to at least their pre-project condition upon the completion of construction.</p>	Being complied
5	8	<p><Safeguards Monitoring and Reporting></p> <p>a) submit semi-annual Safeguards Monitoring Reports to ADB and disclose relevant information from such reports to affected persons promptly upon submission;</p> <p>(b) if any unanticipated environmental and/or social risks and impacts arise during construction, implementation or operation of the Project that were not considered in the IEE, the EMPs,</p>	

Schedule	Para #	Description	Remarks/ Issues
		the RP and the IPP (as applicable), promptly inform ADB of the occurrence of such risks or impacts, with detailed description of the event and proposed corrective action plan; and (c) report any actual or potential breach of compliance with the measures and requirements set forth in the EMPs, the RP or the IPP (as applicable) promptly after becoming aware of the breach.	
5	16	<Consultation with Stakeholders> The Borrower shall ensure that consultation with the Project stakeholders takes place during Project implementation, in accordance with the stakeholder communication strategy set out in the PAM.	Being complied

Source: Aide Memoire, Project Review Mission (Virtual, 8-13 July 2021 (Intermittent))

37. The summary of the status of social safeguards documents as of June 30, 2021 is presented in the following Table 4.

Table 4: Summary of Status of Social Safeguards Documents for Sub-Projects

Province Sub Projects	Prepared Documents	Date of Submission to ADB	Status
Kep Landfill Improvement	Due Diligence Report	December 2019	No new issues, no need to update Resettlement DDR
Kep-Angkol Coastal Road Improvements	Basic Resettlement Plan	Re-submitted 15 December 2020	Approved March 4, 2021
	Detailed Resettlement Plan	On-going	To be submitted on August 2021
Koh-Tonsuy Passenger Pier Improvements	Basic Resettlement Plan	Submitted; ADB issued a NOL dated October, 18, 2020	Approved 12 November 2020 and disclosed
	Detailed Resettlement Plan	Submitted with revisions	Approved June 29, 2021 and will be disclosed July 2, 2021

III.1 Solid Waste Management

38. In July 2020, the assigned area to the sub-project was modified at the request of the Kep Provincial Government due to unresolved claims with an adjacent landowner and the discovery of a graveyard in the area of cell 4. The area lost due to the landfill perimeter change was compensated for by extending the landfill into the hills located on the western side of the landfill. These changes required revision of the landfill layout, shifting the overall design westward to enable construction of the site according to the elements of the DED.

39. The modification of the landfill layout changed the total affected area because it was shifted westward. The issuance of a title certificate that formally assigned the modified landfill area by the Department Land Management and Urban Development and Construction (DLMUDC) of Kep Province was delayed. However, as of the end of this reporting period, DLMUDC has already issued this certificate as contained in **Annex 5**.

40. For the 5 waste pickers in dumpsite mentioned in the previous SMR, the civil works have not reached the active part of the dumpsite where domestic waste is presently being dumped. The number of waste pickers remained the same and they continued their waste picking activities without any impediment from the on-going civil works in the controlled landfill.

III.2 Kep-Angkol Coastal Road Improvements

41. A draft of the basic resettlement plan (BRP) was prepared for the Kep-Angkol Coastal Road. This has been reviewed by GDR and ADB. Revision and incorporation of ADB and GDR comments was carried out by the PMCES. The revised BRP for Coastal Road was re-submitted to ADB on December 15, 2020. ADB issued a NOL on March 4, 2021 for this BRP (**Annex 3**).

42. On 18 and 19 February the GDR, with assistance from the national resettlement specialist (NRS) and the Deputy Team Leader with technical support of the surveyors undertook the public consultations in Angkor and demarcation of the road alignment preparatory to the conduct of the DMS. Some problem arose along 1.4 km road section near the connection branch to PR 1332 because the proposed road alignment will create land resettlement impacts which were not acceptable to the AHs.

43. Some owners of affected plots along the connection branch to PR1332 expressed their opposition to the proposed road alignment and halted the field activities for the DMS. They requested that the proposed road follow the same alignment of the existing rural road. GDR asked PMCES to revise the road design in this section, making the revised alignment coincide with the axis of the existing rural road, so that the adverse social impacts will be lesser and more equitable.

44. In consideration of the requests of the affected landowners which was supported by GDR, the PMCES consultant with the approval of MPWT-PMO redesigned the said 1.4 km road section resulting in a revised corridor of impact (COI). The revised road alignment was submitted on March 2021 which will be the basis of the DMS on this particular road section.

45. During the months of April and May, the COVID 19 travel restrictions prevented the resumption of DMS by GDR along the disputed road section of the Coastal Road. GDR and Kep Provincial Authority discussed remotely the request for possible minor design changes in order to solve some land acquisition problems. A physical meeting in Kep with a site visit was finally possible on May 25 (travel restrictions were lifted on May 21, 2021). These enabled all concerned parties to finalize and agree on the changes in the road alignment.

46. PMCES finalized the road alignment changes in the end of May, hoping that the DMS can restart within the month of June including the revised small changes. The said changes were resubmitted to Kep LMUPD for concurrence.

47. During the month of June, the Kep Land Management and Urban Planning Department (LMUPD) provided parcellary maps for the 2 km connection road to PR1332, which is the road section where majority of land acquisition will occur. The parcellary maps showed that the existing rural road was very often not centered between opposite parcels of land. The redesigned road alignment (first revision) which was based on the centerline of the rural road, as requested by GDR was actually going to affect disproportionately some of the landowners on the opposite sides.

48. The PMCES was requested by the Kep LMUPC to modify again the design by equalizing the affected areas on both sides. This request in effect made the property boundaries as the centerline and not the existing rural road. This second revision with the corresponding COI was completed and re-submitted to PMU on June 14 for formal transmission to GDR. A coordination meeting with GDR and MEF was held on June 25 to define the plan of action and the schedule for the preparation of the DRP. The second revised design with the corresponding COI was submitted to the Kep LMUPC and to GDR in order to resume the resettlement and DMS on this road sections on the June 28, 2021.

49. The preparation of the DRP is on-going and expected to be submitted to ADB by end of August 2021. ADB’s approval on the final DRP is expected to be issued around the end of September 2021. Once the DRP is cleared by ADB, GDR/IRC will submit the request for the resettlement and compensation budget, which is expected to be approved by November 2021. Payments of compensation are expected for completion by middle of December 2021, and the handover letter and DRP implementation completion report are expected to be submitted by end of December 2021.

III.3 Koh Tonsuy Passenger Pier Improvements

50. A basic resettlement plan (BRP) was prepared for the Koh Tonsuy Pier and the report has been reviewed by GDR and ADB. Revision and incorporation of ADB and GDR comments were carried out by the PMCES. The DRP for the Koh Tonsay Pier subproject was cleared by ADB on June 29, 2021 (**Annex 4**) and disclosed at the ADB website on July 2, 2021. Budget for resettlement and compensation is being processed and expected to be approved by end of July 2021. Payments of compensation are expected to be implemented on first week of August 2021. Handover letter and DRP implementation completion report are expected to be submitted to MPWT and a copy to MOT and ADB by middle of September 2021.

IV. INSTITUTIONAL ARRANGEMENTS

51. There are no changes in the institutional arrangement previously presented in the last reporting period in terms of the general arrangements and the composition of the various committees involved in the resettlement related activities. A brief summary of the existing institutional arrangements is presented in the following **Table 5**.

Table 5: Institutional Arrangement Matrix

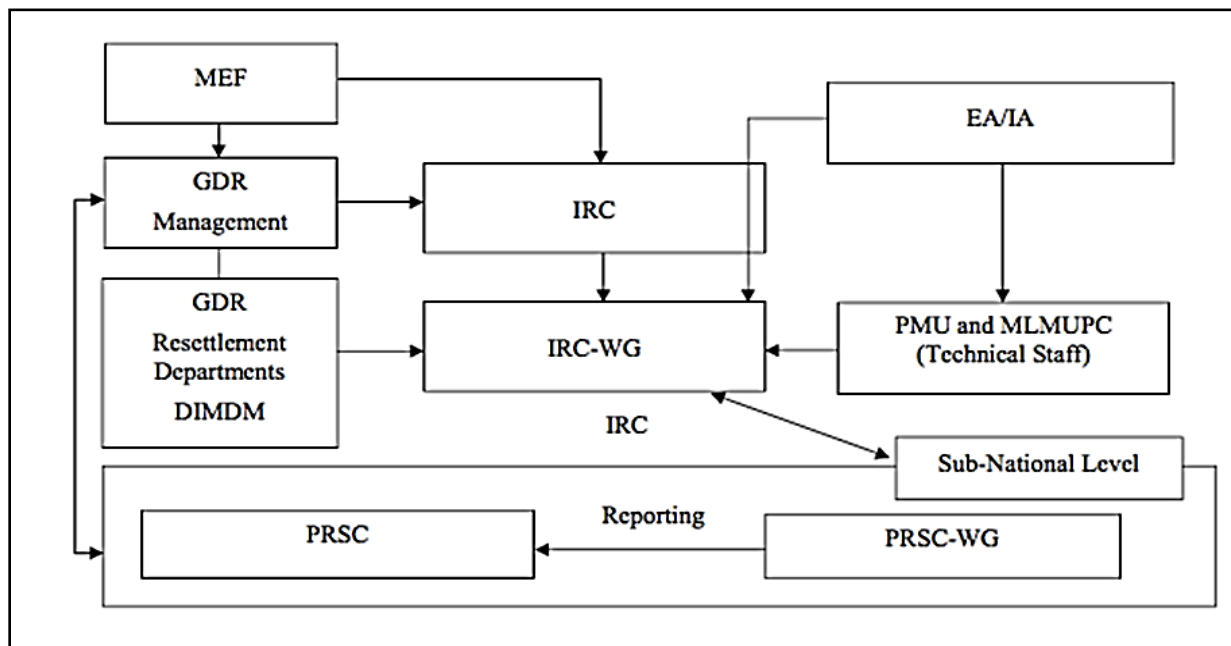
Agency/Entity	Responsibilities/Functions
Ministry of Tourism (MOT)	The executing agency is MOT for outputs 2 and 3, which established (i) a Phnom Penh-based Project Coordination Unit (PCU) within MOT to handle overall project coordination and management, (ii) a tourism Project Management Unit (PMU) in MOTs Tourism Investment Department (TID).

Agency/Entity	Responsibilities/Functions
	MOT established a Project Coordination Unit (PCU) to coordinate closely with the IRC on LAR and work closely with the GDR.
Provincial Department of Tourism (DOT).	DOT established a PIU comprising staff of the DOT, Provincial Department of Public Works and Transport, and Provincial Department of Natural Resources and Environment. The PIU will coordinate with RD2 in the implementation of the DRP. The PCU will provide technical assistance to the PIU as necessary.
Ministry of Public Works and Transport (MPWT)	MPWT is the implementing agency and in charge for implementing project's output 1. An Infrastructure PMU was established within the Ministry of Public Works and Transport (MPWT)'s General Department of Public Works to supervise and lead output 1 subprojects
Provincial Department of Public Works and Transport (PDPWT).	A Multisector Project Implementation Unit (PIUs) was established in Kep, embedded in provincial Departments of Tourism (DOT). The infrastructure technical teams, seconded from the provincial Departments of Public Works and Transport (DPWT), will support output 1 subprojects, in coordination with the central-level infrastructure PMU.
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.
Inter-Ministerial Resettlement Committee Working Group (IRC-WG)	The IRC carries out its role and responsibilities through the IRC-WG which is established for each public investment project by MEF. IRC-WG carries out the day-to-day LAR activities for the preparations of the DRP. This 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 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.
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. Resettlement Department 2 (RD2) is in charge of resettlement for the 3 infrastructure subprojects under TIIGP2.
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 the landless and issuing title documents for the land plots acquired in favor of MOT.
Concerned Local Administration Authorities).	The districts, communes, and villages where the sub-project is located will coordinate and work closely with the PRSC, PRSC-WG and IRC-WG on the DRP preparation and implementation.
Project Management and Civil Engineering Support (PMCES):	An international and a national Social Safeguards Specialist were hired to support the RD2 in preparing the DRP and performing internal monitoring of DRP implementation in behalf of the PCU.

52. The composition of the Inter-Ministerial Resettlement Committee – Working group (IRC-WG), Provincial Resettlement Sub-Committee (PRSC), and Provincial Resettlement Sub-Committee – Working Group (PRSC-WG), are still the same as of the previous reporting period.

53. The General Department of Resettlement (GDR) under the Ministry of Economy and Finance (MEF) 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 sub-projects are handled by Resettlement Department 2.

Figure 1: Institutional Arrangement for LARP Implementation



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

V. DELIVERY OF COMPENSATION AND ENTITLEMENTS

V.1 Kep Landfill Improvement

54. There are no compensation or entitlements due to anyone for the Kep Landfill improvement subproject. A land ownership issue has been resolved successfully by adjusting cell 4 of the sanitary landfill westward to avoid the claims of a landowner. No payment of compensation was paid.

V.2 Kep-Angkol Coastal Road Improvement

55. A draft basic resettlement plan (BRP) was re-submitted on December 15, 2020 and was approved by ADB on March 2021. On February 2021, GDR and PMCES conducted a public consultation with AHs and other stakeholders, preparatory to the conduct of the DMS. However, the road alignment on certain section was opposed the potential AHs. The two revisions on the road alignment design and the travel restrictions resulting from the spike of COVID cases in Phnom Penh further delayed the conduct of the DMS. The final road alignment was only submitted to Kep LMUPD on June 28, 2021.

56. Hence, as of this reporting period, there is no detailed resettlement plan which would be the basis for the allocation of budget and the subsequent payments of compensation and other entitlements. Hence, there were no compensation paid for this subproject for the reporting period.

57. MPWT requested that construction works at road sections without land acquisition issues or at sections where compensations have been fully paid, be allowed without waiting for the completion of compensation payments to all affected households.

58. As payment of compensations will take time, ADB agreed that construction works at road sections without land acquisition issues or at sections, where compensations have been fully paid, are allowed without waiting for the completion of compensation payments to all affected households. A note with the maps showing the area free from land acquisition/ resettlement issues for the Kep Coastal Road will be submitted together with the signed civil works contracts to ADB.

V.3 Koh Tonsuy Passenger Pier Improvement

59. The DRP for the Koh Tonsay Pier subproject was cleared by ADB on June 29, 2021 and disclosed at the ADB website on July 2, 2021. Hence, as of this reporting period, there approved DRP has not been implemented. There were no payments made for compensation and other entitlements.

60. Similar to the Coastal Road Project, ADB also agreed that construction works at areas or road sections without land acquisition issues or at sections, where compensations have been fully paid, are allowed without waiting for the completion of compensation payments to all affected households. A note with the maps showing the area free from land acquisition/ resettlement issues for the Kep Coastal Road will be submitted together with the signed civil works contracts to ADB.

VI. PUBLIC PARTICIPATION AND CONSULTATIONS

61. There were 2 public consultations and 3 coordinative meetings conducted for the Kep Coastal Road Project. These 5 meetings focused on the road alignment issue which underwent 2 revisions to minimize and equalize land impacts. There were 109 participants broken down into 52 males and 57 females in these 5 meetings.

62. A coordinative meeting was conducted on February 17, 2021 with pertinent government agencies that will be involved in the conduct of the public consultation scheduled the next day. After this meeting, a training on resettlement was conducted for the members of the Provincial Resettlement Sub-committee focusing among others the resettlement policy, concept of the cut-off date, institutional arrangements and the procedures in the GRM.

63. A Public Consultation Meeting (PCM) prior to DMS for Kep Coastal Road Subproject was conducted by the Inter-ministerial Resettlement Committee-Working Group (IRC-WG) and assisted by Provincial Resettlement Subcommittee-Working Group (PRSC-WG) on 18 February 2021 at 2:15 PM at Ampeng village, Pong Teok Commune, Domnak Chang Er District, Kep province.

64. Another public consultation was conducted the following day (February 19, 2021) in Sangkat Kep with the same participants of pertinent government agencies. Also present in both PCMs were representatives of GDR, PMCES and PIU. The proceedings this PCM were similar to the proceedings on February 18, 2021. The PCM highlights are briefly summarized below.

65. Mr. Ham Nimol, Deputy Team Leader (DTL) of the MPWT Technical Team introduced himself and reminded the AHs and stakeholders that two PCMs were conducted in June 2020 to disseminate the project and subproject components. The cut-off date of 30 June 2020 was set for eligibility for compensation. The DTL explained the contents of the BRP which amongst others included entitlements, estimated number of AHs, resettlement impacts, institutional arrangements and GRM. The DTL then made the presentation of the DED of the Kep Coastal Road Subproject by displaying them on the banner.

66. Mr. Seng Hay, Deputy Director of the Department of Resettlement 2 and Team Leader (TL) of IRC-WG explained key information on the subproject such as the replacement cost survey, institutional arrangements and remaining resettlement activities. The participants were also informed that the process/stages in the implementation of the remaining resettlement activities will take place in three stages as follows:

1. The DMS and SES will be conducted in parallel with the participation of AHs who can provide detailed information about livelihood/living conditions during the surveys. The replacement cost study (RCS) by an independent consultant will be simultaneously undertaken with DMS/SES;
2. A second PCM will be conducted to inform the AHs of their individual entitlements as determined by DMS based on the approved RCS. A PIB on compensation package will be prepared and discussed with individual AHs one on-one basis. The compensation computations and amounts will be explained on an individual basis. The AHs who agree with the computations will be required to sign the contract on compensation of affected assets within 3 working days and submit the signed contract to IRC-WG through the commune office; and
3. Another PCM will be conducted right before the compensation payments to AHs. Following the compensation payments, the process of the GRM will be explained and discussed with all AHs. Should any AH disagree with the computations or measurements s/he can file a complaint through the GRM provided in GRM Guidelines. After the compensation payment, the AHs will be given notices to vacate the land, harvest the crops and demolish affected structures within 30 days to give way to civil works.

67. Mrs. Pu Sarath asked this question: Will the road be constructed with equal alignment from each side of the existing road (meaning that the opposite lots will have similar areas impacted by the road)? Mr. Seng Hay: IRC-WG cannot confirm that the alignment is equal on both sides. This will be known only after the demarcation activities are completed. This inquiry triggered concerns for the land and structure owners during demarcation the following day which culminated in the stoppage of DMS activities. The details are discussed under Chapter XII (Grievance Redress Mechanism). The following Table 6 summarizes the public consultations, focus group discussions and training conducted during the reporting period.

Table 6: Summary of Public Consultations

Date	Venue	Summary	No. of Participants
February 17, 2021	Kep Provincial Hall	Coordinative meeting of government agencies and PMCES which will be involved in the conduct of the public consultation and DMS the following day. Training of members of the Provincial Resettlement Sub-committee on resettlement	10 participants, all males
February 18, 2021	Ampeng, Pong Toek, Angkol	Public consultation Meeting (PCM) with AHs prior to the conduct of the DMS. The following topics were discussed; (a) project information; (b) updated PIB; (c) GRM guidelines; (d) DED; structure of IRC-WG; (e) structure of PGRC and (f) coming field activities.	62 participants; 18 males, 44 females
February 19, 2021	Sangkat Kep		15 participants; 3 males and 12 females
May 25, 2021	Office of the Kep Land Management and Urban Planning Department	Site visit and meeting for the revised road design for some sections of the Coastal Road. Meeting attended by the Deputy Governor, Director and officers of LMUPD, Kep provincial and city officials and PMCES consultants.	14 participants, 13 males and 1 female
June 25, 2021	Office of GDR/MEF	A coordination meeting of PMCES with GDR and MEF was held on 25 June to define the plan of action and the schedule for the preparation of the DRP.	8 participants, all males

VII. GRIEVANCE REDRESS MECHANISM

68. In the previous reporting period, it was already reported that the Provincial Grievance Redress Committee (PGRC) was established composed of 10 members with its own recording system, and proper signages were installed in nearby villages close to the construction site. In addition, a training was conducted for Kep GRM members on 25 November 2020 and was attended by 10 GRM members as per PMU's letter to ADB on 01 December 2020.

69. There were no grievance or complaint filed in the GRM for the three sub-projects. For the Kep Landfill Improvement, the modification of the proposed area of the landfill did not produce any resettlement impacts. There no grievances filed for this subproject.

70. For the Koh Tonsuy Pier Improvement, there were some issues raised by some residents during the DMS but were adequately addressed in the DRP which was recently approved on June 28, 2021. The implementation of the DRP has not commenced and as of the reporting period, no grievance has been filed with the GRM.

71. For the Kep Coastal Road, there were grievances filed with the GRM. However, a controversial land issue arose during the detailed measurement survey (DMS) of the Coastal Road subproject. This land issue did not pass through the GRM because the relevant officials of the MPWT, GDR, PIU and the PMCES were at the site and were able learn from the potential AHs their concerns and complaints about the proposed road alignment. The details of this land issue as well as the mitigating measures are summarized in the following Table 7.

Table 7: Summary of Project Grievances

Date of complaint	Issue/Substance	Actions taken	Remarks
February 18 & 19, 2021	During the DMS, some landowners opposed and stopped the survey because of the serious impacts of the proposed road alignment. They were requesting that the proposed road follow the centerline of the existing rural road. GDR endorsed this request for revision to PMCES.	The Consultant team revised the design for the 1.4 km section adopting the recommended criterion that the improved road will keep the centerline exactly on the axis of the existing rural road, that was traced considering only the property limits.	The road design was based on generally accepted international standards for road design which is being used by MPWT.
May 25, 2021	The first revised design resulted in the disproportionate impacts on the opposite parcels of lands.	The second revision will consider the Parcellary maps of the affected sections which were provided by Kep LMUPD which was used by the PMCES.	The first revised design was based on maintaining the existing rural road as centerline to minimize resettlement impacts.
June 14, 2021	The second revision took into consideration the existing centerline but was adjusted based on the parcellary maps to balance the resettlement impacts equitably among the land and structure owners	This second road design revision was completed and re-submitted to PMU on June 14 for formal transmission to GDR	The land impacts of the second revision more or less are similar because the design considered the affected land boundaries in determining the road corridor.
June 25, 2021	The concerned AHs, GDR, MPWT and Kep LMUPD agreed on the second revision of the road alignment.	A coordination meeting with GDR and MEF was held on 25 June to define the plan of action and the schedule for the preparation of the DRP.	DMS to be scheduled as soon as possible.

72. The primary issue on a narrow section of the road alignment for the Kep Coastal Road Project was that the road design deviated from the existing road to comply with the road design standards of Cambodia but resulted in greater resettlement land impacts than expected by the AHs which triggered complaints from some AHs. The road design was revised following the existing road and was presented to the AHs. The revised road design was presented to the AHs and again some AHs complained that some opposite lots along the road will suffer unequal resettlement impacts. The road design was again revised, using the center of the existing road as the centerline of the revised design to approximate equitable resettlement impacts on both sides of the road. This second revised design addressed the concerns of all concerned parties especially the AHs. These AHs promised to cooperate and support the DMS activities tentatively scheduled on July 2021.

73. There are no actual resettlement impacts yet such as damages arising out of physical or economic displacement assets because these 2 new subprojects are in the resettlement

planning stage and no actual displacement has occurred. PMCES will continue to monitor on the ground on any damage to assets or livelihood and will be reported in the next monitoring period.

VIII. CONCLUSIONS AND RECOMMENDATIONS

VIII.1 Conclusions

74. The July 8-13 ADB mission reviewed the status of loan covenants with MOT, MPWT and MEF. The overall project performance was rated “On Track” as of the date of this mission. The mission reviewed the status of loan covenants with MOT, MPWT and MEF. The Borrower is compliant with 20 loan covenants due; and 6 covenants are not yet due. No covenants require modification, suspension, or waiver.

75. The EA is fully compliant with implementing the project in accordance with the arrangements specified in the Loan Agreement and in the PAM sections VII Safeguards and VIII Gender and Social Dimensions. Further, MOT and MPWT has provided counterpart funding, office facilities, equipment and established project coordination unit (PCU) and project implementation units (PIU) in Kep. The National Project Steering Committee (NPSC) for oversight of the project has been formally appointed. All procurement undertaken by the project is being executed in compliance with ADB procedures for goods, civil works and consulting services.

76. Project implementation arrangements were executed in accordance with the PAM and these arrangements are functional and satisfactory. MOT and MPWT have established the PCU, infrastructure and tourism PMUs and PIUs. There are no issues in respect to funding project offices, facilities or utilities.

VIII.2 Recommendations

77. This sub-chapter is composed of two parts. The first part consists of pending remedial actions from the previous reporting period required by the three sub-projects. There were remedial actions recommended from the previous reporting period. The second enumerates tasks and activities that should be undertaken or implemented during the second half of 2021.

VIII.2.1 Pending Remedial Action from Previous Reporting Period

78. In the previous report, the MPWT/PMCES was tasked to prepare and submit to ADB a minor change of project scope to include the new two subprojects under the project financing. In addition, the supporting documents on safeguards documents and economic and financial analysis for the new subprojects were required to enable ADB to process this minor change. The necessary documents were submitted and a No Objection Letter (NOL) for the inclusion of the 2 new subproject was issued by ADB dated March 23, 2021.

79. The MPWT/PMCES requested in the previous reporting period that civil works be allowed to proceed on road sections without land acquisition issues. ADB agreed in their Aide Memoire (July 8-13) that construction works at road sections without land acquisition issues or at sections, where compensations have been fully paid, are allowed without waiting for the completion of compensation payments to all affected households.

80. As supporting documents, ADB requested that MPWT/PMCES submit a note with the maps showing the area free from land acquisition/ resettlement issues for the Kep Coastal Road

as well as the Koh Tonsay Pier subprojects. This note with the maps are being prepared and will be submitted together with the signed civil works contracts to ADB.

VIII.2.2 Resettlement Actions Agreed During the Review Missions

81. An ADB Project Review Mission (Virtual) was conducted from 08-13 July 2021 the overall project was rated “On Track” as of the date of this mission. To further improve project performance, the project team has developed an action plan. A full compliance with the action plan by concerned agencies is critical and ADB will closely monitor the implementation and compliance of the plan.

82. The action plan recommended to improve project performance includes resettlement related activities and deliverables. The recommended schedule of activities for the sub-projects is summarized in the following Table 8.

Table 8: Recommended Resettlement Related Activities

No.	Activity Description	Target Date	Responsible Entity
1.	Submit to ADB a note with maps indicating areas with no land acquisition and/or resettlement issues for the Kep Coastal and Koh Tonsai Pier subprojects to facilitate the approval that construction works can start in these areas once ADB issues the no objection to contract signing.	30 September 2021 for Koh Tonsay Contract; 31 October 2021 for Kep Coastal Road Contract	MPWT/PMCES
2.	Submit the bid evaluation report for the Koh Tonsuy Pier Improvement to ADB	31, July 2021	MPWT/PMCES
3.	Respond to BER for the koh Tonsuy contract	15 August 2021	ADB
4.	Approve budget for resettlement and compensation for Koh Tonsay pier subproject 31 July 2021	31 July 2021	MEF
5.	Pay compensations to effected households (Koh Tonsay subproject)	2-3 August 2021	GDR/MPWT
6.	Submit handover letter and DRP implementation completion report	15 September 2021	GDR
7.	Sign the Koh Tonsuy Pier civil works contract	30 September 2021	MPWT
8.	Submit draft DRP for the Kep Coastal Road to ADB	27 August 2021	MPWT/GDR
9.	Clear final DRP for Kep Coastal Road	28 September 2021	ADB
10.	Submit request and obtain approval for resettlement and compensation budget for the Kep Coastal Road Subproject from MEF	1 November 2021	GDR
11.	Pay compensations to affected households under the Kep Coastal Road.	15 November 2021	GDR/MPWT
12.	Submit handover letter and DRP implementation completion report (Kep Coastal Road)	31, December 2021	GDR
13.	Sign the civil works contract for the Kep Coastal Road Development and Associated Tourism Infrastructure	1 November 2021	MPWT

Source: Aide Memoire, Project Review Mission (Virtual) 2-10 December 2020 (Intermittent).

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 = Provincial Resettlement Sub-Committee Working Group

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 Tonsuy 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. Project Review Mission (Virtual) 08-13 July 2021.
14. Quarterly Progress Report (3rd & 4th Quarters) Project Management and Civil Engineering Support (PMCES).
15. Monthly Progress Report (January to June 2021), Project Management and Civil Engineering Support (PMCES).

Annex 2: No Objection Letter to the Inclusion of 2 Kep Subprojects



23 March 2021

H.E. Dr. Aun Pornmoniroth
Deputy Prime Minister
Minister of Economy and Finance
Phnom Penh, Cambodia
Through the Cambodia Resident Mission

Dear Excellency,

**Loan 3701-CAM: Second GMS Tourism Infrastructure for Inclusive Growth Project
— No Objection to the Inclusion of Two Subprojects in Kep**

1. We refer to your letters of 16 October 2019 and 14 April 2020 requesting the cancellation of two subprojects in Sihanoukville and inclusion of two new subprojects in Kep.
2. We have no objection to inclusion of the two proposed subprojects under the subject project financing: (i) Kep Coastal Road Improvements and (ii) Koh Tonsay (Rabbit Island) Passenger Pier Improvements. We note that these will replace the (i) Seaside Access and Environmental Improvements and (ii) Koh Rong Passenger Pier subprojects cancelled in Sihanoukville.
3. Please note that the above change affects the text of para. 2(a) Schedule 1 of the Loan Agreement. An amendment letter, which you will need to countersign, will be sent shortly.
4. Thank you and we look forward to the smooth implementation of the project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Srinivas'.

Srinivas Sampath
Director
Urban Development and Water Division
Southeast Asia Department *MS*

cc: Country Director, Cambodia Resident Mission
H.E. Sok Sokun, Deputy Director General, TDIC, MOT
H.E. Pisith Vong, MPWT

Handwritten initials in blue ink, appearing to read 'SH/jmf'.

SH/jmf

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Annex 3: No Objection Letter for the BRP for the Coastal Road Subproject



4 March 2021

Mr. Nhean Leng
Chairman of IRC
Secretary of State
Ministry of Economy and Finance
Phnom Penh, Cambodia
Through the Cambodia Resident Mission

Dear Mr. Leng:

**L3701-CAM: Second GMS Tourism Infrastructure for Inclusive Growth Project
— No Objection to the Draft BRP: Kep Coastal Road Subproject**

1. We have no objection to the draft Basic Resettlement Plan (BRP) submitted through email on 4 March 2021 from Mr. Heng Honglim.
2. Please note that the draft BRP may need to be further refined to address any comments we receive during ADB's internal interdepartmental review of the proposed minor change of scope to the project, which is expected in late March 2021.
3. We will advise you once the draft BRP is disclosed.
4. Please also share with us the schedule of public consultations to be conducted at the detailed resettlement plan (DRP) stage, so that ADB/CARM representatives can attend the consultations.
5. Thank you and we look forward to the smooth implementation of the project

Sincerely,

A handwritten signature in blue ink, appearing to read 'Srinivas Sampath'.

Srinivas Sampath
Director
Urban Development and Water Division
Southeast Asia Department

Handwritten initials in blue ink, possibly 'MS'.

cc: H.E. Sok Sokun, Deputy Director General of Tourism Development and International Cooperation/Project Manager, Ministry of Tourism
H.E. Vong Pisith, Undersecretary of State, Ministry of Public Works and Transport
Country Director, CARM

SH/drb Handwritten signature in blue ink.

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Annex 4: No Objection Letter to the DRP for the Koh Tonsuy Pier and Walkway Subproject



29 June 2021

Mr. Nhean Leng
Chairman of IRC
Secretary of State
Ministry of Economy and Finance
Phnom Penh, Cambodia
Through the Cambodia Resident Mission

Dear Excellency:

**L3701-CAM: Second GMS Tourism Infrastructure for Inclusive Growth Project
— No Objection to the Detailed Resettlement Plan**

1. We have no objection to the Detailed Resettlement Plan (DRP) for the Koh Tonsay Pier and Walkway subproject, which was submitted through your letter dated 28 June 2021.
2. We will advise you once the DRP is disclosed in ADB's website.
3. Thank you and we look forward to the smooth implementation of the project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Srinivas'.

Srinivas Sampath
Director
Urban Development and Water Division
Southeast Asia Department *MS*

cc: H.E. Tith Chantha, Permanent Secretary of State and Project Director, Ministry of Tourism (MOT)
H.E. Sok Sokun, Deputy Director General of Tourism Development and International Cooperation/Project Manager, MOT
H.E. Vong Pisith, Undersecretary of State, Ministry of Public Works and Transport
Country Director, CARM

SH/jmf *SH*

ASIAN DEVELOPMENT BANK
6 ADB Avenue, Mandaluyong City
1550 Metro Manila, Philippines
Tel +63 2 632 4444
Fax +63 2 636 2444

Annex 5: Title Certificate Issued by DLMUDC for Kep Landfill



Annex 6: Public Consultation Meeting Prior to the DMS*(Unofficial Translation)*

**Kingdom of Cambodia
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Minutes of Consultation Meeting**Public Consultation Meeting Prior to Detailed Measurement Survey (DMS)**

A Public Consultation Meeting (PCM) prior to DMS for Kep Coastal Road Subproject of Second Greater Mekong Subregion Tourism Infrastructure for Inclusive Growth Project Phase II (TIIGP2) was conducted by the Inter-ministerial Resettlement Committee-Working Group (IRC-WG) and assisted by Provincial Resettlement Subcommittee-Working Group (PRSC-WG) on 18 February 2021 at 2:15 PM at Ampeng village, Pong Teok Commune, Domnak Chang Er District, Kep province. The PCM was attended by 77 participants of which 56 were women. Prior the start of the meeting, the Updated Public Information Booklet (PIB) and DMS questionnaire were distributed to all participants. The date, venue, number of participants by gender and time of PCM is provided in the table below.

Date	Village/Commune	No. of Participants		Total	Venue	Time
		Male	Female			
18 February 2021	Ampeng, Pong Teok, Angkol	18	44	62	Pusothiram Pagoda	2:15PM
19 February 2021	Kep	3	12	15	Sangkat Kep	8:30AM

1. Opening Remarks and Purposes of PCM

The PCM was chaired by Mrs. Kim Channy, Governor Domnak Chang Er District. The Governor in her opening remarks informed the participants of the purpose of the PCM. she said that the purpose of the PCM prior to DMS was to provide and disseminate relevant information to the affected households (AHs), distribute the updated PIB which included the entitlements, DMS questionnaire, GRM guidelines, and other relevant information on the detailed engineering design of the subproject. The participants were informed that the IRC-WG and technical experts from the relevant ministries from Phnom Penh will explain in detail as well as all other stakeholders present today. Therefore, all participants were requested to carefully listen and understand on the impacts from the subproject and that entitlements for compensation will be provided. she emphasized that the processes of DMS and GRM will also be discussed for better understanding of the affected households (AHs). The DG told that a Provincial Grievance Redress Committee in Kep Province has been established to resolve any grievances or complaints of the AHs. The key focal person on GRM, and their contact details are included in the Updated PIB. Before handing the meeting proper to the IRC-WG, they told the AHs to read and understand the documents distributed and that they will be given the opportunity to ask questions and seek for clarifications on any issues on the subproject or on their entitlement to compensation and resettlement assistance once the experts have completed their explanations.

(a) Documents for Dissemination

During the PCM all participants were given, explained, presented the following relevant documents by the IRC-WG and PRSC-WG:

- a. An Updated PIB that included entitlement matrix and GRM procedures including GRM key contact persons)
- b. GRM guideline (Inc. individual complaint form, register of complaint etc.)
- c. Detailed engineering design (DED) displayed on the banner.
- d. Organizational Structure of IRC-WG
- e. Organizational Structure of PGRC

(b) Disseminated the Information on the Subproject and DED presentation

Mr. Ham Nimol, Deputy Team Leader (DTL) of the MPWT Technical Team introduced himself reminded the AHs and stakeholders present that two PCMs were conducted in June 2020 which informed about the Project and Subproject components and was further explained through the PIB. The cut-off date of 30 June 2020 was set for eligibility for compensation. The DTL informed that a Basic Resettlement Plan (BRP) which amongst others included entitlements, estimated number of AHs, resettlement impacts, institutional arrangements and GRM. The DTL then made the presentation of the DED of the Kep Coastal Road Subproject by displaying them on the banner. The DTL explained that the subproject comprised two main components:

(c) Dissemination on the Procedures of Compensation of the Affected Assets

Mr. Seng Hay, Deputy Director of the Department of Resettlement 2 and Team Leader (TL) of IRC-WG explained key information on the subproject, institutional arrangements and remaining resettlement activities to be completed to all participants during the PCM as follows:

- The construction of the subproject was financed by ADB and compensation on the affected assets of the AHs is from RGC's national budget.
- The organizational structure: The IRC and IRC-WG were both established on 7 July 2020. The PRSC-WG was established on 9 July 2020 to assist the IRC-WG in the province on the implementation of resettlement activities. All the working groups are responsible to work for the government and not to any company or organization.
- The participants were also informed that the process/stages in the implementation of the remaining resettlement activities will take place in three stages as follows:
 - (i) The Detailed Measurement Survey (DMS) and Social-Economic Survey (SES) will be conducted in parallel with the participation of stakeholders and AHs to provide detailed information about livelihood/living conditions within the DMS questionnaire. The replacement cost study (RCS) by an independent consultant will be simultaneously undertaken with DMS/SES;
 - (ii) A PCM will be conducted to inform the AHs of their entitlements determined by DMS and the corresponding compensation amounts of the affected assets and other resettlement assistance computed by the IRC from the rates of the approved RCS. A PIB on compensation package will be prepared and discussed with individual AHs one on-one basis. The compensation computations and amounts will be explained on AH-to-AH basis. The AHs who agree with computation will be required to sign the contract on compensation of affected assets on this day or given 3 working days to sign their contracts and submit to IRC-WG through the commune office; and
 - (iii) Another PCM will be conducted to make compensation payments to AHs. Following the compensation payments During this PCM all the AHs will be reminded and explained on the processes of GRM, in cases the computation of the compensation of affected assets will be disagreed by AHs. Should the any AH continue to disagree with the computations or measurements s/he can file a complaint through the GRM stages provided in GRM Guidelines. After the

compensation payment the AHs will be given notice to vacate the land within 30 days for the civil work will commence. During this 30 day the AHs will harvest any crops and demolish any structures.

- The TL of the IRC-WG explained that based on the information and data collected on DMS, SES and RCS, GDR will update to BRP into the Detailed Resettlement Plan (DRP). He said that the DRP will be approved by the IRC and cleared by ADB. After the approval of DRP, GDR will request for budget and after budget approval then only the compensation payment will be made. The TL further explained the participants that there were the discussion between RGC and ADB on some policies matters which related to entitlement matrix. Hence the in the PIB, it was taken out Entitlement Matrix appendix and will distribute and organize another public consultation to explain it.
- The TL further explained the Expropriation law, land law and other regulations and policies relevant to resettlement to the participating AHs. He also explained compensation policy and rights/eligibility for receiving compensation and resettlement assistance. He told them that compensation will be given on affected structures, fruit trees, private land based on RCS following the compensation policies stated and other assistance such as vulnerable AHs, disruption to livelihoods, allowances, transportation costs. He also briefly touched GRM which was disseminated to the AHs. He reiterated that if any AHs are unclear or unhappy with resettlement activities, the members of GRC are available all the time and are ready to assist you. The attempt to redress your grievance will commence at commune/Sangkat level through the Commune/Sangkat Chief. The GRC will record and document the complaint for resolution within period of 15 days and resolution period of 15 days at the district/town level and will take 30 days at provincial level and lastly will proceed to court system. All the costs that will incur from the court system will be met by the AH.
- The TL, informed to AHs they need to have and make available people ID card, family book and land titles and all AHs must be available for DMS/SES interviews.

2. Main Issues Raised by Participants

Question	Responses
1. Mrs. Pu Sarath: Will the road constructed with equal alignment from each side?	Mr. Seng Hay: IRC-WG cannot confirm that the alignment equally on each side but only after the demarcation completed.

3. Conclusion and Closing of the PCM

The end of the PCM, The TL thanked to participants and told them the PCM was now closed. He appreciated the good collaboration from AHs and reiterated requesting for their participation in the DMS/SES interviews. He informed them that if anyone has questions or need any clarification, please contact to IRC-WG or MPWT via telephone number in the PIB.

Sangkat Kep, date: 19 February 2021

Minute Taker

Annex 7: Attendance Sheets of Various Meetings

List of Attendance of Public Consultation at Kep provincial Hall
 Discussion on DMS commencement for Coastal Road sub-project and Training PRSC
 On 17 February 2021

**Kingdom of Cambodia
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 5**

Inter-Ministerial of Resettlement Committee

Attendant List (WG)

Topic: Consultation on Land Acquisition and Resettlement Procedure Prior to DMS

Place: Provincial Hall, Kep City, Kep Province

Date: 17 February 2021, 09:00AM

No.	Name	Sex	Position	Organization	Phone
1	Seng Hay	M	Team Leader IRC-WG	IRC-WG/GDR	012231402
2	Yin Nath	M	Member	PCU/MOT	077978838
3	Teang Vannara	M	Vice-Director	PDEF	012927827
4	Chan Socheat	M	Director, Office	MOT	090343999
5	Sen Siththa	M	Vice chief office	DMEF Kep	012618680
6	Kin Sopheak	M		Kep Province	096 556 915
7	Chon Chanvanthon	M	Vice-Director of Provincial Kep	Kep Province	017861444
8	Pov Sihourn	M	Vice Chief office	MPWT	086526366
9	An Disan	M	Vice-Chief office	MEF/GDR	012868345
10	Pok Taing	M	Vice-Director	PDT	012 321411
11					
12					
13					
14					
15					

Signatures of participants are shown in the Khmer version of the attendance sheet below.

Inter-Ministerial of Resettlement Committee
Attendant List (WG)

Topic: Consultation on Land Acquisition and Resettlement Procedure Prior to DMS

Place: Wat Posatharam (Wat Samroang)

Date: 18 February 2021, 2:00PM

No.	Name	Sex	Position	Organization	Phone
1	Seng Hay	M	Team Leader IRC-WG	IRC-WG/GDR	012231402
2	Horm Nimol	M	Deputy Director of Technical assist.	SBK	012858093
3	Mel Sophanna	M	Resettlement Consultant	SBK/MPWT	077937773
4	Nop Sorany	M	Chief of office	DLMUPC	069279797
5	Ing Sin	M	Commune Council	Angkol Commune	0977258116
6	Chon Chanvanthon	M	Vice-Director of Provincial Kep	Kep Province	017861444
7	Tin Ben	M	Commune Council	Angkol Commune	092174367
8	Mao Houn	M	Vice Chief office	MOT	089730417
9	An Disan	M	Vice-Chief office	MEF/GDR	012868345
10	Pov Sihourn	M	Vice Chief office	MPWT	086526366
11	Soun Bunna	F	Chief office	MOT	070445155
12	Norng Naira	M	Vice chief office	DMEF Kep	012922827
13	Sen Siththa	M	Vice chief office	DMEF Kep	012618680
14	Kim Yi	F	Vice Chief village	Angkol village	0883080261
15	Mi Thok	M	Chief village	Ampeng village	0972812000
16	Vith Sovong	M	Deputy governor of Damnak Chong Er District	Damnak Chang Er District	0313068288
17	Kim Channy	F	Governor of Damnak Chang Er District	Damnak Chang Er District	085333000

Signatures of participants are shown in the Khmer version of the attendance sheet below.

List of Attendance of Public Consultation at Wat Porsatharam (Wat Samraong)
On 18 February 2021

ព្រះរាជាណាចក្រកម្ពុជា
ជាតិ សាសនា ព្រះមហាក្សត្រ

គណៈកម្មការអន្តរក្រសួងដោះស្រាយជម្លោះពាក់ព័ន្ធនឹងការអនុវត្តគម្រោងអភិវឌ្ឍន៍ (IRC)
អង្គការអន្តរក្រសួងដោះស្រាយជម្លោះពាក់ព័ន្ធនឹងការអនុវត្តគម្រោងអភិវឌ្ឍន៍

បញ្ជីចាត់តាំង

កម្មវិធី: ការអនុវត្តគម្រោងអភិវឌ្ឍន៍សេវាសេដ្ឋកិច្ច និងសង្គមនៅតំបន់ភ្នំពេញ និងតំបន់ជុំវិញ
ទីតាំង: វត្តសម្រោង (សង្កាត់ស្រះចក់ ខណ្ឌស្រះចក់)
កាលបរិច្ឆេទ: ម៉ោង ១:០០ PM ថ្ងៃ ១៨ ខែ ០២ ឆ្នាំ ២០២១

ល.រ	នាម ឈ្មោះ	ភេទ	តួនាទី	អង្គការ	លេខទូរស័ព្ទ	ហត្ថលេខា
1	លោក វិហ	♂	Chairman	IRC, MEF	012231402	[Signature]
2	លោក វិហ	♂	MR. R. R. R.	SBK	012858093	[Signature]
3	លោក វិហ	♂	Resettlement Sp.	SBK	071937773	[Signature]
4	លោក វិហ	♂	លោក វិហ	អង្គការ វិហ	069279797	[Signature]
5	លោក វិហ	♂	លោក វិហ	លោក វិហ	0972258116	[Signature]
6	លោក វិហ	♂	លោក វិហ	លោក វិហ	017861444	[Signature]
7	លោក វិហ	♂	លោក វិហ	លោក វិហ	092174367	[Signature]
8	លោក វិហ	♂	លោក វិហ	លោក វិហ	089230944	[Signature]
9	លោក វិហ	♂	លោក វិហ	PRE-MEF/ON	012862345	[Signature]
10	លោក វិហ	♂	លោក វិហ	លោក វិហ	086526366	[Signature]
11	លោក វិហ	♂	លោក វិហ	លោក វិហ	070465155	[Signature]
12	លោក វិហ	♂	លោក វិហ	លោក វិហ	012922527	[Signature]
13	លោក វិហ	♂	លោក វិហ	លោក វិហ	012618680	[Signature]
14	លោក វិហ	♂	លោក វិហ	លោក វិហ	0833080261	[Signature]
15	លោក វិហ	♂	លោក វិហ	លោក វិហ	0979812080	[Signature]
16	លោក វិហ	♂	លោក វិហ	លោក វិហ	0313068288	[Signature]
17	លោក វិហ	♂	លោក វិហ	លោក វិហ	085333000	[Signature]

**Kingdom of Cambodia
Nation King Religion**

5

Inter-Ministerial of Resettlement Committee

Attendant List

Topic: Consultation on Land Acquisition and Resettlement Procedure Prior to DMS

Place: Wat Posatharam (Wat Samroang)

Date: 18 February 2021, 2:00PM

No.	Name	Sex	Position	Organization	Phone
1	Ma Long	F	People	Am Peng	088 614 9565
2	Mei Vuthy	M	People	Am Peng	
3	Tep Cheav	M	People	Am Peng	
4	Kong Uch	M	People	Am Peng	
5	Tong Tu	F	People	Am Peng	
6	Kong Vanna	M	People	Am Peng	
7	Seng Kun	F	People	Am Peng	
8	Tong Keiv	F	People	Am Peng	
9	Ek Khoun	F	People	Am Peng	
10	Hum Sin	M	People	Am Peng	
11	Ung Kheng	M	Staff	Kep	
12	Sorn Phin	F	People	Am Peng	
13	Pov Thavy	F	People	Am Peng	
14	Sorn Laiy	M	People	Am Peng	
15	Sorn Mao	M	People	Am Peng	
16	Tann Sorn	F	People	Am Peng	
17	Cheat Seuorn	M	People	Angkol	
18	Eung Eang	M	People	Angkol	
19	Eung Ratha	F	People	Angkol	
20	Long Dany	F	People	Angkol	
21	Sok Ly	F	People	Angkol	
22	Un Sorn	F	People	Angkol	
23	Chheong Rom	F	People	Angkol	
24	Pich Port	F	People	Angkol	
25	Pich Chenda	F	People	Angkol	
26	Sam Srey	F	People	Angkol	
27	Pich Ty	F	People	Angkol	
28	Sou Deom	F	People	Angkol	
29	Long Sor	F	People	Angkol	

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No.	Name	Sex	Position	Organization	Phone
30	Prak Eam	F	People	Angkol	
31	Long Hong	F	People	Angkol	
32	Kith Sinath	F	People	Angkol	
33	Un Thea	F	People	Angkol	
34	Meas Yorn	F	People	Angkol	
35	Mon Nahouy	F	People	Angkol	
36	Mov Sukhom	F	People	Angkol	
37	Eung Sean	F	People	Angkol	
38	Ty Sa	F	People	Angkol	
39	Mov Navy	F	People	Angkol	
40	To Mouy	F	People	Angkol	
41	Eung Heur	F	People	Angkol	
42	Keang Sophal	M	People	Angkol	
43	Thai Seang	M	People	Angkol	
44	Tong Vorn	M	People	Angkol	
45	Keang Romdoul	F	People	Angkol	
46	Yong Chantheurn	F	People	Angkol	
47	Khin Sreypich	F	People	Angkol	
48	Meas Va	M	People	Angkol	
49	Meas Pong	F	People	Angkol	
50	Tep La	M	People	Am Peng	097 769 034
51	Eng Sreykeo	F	People	Am Peng	
52	Oung Ann	M	People	Angkol	097 465 4650

Signatures of participants are shown in the Khmer version of the attendance sheet below.

ព្រះរាជាណាចក្រកម្ពុជា
ជាតិ សាសនា ព្រះមហាក្សត្រ











គណៈកម្មការអន្តរាគ្មន៍សម្រាប់ការងារសង្គមសហគមន៍អន្តរជាតិ (IRC)

បញ្ជីបញ្ជីបញ្ជី

កម្មវិធី: គម្រោងសាងសង់ហេដ្ឋារចនាសម្ព័ន្ធគ្រប់គ្រងទេសចរណ៍សម្រាប់ស្រុកស្រែក

ឈ្មោះ: លោក វណ្ណ វណ្ណ (លេខ ១២៣៤៥៦៧៨៩)

កាលបរិច្ឆេទ: ថ្ងៃទី ១៨ ខែ ០៤ ឆ្នាំ ២០២១

ល.រ	ឈ្មោះបញ្ជីបញ្ជី	ភេទ	តួនាទី	អង្គការ	លេខទូរស័ព្ទ	ស្នាមមេដៃ
1	លោក វណ្ណ វណ្ណ	ប	ប្រធាន	ស្រុកស្រែក	0886149565	
2	លោក វណ្ណ វណ្ណ	ប	—	—	—	
3	លោក វណ្ណ វណ្ណ	ប	—	—	—	
4	លោក វណ្ណ វណ្ណ	ប	—	—	—	
5	លោក វណ្ណ វណ្ណ	ប	—	—	—	
6	លោក វណ្ណ វណ្ណ	ប	—	—	—	
7	លោក វណ្ណ វណ្ណ	ប	—	—	—	
8	លោក វណ្ណ វណ្ណ	ប	—	—	—	
9	លោក វណ្ណ វណ្ណ	ប	—	—	—	
10	លោក វណ្ណ វណ្ណ	ប	—	—	—	

Semi-Annual Social Safeguards Monitoring Report (January – June 2021)

№.1	කාම විවරණයකින්	සහ	සුඛාසී	අනුකූල	සහතිකය	අනුමැතිය
11	සී.සී. සේව	ච	පැමිණිලි	නැත		
12	සේව - සේව	ච	පු/ප	නැත		
13	සේව - සේව	ච	---	---		
14	සේව - සේව	ච	---	---		
15	සේව - සේව	ච	---	---		
16	සේව - සේව	ච	---	---		
17	සේව - සේව	ච	---	නැත		
18	සේව - සේව	ච	---	---		
19	සේව - සේව	ච	---	---		
20	සේව - සේව	ච	---	---		
21	සේව - සේව	ච	---	---		
22	සේව - සේව	ච	---	---		
23	සේව - සේව	ච	---	---		
24	සේව - සේව	ච	---	---		

Semi-Annual Social Safeguards Monitoring Report (January – June 2021)

Sl. No.	කාන්තා නිලධාරීන්ගේ නම	මුද්‍රාව	සලකුණ	සලකුණ	සලකුණ	සලකුණ
25	මහල. ජයරත්න	ඔ/ප	ඔ/ප	ඔ/ප		
26	මහල. ජයරත්න					
27	මහල. ජයරත්න					
28	මහල. ජයරත්න					
29	මහල. ජයරත්න					
30	මහල. ජයරත්න					
31	මහල. ජයරත්න					
32	මහල. ජයරත්න					
33	මහල. ජයරත්න					
34	මහල. ජයරත්න					
35	මහල. ජයරත්න					
36	මහල. ජයරත්න					
37	මහල. ජයරත්න					
38	මහල. ජයරත්න					

Semi-Annual Social Safeguards Monitoring Report (January – June 2021)

№	အမည်	အမျိုးအမည်	လိပ်စာ	ဖုန်းနံပါတ်	အခြားအချက်အလက်	အမှတ်အသား
39	ဦးအောင်	မ	၀/၂	၀၀၀၀		
40	ဦးကျော်	မ	—	—		
41	ဦးကျော်	မ	—	—		
42	ဦးကျော်	မ	—	—		
43	ဦးကျော်	မ	—	—		
44	ဦးကျော်	မ	—	—		
45	ဦးကျော်	မ	—	—		
46	ဦးကျော်	မ	—	—		
47	ဦးကျော်	မ	—	—		
48	ဦးကျော်	မ	—	—		
49	ဦးကျော်	မ	—	—		
	ဦးကျော်	မ		၀၀၀၀	၀၉၇၇၆၅၀၅၄	
50	ဦးကျော်	မ	—	—		
51	ဦးကျော်	မ	—	၀၀၀၀	၀၉၇၇၆၅၀၅၅	

**Kingdom of Cambodia
Nation King Religion**

5

Inter-Ministerial of Resettlement Committee

Attendant List (WG)

Topic: Consultation on Land Acquisition and Resettlement Procedure Prior to DMS

Place: Sangkat Kep, Kep City, Kep Province

Date: 19 February 2021, :00PM

No.	Name	Sex	Position	Organization	Phone
1	Seng Hay	M	Team Leader IRC-WG	IRC-WG/GDR	012231402
2	Horm Nimol	M	Deputy Director of Technical assist.	SBK	012858093
3	Teang Vannara	M	Vice-Director	PDEF	012927827
4	Sen Siththa	M	Vice chief office	DMEF Kep	012618680
5	Soun Bunna	F	Chief office	MOT	070445155
6	Pov Sihourn	M	Vice Chief office	MPWT	086526366
7	Mao Houn	M	Vice Chief office	MOT	089730417
8	An Disan	M	Vice-Chief office	MEF/GDR	012868345
9	Mel Sophanna	M	Resettlement Consultant	SBK/MPWT	077937773
10	Nop Sam On	M	Sangkat Chief	Sangkat Kep	0976042436
11	Nget Sean	M	Village Head	Kep village	0977802144
12	Yang Nang	M	1 st Sangkat Chief	Kep village	0974338765
13	Khorn Vuthy	M	Vice Mayor	Kep City	017909593
14	Chon Chanvanthon	M	Vice-Director of Provincial Kep	Kep Province	017861444
15	Net Sokuntheary	F	Clark	Sangkat Kep	0968260385
16	Vet Ny	F	Councilor	Sangkat Kep	0971441172
17	Chhov Rotha	F	Assistant	Sangkat Kep	096046975

Signatures of participants are shown in the Khmer version of the attendance sheet below.

ព្រះរាជាណាចក្រកម្ពុជា
ជាតិ សាសនា ព្រះមហាក្សត្រ

គណៈកម្មការអន្តរក្រសួងដោះស្រាយជម្លោះការងារជាមួយស្ថាប័នស្រាវជ្រាវអន្តរជាតិ(IRC)

អង្គការអន្តរក្រសួងដោះស្រាយជម្លោះការងារ

បញ្ជីបញ្ជី

កម្មវិធី: គម្រោងសាងសង់ និង ប្រតិបត្តិការសេវាទេសចរណ៍កម្ពុជា
 ឈ្មោះ: សេវាទេសចរណ៍

កាលបរិច្ឆេទ: ថ្ងៃទី ១៣ ខែ កញ្ញា ឆ្នាំ ២០២១

ល.រ	នាម និងអាសយដ្ឋាន	ភេទ	តួនាទី	អង្គការ	លេខទូរស័ព្ទ	ហត្ថលេខា
1.	ស្រី វិល	ស្រី	ប្រធានការងារ	IRC: GDR/MEF	012231402	<i>[Signature]</i>
2.	ហេង វិល	ប្រុស	អគ្គនាយក	Renardet SBK	012858093	<i>[Signature]</i>
3.	គឹម វិល	ប្រុស	ប្រធានការងារ	ស្រី វិល	012627827	<i>[Signature]</i>
4.	ស្រី វិល	ស្រី	ប្រធានការងារ	ស្រី វិល	012619670	<i>[Signature]</i>
5.	ស្រី វិល	ស្រី	ប្រធានការងារ	ស្រី វិល	070445155	<i>[Signature]</i>
6.	ស្រី វិល	ស្រី	ប្រធានការងារ	ស្រី វិល	026526966	<i>[Signature]</i>
7.	ស្រី វិល	ស្រី	ប្រធានការងារ	ស្រី វិល	089230417	<i>[Signature]</i>
8.	ស្រី វិល	ស្រី	ប្រធានការងារ	IRC-WG/ENR/MEF	01286234K	<i>[Signature]</i>
9.	ស្រី វិល	ស្រី	ប្រធានការងារ	SBK	07793778	<i>[Signature]</i>
10.	ស្រី វិល	ស្រី	ប្រធានការងារ	ស្រី វិល	0976042436	<i>[Signature]</i>
11.	ស្រី វិល	ស្រី	ប្រធានការងារ	ស្រី វិល	0997802144	<i>[Signature]</i>
12.	ស្រី វិល	ស្រី	ប្រធានការងារ	ស្រី វិល	0974338765	<i>[Signature]</i>
13.	ស្រី វិល	ស្រី	ប្រធានការងារ	ស្រី វិល	07909593	<i>[Signature]</i>
14.	ស្រី វិល	ស្រី	ប្រធានការងារ	ស្រី វិល	018861444	<i>[Signature]</i>
15.	ស្រី វិល	ស្រី	ប្រធានការងារ	ស្រី វិល	0968260385	<i>[Signature]</i>
16.	ស្រី វិល	ស្រី	ប្រធានការងារ	ស្រី វិល	0971441170	<i>[Signature]</i>
17.	ស្រី វិល	ស្រី	ប្រធានការងារ	ស្រី វិល	0960046975	<i>[Signature]</i>

**Kingdom of Cambodia
Nation King Religion**

5

Inter-Ministerial of Resettlement Committee

Attendant List

Topic: Consultation on Land Acquisition and Resettlement Procedure Prior to DMS

Place: Kep village, Sangkat Kep, Kep City, Kep Province

Date: 19 February 2021, 8:30AM

No.	Name	Sex	Position	Organization	Phone
1	Hun Ouy	F	People	Kep	
2	Chhoeng Thim	F	People	Kep	088 386 8573
3	Nak Muyngan	F	People	Kep	096 238 2227
4	Uk Chham	F	People	Kep	
5	Hay Sokhorn	F	People	Kep	
6	Chork Phun	F	People	Kep	
7	Toch Nat	F	People	Kep	088 643 8171
8	Chiv Lik	M	People	Kep	012 317 811
9	Pheng Channa	F	People	Kep	
10	Tong Chanphart	F	People	Kep	097 988 0998
11	Sok Ny	F	People	Kep	
12	Kong Heng	M	People	Kep	
13	Yong Kheang	F	People	Kep	
14	Van Tith	M	People	Kep	
15	Tuy Thy	F	People	Kep	

Signatures of participants are shown in the Khmer version of the attendance sheet below.

ព្រះរាជាណាចក្រកម្ពុជា
ជាតិ សាសនា ព្រះមហាក្សត្រ

គណៈកម្មការអន្តរាគ្គស្តង់ដារស្រាយសម្រេចរ៉ាប់រងលើការងារសាងសង់គម្រោងអភិវឌ្ឍន៍(IRC)

បញ្ជីភ្នាក់ងារ

កម្មវត្ថុ: សាងសង់ផ្លូវជាតិលេខ៧១៧ ភ្នំពេញ ទៅ ក្រុងសៀមរាប គ្រប់គ្រង និង ថែទាំ គ្រប់គ្រង និង ថែទាំ គ្រប់គ្រង និង ថែទាំ

ទីកន្លែង: សង្កាត់ ៧ ក្រុង

កាលបរិច្ឆេទ: ថ្ងៃ ៨ ខែ ១០ ឆ្នាំ ២០២១ ម៉ោង ១២:០០ ថ្ងៃ ៨ ខែ ១០ ឆ្នាំ ២០២១

ល.រ	ឈ្មោះភ្នាក់ងារ	ភេទ	តួនាទី	អង្គភាព	លេខទូរស័ព្ទ	ស្នាមចម្រីង
1.	ហ៊ុន ស៊ីយ	ស	ប្រធាន	ក្រុម		
2.	ស៊ី ស៊ី	ស	-	ក្រុម	088 3868 573	
3.	ស៊ី ស៊ី	ស	-	ក្រុម	0962382227	
4.	ស៊ី ស៊ី	ស	-	ក្រុម		
5.	ហាយស៊ី	ស	-	ក្រុម		
6.	ស៊ី ស៊ី	ស	-	ក្រុម		
7.	ស៊ី ស៊ី	ស	-	ក្រុម	086638171	
8.	ស៊ី ស៊ី	ស	-	ក្រុម	012317811	
9.	ស៊ី ស៊ី	ស	-	ក្រុម		
10.	ស៊ី ស៊ី	ស	-	ក្រុម	0979888998	

ល.រ	ឈ្មោះប្រតិភូ	ភេទ	តំណែង	អង្គការ	លេខទូរស័ព្ទ	ហត្ថលេខា
11	វ៉ាវ សុក្កា	ប	ឧបនាយករដ្ឋមន្ត្រី	ក្រសួង		
12	ស៊ុន ប៊ុនហ៊ុន	ប	ឧបនាយករដ្ឋមន្ត្រី	ក្រសួង		
13	តិថ សុក្កា	ស	—	ក្រសួង		
14	អូង វុធី	ប	—	ក្រសួង		
15	ហ៊ុន សែន	ប	—	ក្រសួង		

List of Attendance


Topic: Discussion on Modifying on Technical Design and site visit at Coastal Road
 Venue: Department of Land Management Urban Planning and Construction
 Date: 25 May 2021

No.	Name	Sex	Position	Institution	Signature
1	Vao Sokha	M	Deputy Governor	Kep provincial Hall	
2	Soth Puthimanin	M	Director	DLMUPC	
3	Tith Sokha	F	Mayor	Kep City	
4	Oeng Vuthy	M	Admin Director	Kep provincial Hall	
5	Lay Sovannara	M	Deputy director	DLMUPC	
6	Pat Mao	M	Deputy director	DLMUPC	
7	Teang Vannara	M	Deputy director	DEF	
8	Chin Vuthy	M	Deputy director	DPWT	
9	Bou Phalaravy	M	Deputy director	DPWT	
10	Chhun Chanvanthou	M	Vice Director	Kep Administration	
11	Paolo Baia	M	TL	PMCES/Renardet	
12	Mel Sophanna	M	Soc.Safeguards	PMCES/SBK	
13	Ham Nimol	M	DTL	PMCES/SBK	
14	Khen Sopheak	M	Deputy ISD	Provincial Hall	

Annex 8: Agreements Reached During the Kep Meeting for the Costal Road (May 25, 2021)

A meeting was held in the on 25 May 2021 in the Office of Land Management and Urban Planning (LMUP) in order to discuss some minor design changes of the Coastal Road Alignment as proposed by the Department for Land Management and Urban Planning (LMUP) in order to minimize the need for acquisition of land in some properties affected by the approved design.

Attendance List of the Meeting



ព្រះរាជាណាចក្រកម្ពុជា
ជាតិ សាសនា ព្រះមហាក្សត្រ

ក្រសួងរៀបចំដែនដី នគរូបនីយកម្ម និង សំណង់
មន្ទីររៀបចំដែនដី នគរូបនីយកម្ម សំណង់ និង
សុរិយោដី ខេត្តកែប

បណ្តុំបញ្ជីចំណុះ
គណៈកម្មាធិការតំណាងរាស្ត្រស្រុកកែប ខេត្តកែប
ខេត្តកែប ថ្ងៃទី...២៥...ខែ...៥...ឆ្នាំ២០២១

ល.រ	នាមតាម ឈ្មោះ	ភេទ	តំណកិច្ច	មតិ	ហត្ថលេខា	ផ្សេងៗ
1	លោក សុខ សុខ	ប្រុស	អគ្គនាយក	អគ្គនាយក		
2	លោក គង់ គង់	ប្រុស	ប្រធានកម្មាធិការ	ប្រធានកម្មាធិការ		
3	លោក សុខ សុខ	ប្រុស	អគ្គនាយក	អគ្គនាយក		
4	លោក គង់ គង់	ប្រុស	ប្រធានកម្មាធិការ	ប្រធានកម្មាធិការ		
5	លោក គង់ គង់	ប្រុស	អគ្គនាយក	អគ្គនាយក		
6	លោក គង់ គង់	ប្រុស	អគ្គនាយក	អគ្គនាយក		
7	លោក គង់ គង់	ប្រុស	អគ្គនាយក	អគ្គនាយក		
8	លោក គង់ គង់	ប្រុស	អគ្គនាយក	អគ្គនាយក		
9	លោក គង់ គង់	ប្រុស	អគ្គនាយក	អគ្គនាយក		
10	លោក គង់ គង់	ប្រុស	អគ្គនាយក	អគ្គនាយក		
11	TRAO BAIK T.L.		PMCES	RENADET SA		
12	លោក គង់ គង់	ប្រុស	PMCES	SBK/RENADET		
13	លោក គង់ គង់	ប្រុស	PMCES	SBK/RENADET		
14	លោក គង់ គង់	ប្រុស	deputy DSD	Provincial Hall		

ប្រធានកម្មាធិការ



លោក គង់ គង់

អគ្គនាយក



លោក គង់ គង់

The description of the various issues discussed in the meeting is included herewith, referred to the parcellary maps prepared by the LMUP before the meeting. After the verbal discussion in the Office, all participant went to a reconnaissance site visit.

1. Critical locations Along the Initial Road Section (across Kep Urban Areas)

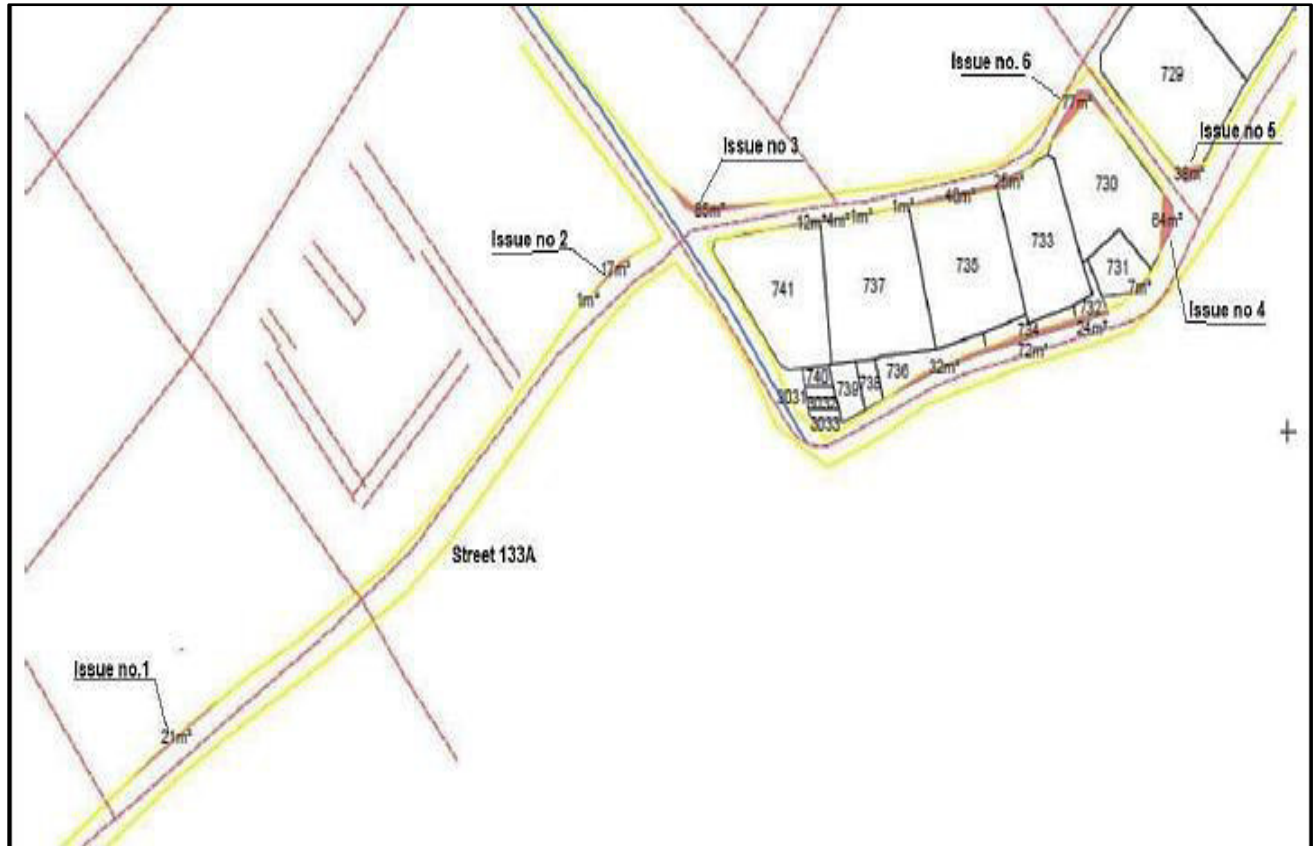


Figure 1 - Initial Section of Coastal Road – Street 133 A and New One-Way Road



Figure 1.b - Initial Section of Coastal Road – Street 133 A and New One-Way Road (aerial image background)

- Issue nos. 1 and 2 along Str. 133 A: The available space between the properties on the opposite side is wide enough. During construction stage, final road alignment will be slightly shifted towards the Southern side as required to avoid the occupation of private lands of 21 m² and 17 m²;
- Issue no.3 – Corner Str. 133A - Str.3358 (PK 0+820). The junction of the new One-way Road with the Str. 3358 shall be slightly modified to avoid occupation of the 85 m² in parcel # 733.
- Issues nos. 4 and 5 – Corners of Str. 133 A with new one-way road (PK 1+120). The wall at the corner with parcel 729 is already slanted and no further occupation of land is needed. On the opposite side the land to be acquired on parcel 730 will be reduced by adopting a radius of 10m.
- Issue no 6 -Initial Road Section- Corner on one way road. A minimum radius of 10m will be adopted at the internal corner affecting the parcel no 730. The needed area shall be much lower than 77m² (See Figure 1- Point C).

2. 2. Issue at PK 1+250-1+1500 along main section



Figure 2 – Main Section of Coastal Road at PK 1+500



Figure 2.a – Main Section of Coastal Road at PK 1+250-1+500 (aerial image background

- Issue no. 1 Main Section at PK 1+275. Three parcels 3301,727, 3299 may be affected by the embankment of the coastal Road entering the parcels for a width of only 1-2 m. It is expected that the owners will accept that the embankment enters by 1-2 m in their low land which in any case needs to be raised. No land acquisition should be therefore required.

- Issue no. 2 Main Section at PK 1+1560. Three parcels nos. 770, 3029,319 are marginally affected. The alignment of the road is determined by the presence of a box culvert recently built by Kep Government and by the Mangrove Forest to be preserved. The land occupation is due to the embankment slope entering the properties. This occupation will probably be accepted by the land owners that have to raise the present low ground level. If this is not agreed, a retaining wall shall avoid the occupation of the private land.

3. Issues at PK 3+530 and 3+700 along Main Section

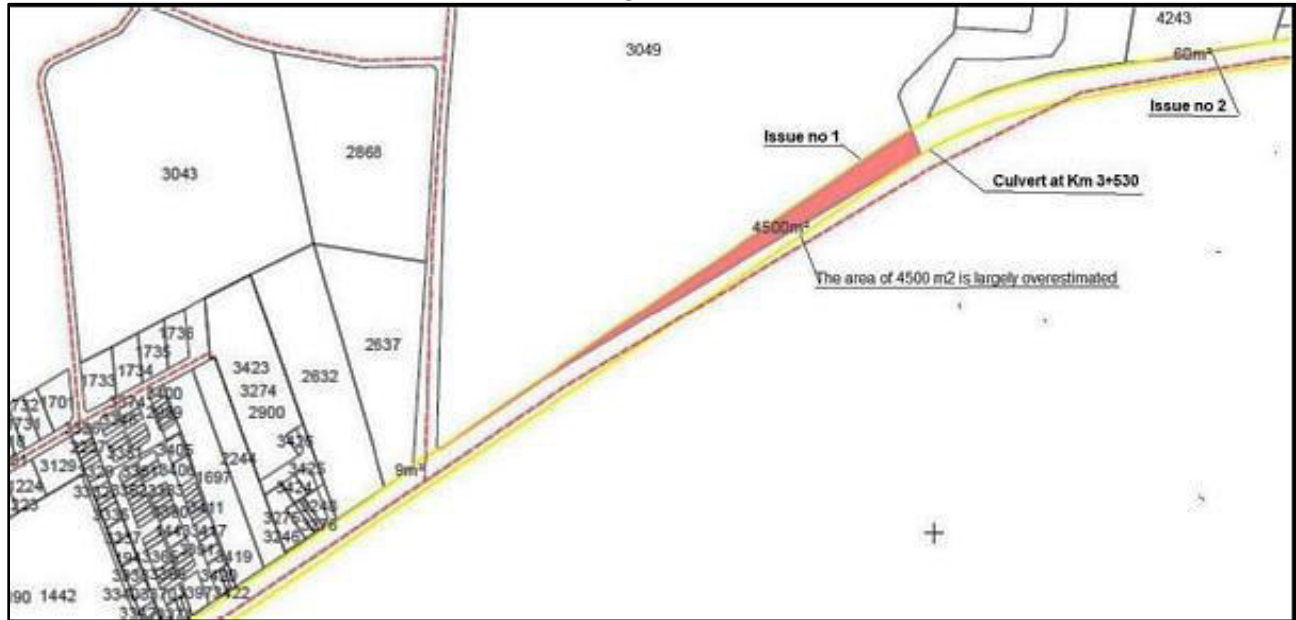


Figure 3 – Main Section of Coastal Road at PK 3+500



Figure 3.b– Main Section of Coastal Road at PK 3+500 (with aerial image background)

- Issue no 3.1 - Main Section at PK 3+500. According to the figure provided by the LMUP the parcel 3049 seems to be affected for some 4500 m² (largely over estimated) by the Coastal Road entering for a width of almost 20 m near the culvert at PK 3+530. The road in this section was designed according to the position of the existing culvert and is resting on the existing earth road. PMCES requested LMUP to verify by site survey the road design alignment and borders of the parcel 3049. This verification confirmed that the road design alignment is correct and no land acquisition is needed.
- Issue no 3.2 - Main Road section at Pk 3+700. The parcel 4243 is marginally affected for only 60 m², by the embankment slope entering the property for less than 2 m. The concepts mentioned earlier are considered applicable to this case.

4. Issue at PK 4+650 along Main Section

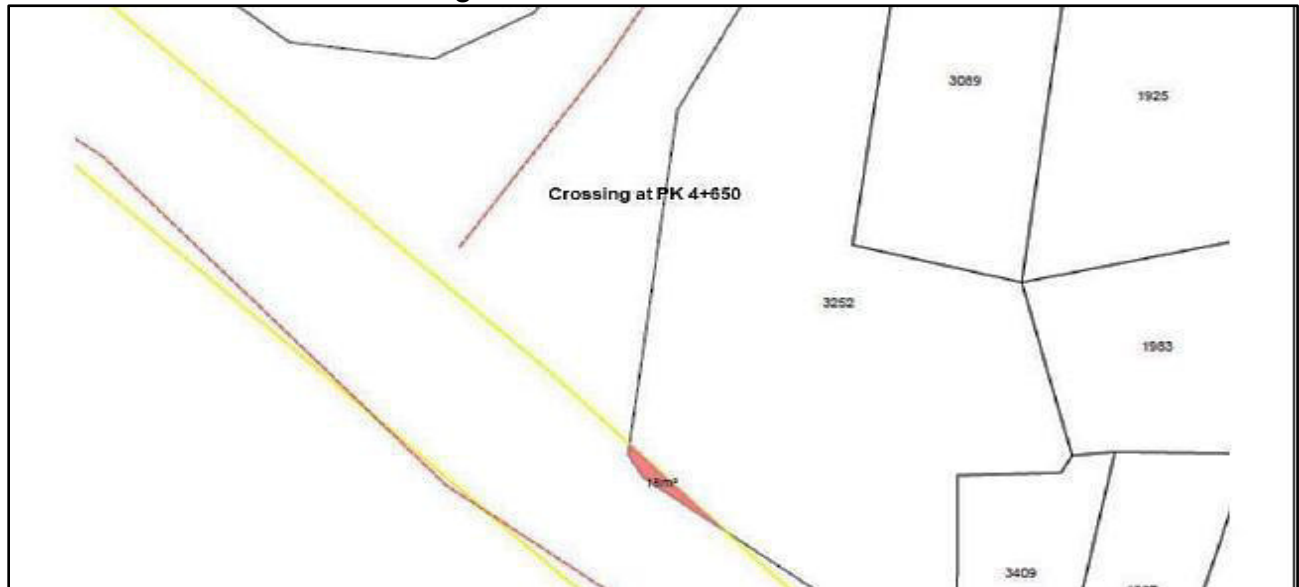


Figure 4 – Main Section of Coastal Road at PK 4+650



Figure 4b – Main Section of Coastal Road at PK 4+650 (on aerial Image background)

- Main road Section at Pk 4+650. The design of the coastal Road at the corner near the entry in the roundabout would affect marginally the parcel no 3252, with the road embankment hitting the corner of the existing fence. This impact can be avoided by a retaining wall able to contain the road embankment (see Figure 4.a and 4.b), without revision of the road alignment. It can be noted in figures 3.1 and 3.b that there is a large space between the planned round-about and the property borders, so that there are various options for avoiding traffic interruptions during construction without need for the temporary occupation of private properties.

5. Issue at PK 7+950 along Main Section

Figure 5 shows with yellow lines the change of the road alignment proposed by LMUP in order to save the land acquisition of some private lands.

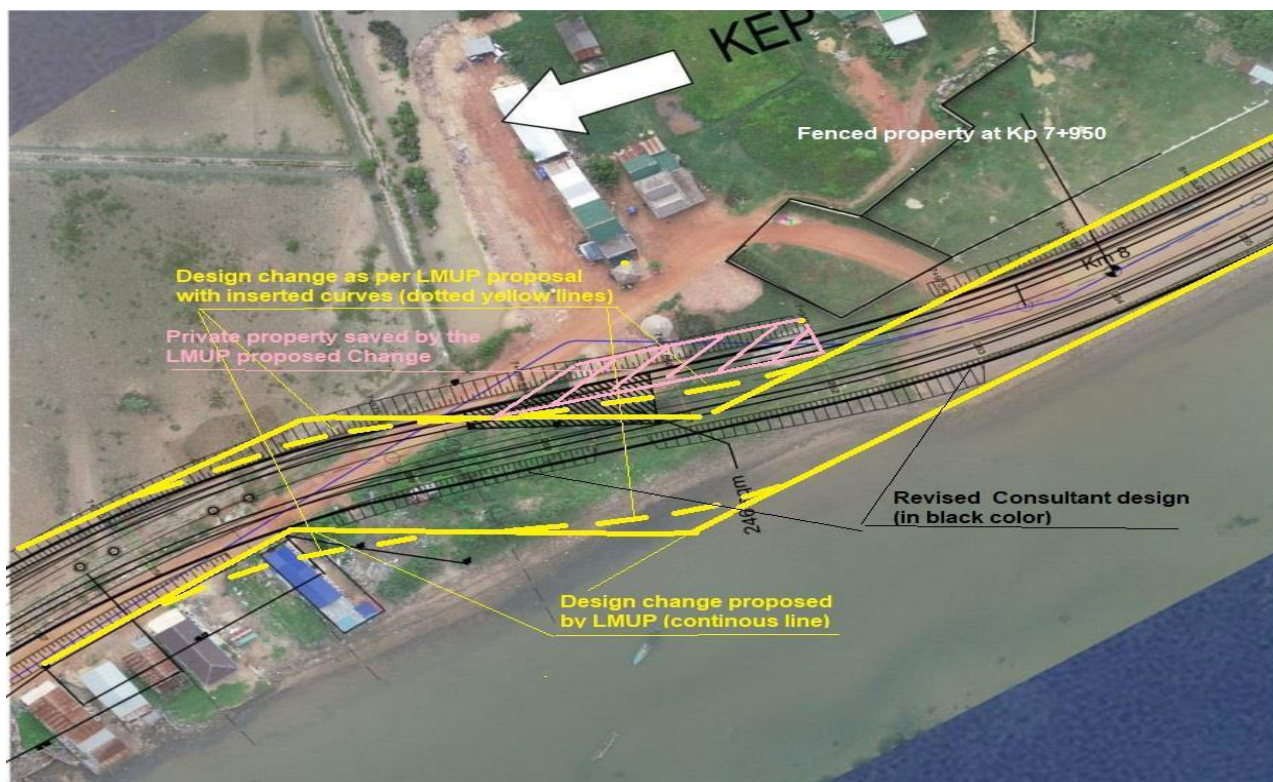


Figure 5 – Main Section of Coastal Road at PK 7+950

The road alignment in this section was already modified in order to avoid any impact on the fenced property at PK 7+950 (in black color). This revised design follows the ASHTOO design standard that ensure traffic safety on a road with 60 km/hour as design speed.

The proposed design represented with continuous yellow lines was proposed by LMUP, but is not feasible and would present the following problems:

- curves with smaller radius shown with dotted lines must be included at the curves;
- the traffic speed should be limited to only 40 km/hours, and slow speed bumps should be adopted to reduce the risk of accidents due to travelers not respecting the speed limit signals.
- the proposed design change would cause a portion of the road to be built beyond the coast line (not allowed by MOE and by ADB guidelines);
- The introduction of the curves would affect the last fishermen house (the one with blue roof).
- the reduction on the land acquisition will be in the range of 250-300 m² (area dashed in pink color) which does not justify the problems mentioned above.

The Consultant suggests this section should to be built according to the approved design which follows road design standards and concepts for traffic safety and lower environmental impact. If the Kep Government prefers to follow the design proposed by LMUP this decision should be notified by written instruction which will waiver the Consultant responsibilities from future problems of accidents.

6. Issue at PK 10+100 along Angkol Branch Section

Figure 6 shows a proposed changed at PK 10+100 where the approved design was considered

with strong social impact because would affect at least three houses of poor people and would impact a recently constructed building that was not present at the time of the design (see original design indicated in white color in Figure 7).

The proposed curve in the revised design (in black color in Figure 7) will have a very small radius of only 13. m (measured along the road centerlines) which is acceptable since this is an urban section in the densely inhabited village, where traffic will be normally at very low speed. The proposed revised design will be prepared and it will be adopted for the next DMS activities.



Figure 7 – Issue at PK 10+150 along Angkol Branch

Social Monitoring Report

Semi-Annual Report
January – June 2021
August 2021

Cambodia: Second Greater Mekong Subregion Tourism Infrastructure for Inclusive Growth Project

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

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Annex 9: Photographs of Landfill Components



MRF Building 80% completed



Building Roof Structure of SRM Building



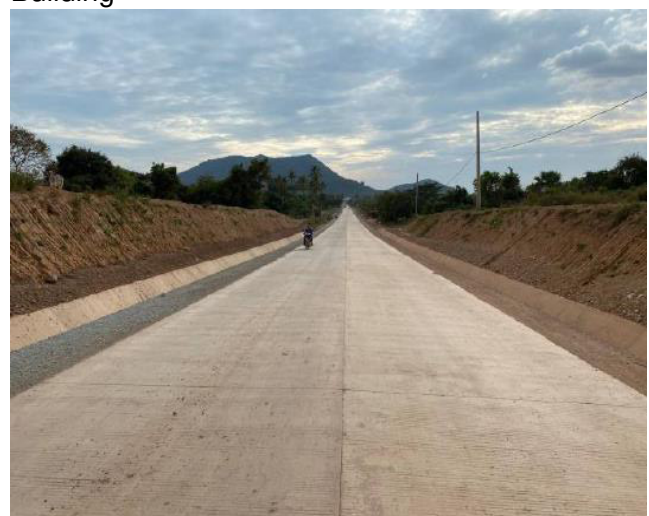
Structure and Roof completed – Roof Storage Building



Construction of Septic Tanks near SRM Building



Water Intake Wier



Completed Access Road to SLF

Annex 10: Photographs of Meetings and Consultations



Kep Governor & other officials visiting SLF (March 2021)



Site visit May 25, 2021



Coordinative Meeting February 17, 2021

Photo of Meeting at Kep Provincial Hall on 17 Feb 2021



Meeting at DLMUDC on 25 May 2021



Site Visit May 25, 2021

Public Consultation Wat Porsatharam
February 18, 2021



Public Consultation at Sangkat Kep on 19
February 2021

