

Social Monitoring Report

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KGZ: CAREC Transport Corridor 3 (Bishkek-Osh Road) Improvement Project, Phase 4

Prepared by Ministry of Transport and Road KR in consortium with EPTISA Servicios De Ingenieria S.L. Eptisa Muhendislik and RAM Engineering

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ABBREVIATIONS	
ADB	Asian Development Bank
MOTC	Ministry of Transport and Communication
CAREC	Central Asia Regional Economic Cooperation
DMS	Detailed Measurement survey
CSMP	Construction Social Management Plan
EM	External Monitoring
ESMP	Environmental and Social Management Plan
LARP	Land Acquisition and Resettlement Plan
PBMC	Performance-Based Maintenance Contract
GOSREGISTER	Department of Cadaster and Registration of Rights to Real Estate

1. PROJECT BACKGROUND

1. ADB has given high priority to the overall development process of the Kyrgyz Republic through the rehabilitation of road sections along the Bishkek–Osh Road. Equally, other development partners are prioritizing sponsorship of other sections of Bishkek–Osh Road. The upgrading of the Bishkek–Kara-Balta road will connect important populated zones and densely populated settlements which is ultimately expected to enhance access to services, goods, and markets; enhance regional connectivity, and improve safety for all road users in general.

2. The project will improve national and regional connectivity by reconstructing and rehabilitating an estimated 52.5 km of crucial road sections between Bishkek and Kara-Balta, and include road safety measures such as road signage, lane markings, street lighting, parking areas, bus stops, crash barriers, and sidewalks. The Project is fully consistent with the government's priority of upgrading key corridors as stated in the National Strategy of Sustainable Development (2013–2017). The Project is also well aligned with ADB's Strategy 2020 and with the Country Partnership Strategy of Kyrgyz Republic (2013–2017) (CPS). The priority theme for the CPS is the development of a successful and stable democratic state through inclusive growth and the reduction of regional disparities.

3. The Government of the Kyrgyz Republic has received a loan from ADB towards the cost of Central Asia Regional Cooperation Corridor 3 (Bishkek-Osh Road) Improvement Project, Phase 4. Under this ADB loan, EPTISA and its partners are responsible for preparing the detailed design, procurement support and construction supervision to cover the road section from Bishkek to Kara Balta. The Consultant has been involved in conducting the field survey and investigation works related to the topography survey, geotechnical investigation, and lab tests required for preparation of the Detailed Project Report (DPR), including the tender documents during the first phase of the project. The Consultant is also responsible for supervision during the works on Bishkek–Kara-Balta road.

4. The condition of the Kyrgyz Republic's road network and its management improved substantially from 2005 to 2010. Nevertheless, deteriorated network links and poor infrastructure management continue to hamper regional trade and economic growth. The project consists of the reconstruction of two sections of the Bishkek-Osh highway: Bishkek to Kara-Balta (52.5 km) and a section beginning after Kara-Balta until Km 129. These are the last two sections needed to complete the rehabilitation of the Bishkek-Osh highway which forms part of CAREC corridor 3 linking Kazakhstan in the North with Uzbekistan and Tajikistan in the South. The Bishkek–Osh road links the Kyrgyz Republic's two largest cities and is one of the most density populated parts of the road network in the Kyrgyz Republic. The traffic volume varies from 20,000 to 60,000 vehicles per day, depending on the section, as per the updated survey of the Consultant, which is consistent with the recent traffic survey included below in this Report.

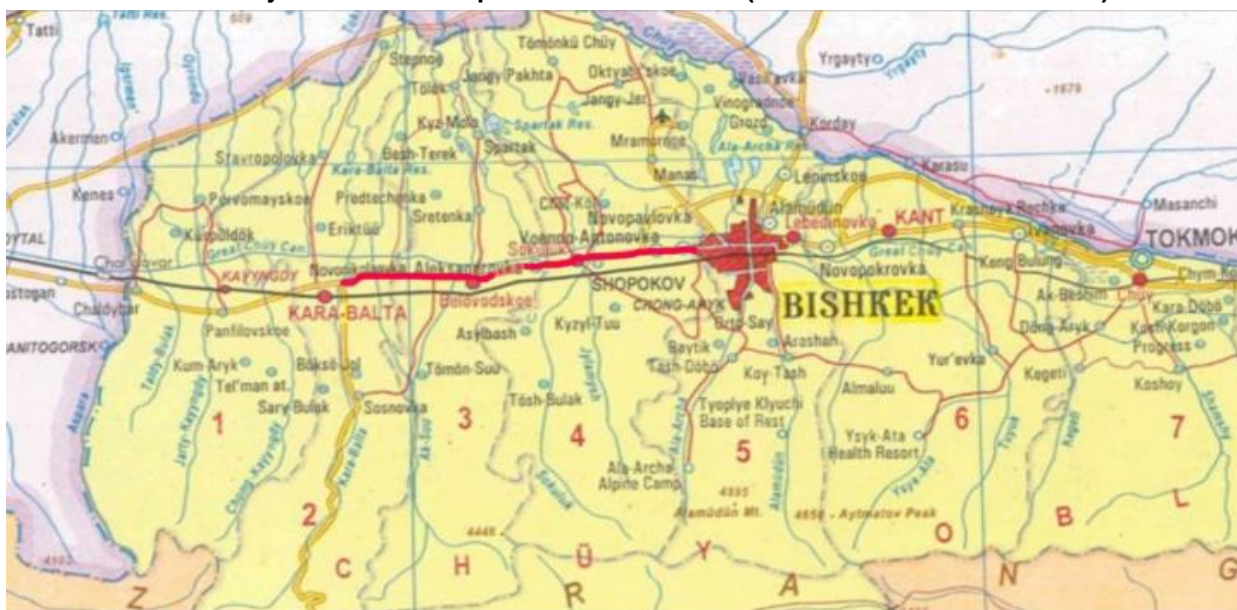
5. Kyrgyzstan has consistently had a negative balance of trade, which is somewhat attenuated by inflows of foreign assistance and remittances from an estimated 500,000 workers who have been forced to migrate mainly to Kazakhstan and Russia by high unemployment and little job creation. It is estimated that remittances now contribute up to 25% of the country's GDP. Another source of income is the „bazaar economy“ where imported Chinese goods are resold to Uzbekistan and Kazakhstan at the Kara Su and Dordoi markets.

6. The Program's goal is to increase economic growth and reduce poverty in Kyrgyzstan. The road implementation program will occur over 5 years and consists of the rehabilitation of the existing road by upgrading existing features on the basis of the detailed design. Construction supervision will be implemented in accordance with the tender documents. Road maintenance supervision works shall be implemented under a performance-based maintenance contract (PBMC) tender for the section from Kara-Balta to Km 129 as well.

7. The draft LARP was prepared in 2013 and updated in 2016 in accordance with the detailed design of the project. The LARP for Bishkek-Kara Balta Section of Bishkek-Osh Road (km 8,5 – km 61) has been approved by ADB and the Kyrgyz Government, endorsed by the Governmental Ordinance

dated 14 April 2017, and disclosed on the IPIG and ADB websites. The LARP was implemented for Bishkek-Kara Balta Section (km 15,9 - km 61) between September 2017 and April 2018.

Project Location Map Bishkek-Osh Road (Bishkek-Kara Balta Section)



2. SOCIAL MONITORING

2.1 Scope and Objectives of the Monitoring

8. The implementation of the LARP for BO4 required internal and external monitoring as the Project triggered a significant amount of involuntary resettlement and is Category A in accordance with ADB SPS (2009). ADB's SPS 2009 considers involuntary resettlement impacts significant if 200 or more persons will be physically displaced from their home or lose 10% or more of their productive or income-generating assets. Internal monitoring has been conducted by the Investment Projects Implementation Group (IPIG). External monitoring was conducted by an External Monitor hired by the EA and approved by ADB. Monitoring is vital for ensuring that the LARP is effectively implemented, unforeseen impacts related to land acquisition and resettlement activities are identified and appropriate measures to address the same can be taken in a timely manner.

2.2 Internal Monitoring

9. The IPIG is responsible for the internal monitoring. The main aim of the internal monitoring is to monitor the process of the LARP implementation such as the compensation process, grievance mechanism and effectiveness of the LARP implementation procedure.

10. Indicators for the internal monitoring related to the LARP implementation processes, immediate outputs and results which allow for the assessment of the progress and results of LARP implementation, and the adjustment of the work program, if necessary. Specific monitoring targets to verify/check:

- the number of AHs with legal ownership;
- the number of AHs with legalizable land and assets;
- the number of AHs without legal or legalizable status;
- the affected/remaining part of the land;
- affected buildings, structures, businesses;
- loss of income and employment;
- allowances for severity and vulnerability;

- full compensation paid on time;
- relocation of movable businesses;
- the GRM Logbook entries;
- number, nature and substance of complains;
- number of grievances resolved at the project level;
- number of grievances forwarded/resolved at other grievance resolution levels.
- the number, type of consultations with DPs/host communities and other relevant stakeholders held.

11. The data for the internal monitoring related to the LARP implementation processes were collected by the IPIG/Supervision Consultant and used to assess the progress and results of LARP implementation, and to adjust the work program, when necessary. The above data and information were collected through one or more following instruments:

- review of census information for all AHs;
- consultation and informal interviews with DPs;
- sample survey of AHs;
- focus group discussions;
- community consultation meetings.

12. Internal monitoring is performed routinely by the IPIG, both directly and with the support of social/resettlement specialists hired by the supervision consultant for the LARP implementation. The results are reported to ADB through the Quarterly Project Implementation Reports and Semi-annual Social Monitoring Report.

2.3 External Monitoring

13. The purpose of the external monitoring is to determine whether the LARP implementation activities have been completed and whether the planned outcome has been obtained for each LARP related activity. As this Project entailed significant involuntary resettlement and it is therefore classified as a social safeguard category 'A' project, ADB policy requires external monitoring which was carried out in parallel with the implementation of the LARP and its internal monitoring. The main objectives of the external monitoring are to assess the relevance, efficiency, effectiveness and impact of the LAR processes and to suggest corrective measures, if necessary.

14. The External Monitor (EM) monitored the LARP implementation in November and December 2017. The monitoring of the compensation payments for 11 displaced persons for whom the compensation was transferred into the Project escrow account, was carried out in April 2018 when all DPs received their compensation. One LARP implementation Monitoring Report for all road sections/subsections involving resettlement, was prepared, submitted, approved and disclosed on ADB website in April 2018 when all DPs received the due compensation.

15. After LARP implementation LAR impacted sections were handed over to the Contractor at the end of April, 2018 and in early May, 2018 Contractor started construction works.

16. When the LARP for Section 3, (7.4 km) becomes ready for the implementation, external monitoring will be arranged as for the other road sections. After the completion of the 45 km Project Sections, a post LARP survey will be scheduled and the results communicated to IPIG and ADB.

3. LARP IMPLEMENTATION STATUS

3.1 Project Sections Summaries

17. To facilitate effective LARP implementation and the commencement of physical works, the Project road was divided into three Sections. Section 1 does not involve any resettlement. Section 2 comprises three subsections which involve resettlement; Section 3 involves involuntary resettlement and is currently being prepared for the LARP implementation.

18. The LARP for Section 2 was implemented in two stages. Stage 1 included resettlement at Subsection 2.1 which was implemented and monitored from September to November 2017. The second stage of the LARP implementation was comprised of resettlement cases at Subsections 2.2 and 2.3. By December 31, 2017, the LARP implementation was completed for 164 DPs, while the compensation amount for 11 DPs was deposited to an escrow account. These 11 DPs could not be paid as some of them did not have the required documents, or the required procedure was not completed in some cases, or some DPs were not in the country to sign the agreement and complete the land division or other procedures required by the law.

19. The IPIG paid compensation and assistances to the vulnerable DPs as per the requirements of ADB SPS 2009 and Kyrgyz laws. The compensation amount was paid within 15 days after the contract was signed. The DPs' compensation payments were transferred to their bank accounts electronically. All DPs confirmed that they accessed the money without problems.

20. The LARP Implementation Monitoring Report has been prepared by an external monitoring expert in December 2017. The Consultants updated the Monitoring Report in April 2018, when the last displaced persons received their compensation. The DPs had a choice to self-relocate or be relocated by the contractor. In the cases of self-relocation, the DPs had 45 calendar days to relocate from the date they received the compensation. Within this time period, the DPs had a choice to dismantle and remove all salvageable material for rebuilding their houses and re-establishment of businesses. The relocation arranged under the Project was completed in May 2018. The road corridor was cleared for the construction and land was handed over to the Contractor. There were a few remains of structures left on the site which were dismantled by the DPs. IPIG with the local authorities supervised the final clearance.

21. The following tables present details of impacts and LARP implementation by the road sections.

Table 1: LARP Implementation Status in Section 1 and 2

Sub-sections	Chainage		Length (km)	No of DHs at Sub Sections				External Monitoring Status	Handover status
	Start	End		Owners	Lease-holders	Employees	Involuntary resettlement		
1.1	15+900	21+300	5.400	0	0	0	No resettlement at this Section	Handed over to Contractor in April 03, 2017.	
1.2	35+500	40+580	5.080						
1.3	45+600	51+600	6.000						
1.4	54+200	59+350	5.150						
2.1	21+300	24+400	3.100	4	0	0	Compensation paid, LARP implemented	LARP Implementation	
	28+720	35+500	6.780	6	1	0			
	44+600	45+600	1.000	4	0	0			

	51+600	54+200	2.600	2	1	0	External Monitoring Report has been prepared in April, 2018	r in April, 2018
	59+350	61+000	1.650	2	3	0		
2.2	24+400	28+720	4.320	29	9	10		
2.3	40+580	44+600	4.020	41	32	31		
Total			50.780	88	46	41		
				175				

Table 2: Summary for Involuntary Resettlement at all Road Sections

LARP particulars	Number of DPs	Owners	Lease-holders	Employees	Public facilities
All Sections (as per the approved LARP)	<u>282</u> ¹	115	82	81	4
Sections 1 and 2 (LARP implemented in April 2018)	175	85	44	42	4
Section 3 (as per the approved LARP)	107	30	38	39	0
Current situation at Section 3 - LARP to be implemented	70 ²	25	23	22	0

Source: IPIG and Supervision Consultant Monitoring

¹ Initial number in the approved final LARP was 284, whereas 2 DPs were double counted: Bedelbaev A. and Kim L. To avoid confusion, the double-counted were removed from the lists and summary tables.

² 37 DPs are no longer working/living in the corridor and for three DPs impact is avoided by changes in the alignment.

4. SOCIAL DUE DILIGENCE ACTIVITIES FOR RELOCATION OF PUBLIC UTILITIES

4.1 Description of the activities for relocation of public utilities

22. During the construction work related to the rehabilitation of the road, there is a need to relocate public utilities such as underground lines, electricity poles, communication poles and water pipes. Most of these public utilities are included in the design of the project, but some of them can be identified and included at the project implementation stage.

23. The impact assessment for the relocation of public utilities are not covered by the LARP for the Bishkek-Kara Balta Section of Bishkek-Osh Road (km 8,5 – km 61). In this regard, Social due diligence (SDD) for utility relocation needs to be carried out and is currently under the process. The status of SDD for the reporting period is included in this report, while a separate SDD report will be prepared and submitted to ADB for review and approval once SDD for relocation of the utilities is completed. SDD covers the utilities included in the design and detected during the road construction (including already relocated). SDD for the utilities which can be identified in the future during the project implementation stage (if any) will be carried out before any relocation and will be included on an ongoing basis in semi-annual monitoring reports.

24. During the implementation of the project, the following types of work are included for the relocation of public utilities: drinking water pipes, communication cables, including underground lines (internet and the telephone cables), electricity poles and irrigation infrastructures. The Subcontractors that have the necessary licenses and permits in accordance with the requirements and legislation of the Kyrgyz Republic carried out relocation of the drinking water pipes, communication cables and electricity poles.

4.2 Status and results of social due diligence activities

25. The due diligence report for the relocation of public utilities is being carried out with the study of technical and other project related documents: types and volumes for the planned work under the contract for subcontractors for each type of utility, information about the site, cartographic data of the Gosregister and local authorities on the location of land plots along the project road. Detailed field surveys will be conducted at the end of March with the start of the construction season together with engineers and representatives of local authorities and Gosregister when required. The table below provides information on the types and status of relocation of the public utilities as of 31 December 2019. The works related to relocation of the public utilities completed and verified on the field as of this reporting date were carried out on the public land within the RoW and **has no LAR impacts neither permanent nor temporary** (see table 3).

Table 3: Status of the public utilities relocation activities as of 31 December 2019

Area	Work/utility type	KM	Length/ Number	Progress	Subcontract or	Remark on LAR impacts
Zhayil	Underground line ³	KM55+549		Completed	Intelservice	No LAR impact
	Underground line	KM55+549		Completed	Intelservice	No LAR impact
	Underground line	KM55+550		Completed	Intelservice	No LAR impact
	Underground line	KM57+190		Completed	Intelservice	No LAR impact
	Underground line	KM60+756		Completed	Intelservice	No LAR impact
	Underground line	KM60+560	350m	Completed	Intelservice	No LAR impact

³ Underground lines includes: internet and the telephone cables

		KM60+910				
	Underground line	KM59+640		Completed	Intelservice	No LAR impact
	Underground line	KM55+410		Completed	Intelservice	No LAR impact
	Electricity poles	KM53+000 KM60+926	98	Completed	Maksat	2 beyond BOQ, No LAR impact
	Communication poles	KM53+000 KM60+926	106	Completed	Maksat	No LAR impact
	Water pipe	KM53+832	1	Completed	Too Resurs	No LAR impact
	Water pipe	KM56+083	1	Completed	Too Resurs	No LAR impact
	Water pipe	KM59+640	1	Completed	Too Resurs	No LAR impact
Moskovskiy	Underground line	KM44+730 KM46+130	1400m	Completed	Intelservice	No LAR impact
	Underground line	KM44+641		Completed	Intelservice	No LAR impact
	Underground line	KM44+030		Processing	Telstroy	
	Underground line	KM41+350 KM42+250	900m	Preparing		
	Underground line	KM42+800		Preparing		
	Underground line	KM40+753		Processing	Intelservice	
	Underground line	KM37+300 KM40+400	3100m	Completed	Intelservice	No LAR impact
	Underground line	KM30+600 KM32+500	1900m	Completed	Intelservice	No LAR impact
	Underground line	KM33+091		Processing	Intelservice	
	Electricity poles	KM30+000 KM53+000	239	Completed	Maksat	347 beyond BOQ, No LAR impact
			108	Preparing	Maksat	
Communication poles	KM30+000 KM53+000	324	Completed	Maksat	19 beyond BOQ, No LAR impact	
		96	Preparing	Maksat		
Sokuluk	Underground line	KM27+710 KM29+900	2190m	Processing	Telstroy	
	Underground line	KM27+709		Processing	Intelservice	
	Underground line	KM26+600 KM27+700	1100m	Preparing		
	Electricity poles	KM15+900 KM30+000	121	Preparing	Maksat	121 beyond BOQ
	Communication poles	KM15+900 KM30+000	138	Preparing	Maksat	138 beyond BOQ

4.3 Next steps

26. In order to verify the possible impact on the assets and property of local residents, as part of the planned work related to relocation of the public utilities, joint work will be carried out with engineers and representatives of the contractor, local authorities, Gosregister and other interested parties. Based on the results of the above work, an SDDR will be prepared and submitted to ADB for approval. Below is a tentative SDDR preparation work schedule.

Activity	Deadline
Preparation of detailed information on planned works for the relocation of the public utilities (types, quantity, plans and etc.)	13 March, 2020
Verification on the field	20 March, 2020
Report preparation (SDDR)	31 March, 2020

5. SOCIAL DUE DILIGENCE RESULTS AND MONITORING ACTIVITIES FOR PBMC SECTION

5.1 Description of the PBMC component

27. CAREC Corridor 3 Improvement project, Bishkek-Osh road: Kara Balta-Suusamyр section, km 61- км 129, financed by a loan from the Asian Development Bank (ADB) Kyrgyz Republic (KR).

28. Output- and Performance-based contracting for Roads is designed to increase the efficiency and effectiveness of road asset management and maintenance. It should ensure that the physical condition of the roads under contract is adequate for the need of road users, over the entire period of the contract which is normally several years. This type of contract significantly expands the role of the private sector, from the simple execution of works to the management and conservation of road assets.

29. Part of the above-mentioned project is a performance-based maintenance pilot contract is the section of the Kara Balta-Suusamyр road to the Too-Ashuu tunnel (km 61-km 129).

30. Within 3 years to ensure the free passage of vehicles on this route, as and when necessary, year-round proper maintenance and current repairs will be carried out. In the process of maintenance of the site, road repair will be performed, road safety measures will be carried out, road signs will be replaced, drainage facilities will be maintained, roadside plants will be monitored, bridges will be repaired, slopes will be reinforced, winter maintenance and proper road maintenance in different weather conditions will be ensured.

31. The Kara Balta-Suusamyр section, km 61 - km 129 and related activities are not covered by the LARP for the Bishkek-Kara Balta Section of Bishkek-Osh Road (km 8,5 – km 61).



The Kara Balta-Tunnel road section

5.2 PBMC implementation status

32. The Engineering and construction supervision of the Performance-based maintenance contract for the Kara Balta-Suusamyр section (km 61 - km 129) of CAREC 3 Transport Corridor Improvement Project (Bishkek-Osh Road), Phase 4 is carried out by EPTISA Servicios De Ingeniería S.L./ Eptisa Muhendislik / RAM Engineering Associates. The contractor for this section is Mostdorstroy LLC. In accordance with the contract, the works started on January 5, 2018 and the end of maintenance work is December 31, 2020. Implementation progress as of the reporting period is 67% of the total planned activities.

33. To ensure the smooth passage of vehicles on this route as needed, year-round proper maintenance and minor repair works are carried out.

34. In the course of maintenance of the site, road pavement repair work was carried, road safety was ensured, road signs were replaced, drainage structures were maintained, winter maintenance was provided, and the road surface is maintained in different weather conditions.

Outside the existing carriage way and shoulders, work is not carried out. New construction or modification of the plan is not envisaged.

5.3 Social due diligence approach

35. The due diligence report for this section was carried out with the study of technical and other project related documents: types and volumes for the planned work under the contract, information about the site, cartographic data of the Gosregister and local authorities on the location of land plots along the project road. Detailed field surveys were conducted together with engineers and representatives of local authorities and Gosregister to check and confirm that PMBC section activities will be carried out on the public land within the RoW and has no LAR impacts (both permanent and temporary).

5.4 Monitoring activities during the reporting period

36. During the reporting period, regular visual monitoring of compliance with environmental and social safeguard requirements during construction work in all road sections was carried out by the local environmental and social safeguard specialists of EPTISA, the environmental and social safeguard specialists of the Investment Project Implementation Group of the MoTR KR, and the environmental specialist of the Contractor. Visual monitoring of EPTISA specialists is carried out at least once a month, but the Contractor's specialists are on the site and conduct continuous monitoring.

37. Regular monitoring of the PBMC section will prevent potential impact that may arise from the project activities.. In addition, regular meetings and discussions of upcoming work with the Contractor will also help to prevent the impact on the above section.



Clearing roads from debris and rock falls



Current repairs of the pavement



Culvert replacement



Winter road surface cleaning



Sand bedding of the road

6. LARP IMPLEMENTATION ACTIVITIES FOR THE ROAD SECTION 3

38. The IPIG is currently preparing the rehabilitation of 7.4 km long road Section 3 which starts at km 8.5 and ends at km 15.9. All impacts are included in the final LARP which has been approved 14 April, 2017 by ADB and the government. There were (as per LARP) 107 affected households working/living along this road section.

39. The LAR process at this section includes two stages: 1) Preparatory stage and 2) Implementation/payment stage. Preparatory stage includes the following actions:

- verification of impacts;
- preparation of lists of DPs and affected assets for the road Section 3;
- preliminary consultations with DPs;
- update old affected assets documents;
- update of contact details of DPs;
- clarification of land plots related to gas station in Novopavlovka and nearby land plots;
- clarification of the list of DPs with local authorities;
- preparation of official letters and information for not longer-affected DPs;
- signing the necessary documents for opening a bank account;
- correspondence, coordination of the LARP-related activities.

6.1 Verification of DPs and Status of Involuntary Resettlement

40. A preliminary assessment of the current involuntary resettlement impact shows that out of 107 DPs recorded in the LARP, 37 DPs are no longer living/working within the road corridor. The main reason for the frequent change of job and place of residence is internal migration and the location of populated areas of the road section near Bishkek. The social safeguards specialists from the IPIG and Eptisa, visited in June, 2018 each of the affected businesses and during a number of field visits, the DPs were informed (in face-to-face discussion) that this Section is being prepared for the LARP implementation and further handover of the section for the construction, and instructed the DPs to update their documents in case of changes. The DPs were informed of the planned consultations and procedures for the LARP implementation. The DPs asked questions which were mostly related to the start of the rehabilitation works and the time period during which the DPs should move out of the corridor.

41. LARP implementation/payment stage will include the following actions:

- separation of privately owned land;
- preparation and signing of contracts with DPs;
- payment of compensation.

42. Most of the aforementioned activities will be implemented after MOTR / IPIG decides to start implementing LARP for Section 3. Some of the activities of the preparatory stage have already been carried out and will be held before the start of the implementation of the LARP.

43. In accordance with the action plan prepared in May 2019 and submitted to the IPIG and ADB, the implementation of the LARP for Section 3 was scheduled for November 1, 2019, but later it was postponed for an unspecified duration. Implementation of the LARP for Section 3 and preparation and approval of all necessary reports on the implementation of the LARP will take about five months. The exact start date for the implementation of the LARP will depend on the timing of the tender procedures for the selection of the Contractor for this section.

44. The following table shows the summary of the impact reported in the LARP and current situation:

Table 4: Comparison of number DHs as per LARP and Current Situation

No	Section chainage		Sub-section mileage (km)		Sub-section length km	No of DHs at Section 3 as per LARP			No of DHs at Section 3 as per current situation		
	Start	End	Start	End		Owners	Lease-holders	Employees	Owners	Lease-holders	Employees
1	0	74+00	8+500	15+900	7.4	31	38	38	24	24	22
Total					7.4	107			70		

45. During the previous reporting periods, Eptisa's engineers in June 2018 re-checked the design of this section, as per the social safeguards specialists' requests. The engineers worked with the social safeguards team and at a few locations, the road alignment was altered and impact on previously affected properties/assets, belonging to three displaced households, has been entirely avoided. The affected assets were front yard fencing walls at Novopavlovka, Frunze Street No. 163, 165 and 167.

46. The engineers re-visited design at Frunze Street 181, 179 and 179a. The impact on property/assets at No 181, has been included in the LARP. A small alternation of the road alignment, has reduced the impact on DHs at No 181 and confirmed that there is no impact on two adjacent fences.

47. Eptisa and IPIG social safeguards specialists have checked each affected property along this road section. As per the approved LARP, there were 107 displaced households along this section. During the re-checking, it has been found that 34 previously displaced households left the project area, and three DHs are no longer affected by the project due to the correction of the road alignment. During the preparation stage of the LARP implementation the letter from IPIG, the LAR Committee and local authorities will be prepared for the DHs who are no longer affected by the project due to migration from the road corridor or to the changes in the alignment⁴. In total, out of 107 DHs (as in the LARP), there are 70 DHs who are still living and working along the road at this section and they are entitled to compensation.

48. The following table specifies the differences between impacts which were measured, valued and recorded in the LARP, and the current situation at this road section recorded during this monitoring period and the preparation activities for the LARP implementation. All impact data will be updated prior to implementation of the LARP.

49. LARP implementation action plan with status and dates will be updated on regular basis and the final plan shall be submitted to ADB at least one-month prior the start of LARP implementation.

Table 5: Comparison of Impacts as per LARP and Current Situation

Ref. no	Category of impact	Measuring unit	LARP		Current situation	
			Quantity	Number of DHs [*]	Quantity	Number of DHs [*]
1	Land					
	private property	Sqm	1,392.69	8	1,343.48	5
	right to use land	Sqm	973.8	8	973.8	8
	encroachers	Sqm	312.4	7	286	5
	Total	Sqm	2,678.89	23	2,603.28	18
2	Structures					
	Gas station		1	1	1	1

⁴ Due to migration of previously displaced persons, their assets are no longer affected by the project.

	Residential house		0	0	0	0
	Fences (wooden, metal, wire mesh, asbestos slabs)	Sqm	189.9	4	2.7	1
	Iron gate	Sqm	33.8	4	9.5	1
	Pavilions/kiosks	No	1,008.4	51	791.2	22
	brick	No	83.5	3	83.5	3
	metal/plastic	No	314.3	10	249.9	7
	containers	No	610.6	38	457.8	12
4	Income source	No	-	68	-	46
	business owner			30		23
	business tenant			38		23
5	Job	No	-	39	-	22
6	Vulnerability	Household		1		1
7	Severe impact	Household		61		45

50. A total of 37 DPs was excluded from the compensation for various reasons, such as the changes in the road alignment, migration, quitting their business/lease, resuming business outside the project ROW or otherwise. Out of these, 7 are properties' owners, 14 are business premises leaseholders and 16 are employees. The details will be reported upon the implementation of the LARP for this Section through external monitoring Compliance Report. The information on excluded DPs is presented in the table in Annex 2.

51. At this road Section, there will be 13 DPs who will lose 0.2317 ha of land (small strips) and two DPs will have their fences and gates affected. The most affected are the owners and renters of kiosks, small shops and their employees. There are one vulnerable and 45 severely affected households, the total number of AHs is 70 without double counting. (Table 4).

Table 6: Summary of impacts under Section 3

Ref. no	Category of impact	Measuring unit	Quantity	Number of DHs*
1	Land			
	Affected land	hectares	0.2317	13
2	Structures			
	Fences (wooden, metal, wire mesh, asbestos slabs)	Sqm	2.7	1
	Iron gate	Sqm	9.5	1
	Pavilions/kiosks	No	18	17
3	Income source	No	46	46
4	Job	No	22	22
5	Vulnerability	Households	1	1
6	Severely affected	Households	45	45

* Double counted DPs for the purpose of detailing the impact types

7. GRIEVANCE REDRESS MECHANISM

52. The Grievance Redress Mechanism for this Project was established during the preparation of the LARP. When the Project implementation started, the GRGs were re-activated at all levels and trained in tasks related to the LARP and the Project implementation.

53. There were 28 verbal and written enquiries and grievances during the reporting period. The main enquiries were related to information about the exact Project alignment and people's enquiries if their assets would be affected. There were also requests from local governments to assist in solving various issues. During the reporting period, the majority of complaints received, concerned the provision of assistance to local governments in resolving local issues and several issues related to the result of construction work by the contractor.

Table 7: Summary table of grievances for reporting period

Status	Section 1	Section 2	Section 3
Ongoing	2	-	-
Resolved in favor/satisfaction of AP	15	11	-
Resolved not in favor/satisfaction of AP	-	-	-
Total No of grievances	17	10	-

54. The summary of received inquiries/grievances is presented in the following table:

Table 8: Summary of Inquiries and Grievances for this Reporting Period

	Picket	Date	Name	Address	Complaint	Result	Comments
1		25.07.2019	Semchenko V.G.	Moskovskiy district, Petrovka village, Centralnaya 117	Request for the involvement of specialists the State Institute of earthquake-resistant construction and engineering design to conduct an engineering survey of the house	Engineering survey of the house conducted. According to the results of the survey it was found that the foundation is strip without deepening to the depth of freezing of the soil, there is no waterproofing of the foundation, there is no blind area for drainage of meltwater from the building, to avoid the penetration of meltwater into the foundation, which is a violation of SNIIP requirements. Soil moistening of the foundation reduces bearing capacity and entails an uneven subsidence of the building.	Information given, case closed. The results of the survey (a copy of the report) were provided to the applicant. (02.10.2019)
2		25.07.2019	Zulpueva Z. (Kadyrbaev U.)	Jayilskiy district, Poltavka village, Centralnaya 129	Request for the involvement of specialists the State Institute of earthquake-resistant construction and engineering design to conduct an engineering survey of the house	Engineering survey of the house conducted. According to the results of the survey there is no exact conclusion that the road construction works are the cause of cracks, but there were violations of the SNIIP and the use of materials during construction of the house/structure.	Information given, case closed. The results of the survey (a copy of the report) were provided to the applicant. (24.10.2019)
3		29.07.2019	Local residents of Poltavka village: Tezekbaev N., Jeenaliv B.,	Moskovskiy district, Belovodskoe village	Request to reduce the culvert level by 1.5-2 meters from the existing level.	The decision was made and agreed. The issue is resolved.	Information given, case closed (06.08.2019)

			Kadyrbaeva N.				
4		06.08.2019	Residents of Poltavka village	Jayilskiy district, Poltavka village	Local residents of the village are asked to build a descent from the main road to Komitern Street.	The request is satisfied, the descent is set to Komitern Street.	Information given, case closed. (13.08.2019)
5		07.08.2019	Drinking Water User Association «Progress Istok»	Moskovskiy district, Sadovoe village	The Drinking Water User Association «Progress Istok» asks to consider the possibility of repairing and laying a new pipe along the road.	Installation and laying of pipes are not included in the drawings and design of the project. In this regard, it is impossible to provide assistance in resolving this issue.	Information given, case closed. (19.08.2019)
6		15.08.2019	Zhumabekova E.	Moskovskiy district, Sadovoe village, Sovetskaya 407/3	The applicant complains about the appearance of cracks in the apartment.	On August 23, 2019, an interdepartmental commission left and conducted a visual inspection of the house. A protocol of the meeting and a visual inspection of the house was prepared. The Commission decided that construction work could not affect the appearance of cracks. The technical condition of the apartment is in poor condition. No similar cracks were found in a similar neighboring apartment.	Information given, case closed. (23.08.2019)
7		23.08.2019	Petrovka ayil okmotu, Gumovskaya S.N.	Moskovskiy district, Petrovka village	Request to fill the descent from Centralnaya street to Pervomaya street.	The request is satisfied, the descent is put in order.	Information given, case closed. (29.08.2019)
8		06.09.2019	Aleksandrovskiy ayil okmotu	Moskovskiy district, Aleksandrovka	Request for the use of old asphalt for the streets inside the village	The request is satisfied.	Information given, case closed.

				village			(18.09.2019)
9		10.09.2019	Sokulukskiy ayil okmotu	Sokulukskiy district, Sokuluk village	Regarding the location of the stop at the intersection of Frunze and Lenin Streets and a drain near the Zhantai Bridge.	The decision was made and agreed. The issue is resolved.	Information given, case closed. (26.09.2019)
10		12.09.2019	Aleksandrovskiy ayil okmotu	Moskovskiy district, Aleksandrovka village	Request for the provision of dismantled reinforced concrete rings for the needs of ayil okmotu.	The request is satisfied.	Information given, case closed. (23.09.2019)
11		12.09.2019	Petrovka ayil okmotu, Bektashova G.A.	Moskovskiy district, Petrovka village, Str. Centralnaya 42	The applicant complains about the appearance of cracks in the house.	On September 24, 2019, an interdepartmental commission left and conducted a visual inspection of the house. A protocol of the meeting and a visual inspection of the house was prepared. The decision was made that the old cracks did not change, and the appearance of new cracks was not detected.	Information given, case closed. (24.09.2019)
12		27.09.2019	Sadovoe ayil okmotu, Mominov M.A.	Moskovskiy district, Sadovoe village	Request for relocation of the sewer network to another location.	A response was provided that the project does not include the relocation of a sewer system (not related to the Project).	Information given, case closed. (30.09.2019)
13		03.10.2019	Petrovka ayil okmotu, Karimova A.	Moskovskiy district, Petrovka village, Str. Centralnaya 45	Request for the opening (dismantling) of parapets installed on the road for passage.	The passage in this section cannot be opened, since the nearest gap for the passage is at a distance of 160 meters from the applicant's house.	Information given, case closed. (14.10.2019)
14		03.10.2019	Petrovka ayil okmotu,	Moskovskiy district, Petrovka	Request for acceleration of work on the device of irrigation ditches near the house in	Irrigation ditch installed. The request is satisfied.	Information given, case closed.

			Dudnikov G.	village, Str. Centralnaya 72	connection with the onset of the autumn period.		(14.10.2019)
15		03.10.2019	Petrovka ayil okmotu, Ismailov A.	Moskovskiy district, Petrovka village, Str. Centralanaya 115	Request for the opening (dismantling) of parapets installed on the road for passage.	Passage and passage for cars opened and parapets dismantled.	Information given, case closed. (14.10.2019)
16		09.10.2019	Krupskiy ayil okmotu	Sokulukskiy district	Request for the installation of additional sleeves for pipes at the intersection of Frunze-Kalinin Streets.	The request is satisfied.	Information given, case closed. (13.10.2019)
17		10.10.2019	Petrovka ayil okmotu, Jumabekova J.	Moskovskiy district, Petrovka village, Str. Centralanaya 190	Request for the opening (dismantling) of parapets installed on the road for passage.	The passage in this section cannot be opened, since the nearest gap for the passage is at a distance of 50 meters from the applicant's house.	Information given, case closed. (18.10.2019)
18		18.10.2019	Krupskiy ayil okmotu	Sokulukskiy district	Request for dismantled 5 reinforced concrete rings.	5 dismantled reinforced concrete rings are provided.	Information given, case closed. (21.10.2019)
19		23.10.2019	Aleksandrovskiy ayil okmotu	Moskovskiy district	The request to assist in the device and backfilling of sand and gravel mix for parking, access roads and other places of common use.	Assistance was provided and the necessary material and construction equipment were provided.	Information given, case closed. (29.10.2019)

20		08.10.2019	Sadovoe ayil okmotu, Yahizov U.	Moskovskiy district, Sadovoe village, Str. Pionerskoe	Request for the opening (dismantling) of parapets installed on the road for passage.	The passage in this section cannot be opened, since the nearest gap for the passage is at a distance of 10 meters from the applicant's house.	Information given, case closed. (18.10.2019)
21		04.11.2019	Petrovka ayil okmotu, Local residents	Moskovskiy district, Petrovka village, Str. Centralnaya	Local residents are asked to level the ground to the level of the road and curb on Central Street near the wells.	The ground level has been leveled and the issue has been resolved.	Information given, case closed. (11.11.2019)
22		15.11.2019	Aleksandrovskiy ayil okmotu, Mevaza R.	Moskovskiy district, Aleksandrovka village, Str. Frunze 153a	Clarification of the boundaries of the project road and whether their object is affected by the project.	The answer was provided that the object is not affected by the project.	Information given, case closed. (22.11.2019)
23		19.11.2019	Ak-Bashat ayil okmotu, Local residents	Jaiylskiy district, Novonikolaevka village	Request for the transfer of old electrical poles near the sidewalks, the installation of a canopy over the underpass and the installation of additional traffic signs.	The answer was provided that the replacement of the stobes is carried out according to the project, a canopy will be installed on the staircase of the underground passage and additional signs will be installed based on the results of the survey.	Information given, case closed. (20.11.2019)
24		18.11.2019	Sokulukskiy ayil okmotu	Sokulukskiy district	Request for cleaning the drainage system near the Zhantai bridge.	The drainage system was cleaned and a response was provided to the applicant.	Information given, case closed. (20.11.2019)
25		25.11.2019	Petrovka ayil okmotu	Moskovskiy district, Petrovka village	Request for the installation of street lighting.	The answer was provided that the lighting will be installed and according to the plan it will begin in June 2020.	Information given, case closed. (29.11.2019)

26		27.11.2019	Sokuluk State Rayon administration	Sokulukskiy district	Request for installation of a traffic sign.	The road sign is installed in the place indicated in the letter.	Information given, case closed. (29.11.2019)
27		05.12.2019	Belovodskiy ayil okmotu	Moskovskiy district	Request to repair the traffic light at the intersection of Frunze and Lenin Streets.	The request is satisfied and the traffic light repaired by December 20.	Information given, case closed. (10.12.2019)
28		06.12.2019	Moskovskiy State Rayon administration	Moskovskiy district	Request for proper road signs and improved road safety on road sections.	Traffic signs are put in order and installed in the necessary places.	Information given, case closed. (08.12.2019)

8. OTHER SOCIAL MONITORING ACTIVITIES

8.1 Contractor staff

55. In accordance with the terms of the contract, the Contractor employs 60% of the managerial / engineering staff among foreign citizens and 40% of representatives of the local population with the appropriate qualifications. Regarding the working staff, then 20% are foreign citizens and 80% are the local population. (Table 9). Information on employment vacancies is distributed to local authorities and other available channels of information dissemination. However, there were no APs among the local workers during the reporting period.

Table 9: Number of Contractor staff

Year	Total number of Contractor staff	Number of foreign workers	Number of local workers
2019	567	61	506

9. RECOMMENDATIONS AND NEXT STEPS

56. Based on the Project needs, the following recommendations on the social safeguards monitoring activities are suggested:

- (i) Conduct regular monitoring of the activities of the Contractor on the site, including the PBMC section;
- (ii) Update and submit to ADB the updated LARP implementation action plan at least 1 month before the start of implementation activities;
- (iii) Conduct consultations with all displaced persons before the LARP implementation for Section 3;
- (iv) Ensure a proper engagement of the local authorities' in the LAR activities;
- (v) Ensure social due diligence for all project construction activities, including relocation of public utilities before start of any construction works;
- (vi) Make coordination between GRM focal points more effective (Eptisa, Contractor, IPIG and Ayil Okmotu); Regularly coordinate with all these focal points in order to address grievances in a timely and effective manner.

ANNEX 1. Summary of DPs Excluded from the Compensation Tallies for Section 3

Table: Summary of DPs Excluded from the Compensation Tallies for Section 3

No	Chainage (R/L)	Property owner	Leaseholder	Employee
Novopavlovskiy Ayil Okmotu				
1	2+94 R	Asanbaev K.		
2	7+84 R	Bebeza S.		
3	7+84 R			Kemalu R.
4	11+16 R	Zainov R. K.		
5	11+25 R	Toktoralieva U.		
6	11+32 R	Abdikieva S.T.		
7	16+60 R			Tursunkulova K.
8	16+90 R		Babaev Z.U.	
9	17+20 R			Zarilbekov E.
10	17+20 R			Omorkulov A.
11	17+40 R		Belayeva V.V.	
12	24+20 R		Mirzabekova U.	
13	24+20 R		Kalik U Z.	
14	24+20 R		Toroeva O.	
15	24+20 R		Idrisova G.	
16	24+20 R			Imanaliev K.
17	24+20 R		Umarov B.	
18	24+20 R			Sulaymanova N.O.
19	24+20 R		Suyunaliev B.	
20	24+20 R		Sabirbekov	
21	24+20 R			Orozbekov I.
22	24+20 R	Sheyshenali k. U		
23	24+20 R		Islam	
24	24+20 R	Sagimbaeva G.		
25	24+20 R			Madumarova E.
26	24+20 R			Mukanbetova M.
27	24+20 R			Mukanbetova L.
28	24+20 R			Ischermanova N.
29	24+81 L			Pogorelova O.A.
30	24+81 L			Anaskina A.A.
31	25+55 L		Rehovskaya T.B.	
32	25+55 L		Adilbek uluu S.	
33	26+84 R			Aybem u. M.
34	33+17 L		Kuprieva U.A.	
35	33+17 L		Seluk K.S.	
Voенно-Antonovskiy AO				
36	39+90 R			Sidikov B.
37	63+00 R			Tolon S.

ANNEX 2. Photo materials from the public utilities relocation sites



Installation of irrigation ditches





Relocation underground lines and culvert installation

