



KR Ministry of Transport and Roads
Investment Projects Implementation Group

Social Monitoring Semi-annual Report No. 3
January-June 2018

Central Asia Regional Corridor 3 (Bishkek-Osh Road)
Improvement Project, Phase 4 for
Engineering and Construction Supervision

Submitted By

EPTISA Servicios De Ingeniería S.L./ Eptisa Muhendislik / RAM



Project Details

<u>Project title:</u> Central Asia Regional Corridor 3 (Bishkek-Osh Road) Improvement Project Phase 4 for Engineering and Construction Supervision	<u>Client:</u> Ministry Transport and Roads of the Kyrgyz Republic (MOTR)
<u>Contacts:</u>	Name of contact persons: MOTR: Mr. Ruslan Satybaldiev, Director of Investment Projects Implementation Group (IPIG) Address: 42, Isanov Street Bishkek 720017, Kyrgyz Republic Facsimile: +996 312 314378 E-mail : bishkekoshroad@infotel.kg
Date of contract signature: 19th December 2014 Date of the Commencement of the Contract: 10th January 2015 End of the Contract Date: 30 th April 2020	The Consultant's name, address, telephone & fax, email: Emilio Munoz 35-37 28037 Madrid, Spain Fax: + 34 915 473 934 Eptisa Ankara: Serdar Hakkaçırılmaz Project Director on behalf of Eptisa Phone: +90 312 439 38 62 Fax: +90 312 439 09 41 E-mail: shakkacirmaz@eptisa.com
	Name of Team Leader and email: Mr. Mohan Dangal Team Leader E-mail: mdangal@eptisa.com Office: +996 31 4027

TABLE OF CONTENTS

	Page
1 Project Background	4
2 Social Monitoring	5
2.1 Scope and Objectives of the Monitoring	5
2.2 Internal Monitoring	5
2.3 External Monitoring	6
3 LARP Implementation Status	6
3.1 Project Sections Summaries	6
3.2 LARP Implementation Activities	7
3.2.1 Verification of Payments from the Escrow Account	7
3.2.2 Finalization and Approval of the Report	8
3.2.3 Clearance of the road Corridor	8
3.2.4 Other LAR Activities in the Reporting Period	8
4 LARP Implementation for the Road Section 3	9
4.1 Other LAR Activities Related to the Road Section 3 (km 8.5-km 15.9)	12
4.2 Grievance Redress Mechanism	13

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

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.

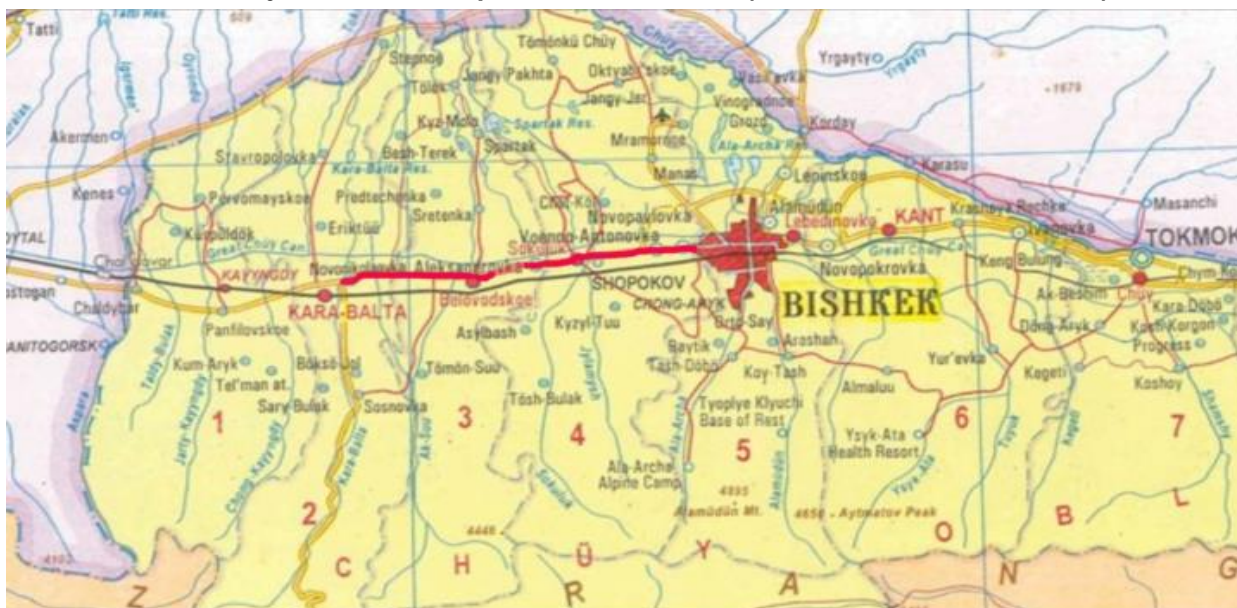
3. The Government of the Kyrgyz Republic has received a loan from ADB towards the cost of Central Asia Regional Cooperation Corridor 3 (Bishkek-Osh Road) Improvement Project, Phase 4. Under this ADB loan, EPTISA and its partners are responsible for preparing the detailed design, procurement support and 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 PBMC tender for the section from Kara-Balta to Km 129 as well.

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



2. SOCIAL MONITORING

2.1 Scope and Objectives of the Monitoring

7. The implementation of the LARP for BO4 required internal and external monitoring as the Project triggered a significant amount of involuntary resettlement. 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

8. 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. 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.

9. 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

10. 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.

11. 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 site in April 2018 when all DPs received the due compensation.

3. LARP IMPLEMENTATION STATUS

3.1 Project Sections Summaries

12. 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.

13. 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.

14. 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.

15. 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 are a few remains of structures left on the site. The DPs will dismantle them at a later stage as the remains are located out of the Project RoW. IPIG with the local authorities will oversee the final clearance.

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

Table 1: LARP Implantations Status by Road Section

Sub-sections 1	Chainage		Length (km)	No of DHs at Section 1			
	Start	End		Owners	Lease-holders	Employees	Involuntary resettlement
1.1	15+900	21+300	5.400	0	0	0	No resettlement at this Section
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
	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	
	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 Comparison for Involuntary Resettlement at all Road Sections

Ref. No	LARP particulars	Number of DPs	Owners	Lease-holders	Employees	Public facilities
A	All Sections (as per the approved LARP)	<u>282</u> ¹	115	82	81	4
B	Sections 1 and 2 (LARP implemented in April 2018)	175	85	44	42	4
C	Section 3 (as per the approved LARP)	107	30	38	39	0
D	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 34 DPs are no longer working/living in the corridor and for three DPs impact is avoided by changes in the alignment.

3.2 LARP Implementation Activities

17. The LARP implementation activities were presented as follows.

3.2.1 Verification of Payments from the Escrow Account

18. The DPs who had their compensation amount deposited in the Project Escrow account until various legal and other conditions had been complied with, received the compensation by the end of April 2018. To verify payments for these cases, an independent Committee was established. The Committee included one Eptisa's representative, one IPIG representative and a representative from Ayil Okmotu. The Committee verified that the DPs having their compensation deposited in the Project Escrow Account, have received their compensation. The statement was issued by the IPIG on April 25, 2018, confirming the compensation paid and the LARP implementation completed. The confirmation was also received from the Kyrgyz Investment and Credit Bank on all persons who received their compensation. The payments were verified, and all DPs were paid due compensation with applicable allowances and the clearance of the corridor have been undertaken. For details, refer to the LARP Implementation Monitoring Report published at ADB site.

3.2.2 Finalization and Approval of the Report

19. The LARP Implementation Monitoring Report was reviewed by Eptisa's social safeguards specialists and updated with the information obtained from the Committee and information on relocation of the containers.

20. The LARP Implementation Monitoring Report has been disclosed on the websites of the Ministry of Transport and ADB in April 2018.

3.2.3 Clearance of the Road Corridor

21. Upon completion of the LARP implementation, the IPIG issued instructions for the relocation of metal containers as per the agreement with local authorities and the owners of the containers. The letter for the clearance of the road corridor corresponds to the contract signed with each displaced person. The LARP and the contract signed with each individual DP, stipulated 45 days to vacate the corridor from the time they received compensation. The compensated persons were enabled to take all salvageable material from their affected properties.

22. Eptisa's social safeguard specialist monitored the relocation of compensated metal containers and the clearance of the corridor. Out of 40 affected containers/other structures, 16 were dismantled by their owners and 24 were relocated/dismantled by the contractor. The relocation was instructed by the IPIG and it was completed by May 30, 2018. The relocation was also monitored by the Local Authorities and IPIG social safeguard experts. The statement of completed relocation and no further claims, were obtained from each owner of the relocated containers, scanned and attached as an Annex to the LARP Implementation Monitoring Report. The LARP implementation was completed as per ADB SPS 2009 requirements and the national laws and legislations.

23. After the completed LARP implementation, the relevant local authorities confirmed the clearance of the corridor. After which the Site was handed over to the Contractor. There are a few small remains of compensated structures outside the corridor, which still need to be cleared by the owners. IPIG and the local authorities are responsible for clearance of the road corridor and they will oversee the remaining clearance.

3.2.4 Other LAR Activities in the Reporting Period

24. The Other activities performed /completed by the resettlement specialists were:

- a) Preparation of lists of DPs and affected properties/structures;
- b) Various clarification related to impacts and changes of the impacts;
- c) Site visits with the IPIG social safeguards specialist, Eptisa's engineers and topographers and the contractor's representative, that were necessary for the preparation of the report on the site clearance;
- d) Correspondence, coordination of the LARP-related activities and preparation of a memo on changes in the implementation of the LARP;
- e) LARP implementation data validation;

25. In order to help local communities and improve their services/access roads or other public spaces, IPIG authorised the use of old asphalt. An issue resulted from such practices arose in the village Malovodskaya. The contractor did not receive permission from all residents and the dumped material affected more land than the people originally anticipated. The social and environmental teams visited the site and contributed to the resolution of the issue. (refer to the Minutes in Annex 1)

26. The social and environmental specialists prepared guidance notes for the use of old asphalt. The guidance notes were included as an annex to the EMP. (refer to Annex 2 of this report). The main objective of the guidelines was to avoid adverse impact on the surrounding land, trees and other assets, while assisting the communities by improving their local roads, public spaces and other facilities of their choice. The majority of the people residing in the ayil okmotu along the Project road submitted their request for old asphalt. Each of the requestors needs to be informed about the suggested procedure.

4. LARP IMPLEMENTATION ACTIVITIES FOR THE ROAD SECTION 3

27. 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. The LAR process at this section includes the verification of DPs and status of involuntary resettlement. All impacts are included in the final LARP which has been approved by ADB and the government. There were (as in the LARP) 107 affected households working/living along this road section.

28. A preliminary assessment of the 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 social safeguards specialists from the IPIG and Eptisa, visited 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 construction, and instructed the DPs to update their documents in case of changes. The DPs were informed of the planned consultations and procedure 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.

29. The following table shows the summary of the impact reported in the LARP:

Table 3: Section 3 as per LARP

No	Section chainage		Sub-section mileage (km)		Sub-section length km	No of DHs at Section 3			Involuntary resettlement
	Start	End	Start	End		Owners	Lease-holders	Employees	
1	0	74+00	8+500	15+900	7.4	31	38	38	
Total					7.4	107			Under preparation

30. Eptisa's engineers re-checked the design of this section. 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.

31. 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.

32. It is noticed that there are 3 new kiosks in the RoW at one location. The local authorities confirmed that these are temporary kiosks and will be removed (as agreed with the owners) after the LARP implementation and during the clearance of the corridor.

33. 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. A 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 alignment. 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.

34. 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.

Table 4: 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
	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

35. A total of 37 DPs were 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. The information on excluded DPs is presented in the following table:

Table 5: 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		Suyunaliyev 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			Ischemanova 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.

36. 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. (Table 6)

Table 6: Summary of impact types 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

4.1 Other LAR Activities Related to the Road Section 3 (km 8.5-km 15.9)

37. In June and July 2018, the social safeguards teams (IPIG and Consultant) visited each Project Ayil Okmotu to update them on the Project progress, the progress of the preparation of Section 3 for construction, the needs to revisit their GRCs' practices and to introduce the new social monitoring specialist who will continue monitoring of social safeguards beyond the implementation of the LARP. The other LAR activities are briefly summarized in the following paragraph:

1. Updated topographic survey on the road Section 3 from km 8.5-km 15.9;
2. Preparation of lists of DPs and affected assets for the road Section 3;
3. Verification of the DPs and affected assets;
4. Various clarification related to impacts such as additional topographic markings at the Nurlan bazaar;
5. Frequent site visits and monitoring for the social safeguards issues;
6. Site visits with the IPIG social safeguards specialist, and ADB Missions;
7. Correspondence, coordination of the LARP-related activities;
8. Participation at ADB conducted workshop on GRM;
9. Participation at IPIG conducted public consultations in Sokoluk, Belovodskoe and Novopavlovka; (reported in the EM Report)

4.2 Grievance Redress Mechanism

38. 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.

39. There were 4 DPs' 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 was one request to postpone demolition of the acquired kiosk. The request was granted by IPIG. The DP later demolished the kiosk and built a new one on the remaining land plot.

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

Table 10: Summary of Inquiries and Grievances

	Picket	Date	Name	Address	Complaint	Result	Comments
1		17.05.2016 24.05.2016	Шитагубова Е	Московский район с. Беловодское Ул. Фрунзе 157	Information about project alignment	Notified in writing	
2		16.05.2016	Сметанко О. В.	0550380826, Московский район с. Гавриловка ул. Больничная 43	Information about project alignment	Notified in writing	
3		11.02.2016	Кожобек Жайчиевич	Сокулукский район,с. Военно-Антоновка, ул. 1-мая 42А	Information about project alignment	Notified in writing	
4		26.07.2016	Шакиров М. Н.	0779987747, 0550788588, Сокулукский район, с. Новопокровка, Ул. Фрунзе 113	Information about project alignment	Notified in writing	
5		29.08.2016 07.09.2016	Бедельбаев А. Д.	0773981515, Сокулукский район с. Сокулук ул. Фрунзе 203	Information about project alignment, valuation methodology	Notified in writing	
6		03.10.2016	ОсОО «Неман-Фарм»	Сокулукский район с. Новопавлока ул. Фрунзе 171	Information about project alignment	Notified in writing	
7		12.10.2016	Джумашева М.Д.	Сокулукский район с. Сокулук ул. Фрунзе 178	Information about project alignment	Notified in writing	
8		09.03.2017	Насиров А.Б.	0703009009, Сокулукский район с. Новопавловка Кафе «Ансар»	Information about project alignment	Notified in writing	
9		06.03.2017	Пан Панза	Сокулукский район с. Сокулук ул. Фрунзе 205	Information about project alignment	Notified in writing	

Semi-annual Social Monitoring Report No.3_June 2018
Central Asia Regional Corridor 3 (Bishkek-Osh Road) Improvement Project Phase 4;
Engineering and Construction Supervision

10		25.06.2017	Машенко Н.А.	0555 879587, Жайылский район с. Новониколаевка ул. Энгельса 132	Constructed metal fences on the municipal land in 2016	Field visit, issue solved	
11	401+20 RHS 50 m from the center line	04/08/2017	Якубжанова Т.Н	с.Петровка ул. Центральная 269	Appearance of cracks during work of the vibrating roller	Notified about the cracks inquiry and work suspended until a further decision	
12	372+55 LHS 27 m from the center line	07/08/2017	Верещагина А.Н	с.Петровка ул. Центральная 108	Appearance of cracks during work of the vibrating roller	Notified about the cracks inquiry and work suspended until a further decision	Received a statement of consent to continue construction work
13	373+10 LHS 25 m from the center line	07/08/2017	Калугина Т.Н	с.Петровка ул. Центральная 112	Appearance of cracks during work of the vibrating roller	Notified about the cracks inquiry and work suspended until a further decision	Received a statement of consent to continue construction work
14	385+40 RHS 38 m from the center line	09/08/2017	Исмаилов Бакыт	с.Петровка ул. Центральная 161	Appearance of cracks during work of the vibrating roller	Notified about the cracks inquiry and work suspended until a further decision	
15	372+50 RHS 25 m from the center line	11/08/2017	Качыбаев Токтобек	с.Петровка ул. Центральная 85	Appearance of cracks during work of the vibrating roller	Notified about the cracks inquiry and work suspended until a further decision	Received a statement of consent to continue construction work
16	376+16 RHS 35 m from the center line	10/08/2017	Семченко В.Г	с.Петровка ул. Центральная 117	Appearance of cracks during work of the vibrating roller	Notified about the cracks inquiry and work suspended until a further decision	Received a statement of consent to continue construction work
17	395+45 RHS 30 m from the center line	17/08/2017	Бараканова Л.К	с.Петровка ул. Центральная 225	Strong vibrations during the road machinery work	Notified about the cracks inquiry and work suspended until a further decision	Received a statement of consent to continue construction work
18	374+40 RHS 30 m from the center line	17/08/2017	Оболбекова С.	с.Петровка ул. Центральная 105	Strong vibrations during the road machinery work. Cracks are increased.	Notified about the cracks inquiry and work suspended until a further decision	Received a statement of consent to continue construction work
19	397+00 LHS 27 m from the center line	21/08/2017	Абдыкайым улуу Бексултан	с.Петровка ул. Центральная 268	Strong vibrations during the road machinery work	Notified about the cracks inquiry and work suspended until a further decision	Received a statement of consent to continue construction work

Semi-annual Social Monitoring Report No.3_June 2018
Central Asia Regional Corridor 3 (Bishkek-Osh Road) Improvement Project Phase 4;
Engineering and Construction Supervision

20	506+00 RHS 27 m from the center line	17/08/2017	Мащенко Н.Н	с. Ново-Никалаевка ул. Энгельса 132	Request to change the road central line and avoid impact	Moved the pavement/ footpath axis	Case resolved
21	424+20 RHS 40 m from the center line	04/09/2017	Укукбекова Аида	с. Петровка ул. Центральная 445	Appearance of cracks during work of the vibrating roller	Notified about the cracks inquiry and work suspended until a further decision	
22	400+20 LHS 40 m from the center line	28/09/2017	Яковлева Н.В	с. Петровка ул. Центральная 294	Appearance of cracks during work of the vibrating roller	Notified about the cracks inquiry and work suspended until a further decision	Received a statement of consent to continue construction work
23	415+40 RHS 20 m from the center line	28/09/2017	Сыдыкова Ы.А	с.Петорвка ул. Центральная 387	Appearance of cracks during work of the vibrating roller	Notified about the cracks inquiry and work suspended until a further decision	Received a statement of consent to continue construction work
24	418+40 RHS 25 m from the center line	29/09/2017	Сапарбаев А..	с.Петорвка ул. Центральная 403	Appearance of cracks during work of the vibrating roller	Notified about the cracks inquiry and work suspended until a further decision	Received a statement of consent to continue construction work
25	416+40 RHS 26 m from the center line	10/10/2017	Чолпонов М.	с.Петорвка ул. Центральная 393	Appearance of cracks during work of the vibrating roller	Notified about the cracks inquiry and work suspended until a further decision	Received a statement of consent to continue construction work
26	402+60 RHS 36 m from the center line	10/10/2017	Токуров К.Т.	с.Петорвка ул. Центральная 281	Appearance of cracks during work of the vibrating roller	Notified about the cracks inquiry and work suspended until a further decision	Received a statement of consent to continue construction work
27	477+00 LHS	12/09/2017	Арынова Г.А	с.Полтавка ул.Центральная 202	Need to relocate 2 containers which were not registered in the LARP	Impact avoided. Moved footpath axis	03/10/2017 Case resolved
28	489+00 RHS	09/10/2017	Манатов Азизбек	с. Петропавловка ул. Ленина б-н	Due to underground passage, new impact on the land plot (420 m2. Request to consider options for moving the passage or acquiring the land.	Impact avoided. Changed location of the underground passage.	09/10/2017 Case resolved
29	399+40 RHS	10.11.2017 Петровский АО вход. 241 от 30.10.17	Акматов Б.А.	с.Петровка ул.Центральная 255	Appearance of cracks during work of the vibrating roller	Notified about the cracks inquiry and work suspended until a further decision	Received a statement of consent to continue construction work

Semi-annual Social Monitoring Report No.3_June 2018
 Central Asia Regional Corridor 3 (Bishkek-Osh Road) Improvement Project Phase 4;
 Engineering and Construction Supervision

30	371+00 RHS	10.11.2017 Петровский АО вход. 241 от 30.10.17	Потапов В.Н.	с.Петровка ул.Центральная 73	Appearance of cracks from beginning of work of the vibrating roller	Notified about the cracks inquiry and work suspended until a further decision	Received a statement of consent to continue construction work
31		26.12.2017	Бедельбаев А	Сокулукский район, с. Сокулук, ул. Фрунзе 201		Inquiry about the road alignment	Information given, Case resolved
32		21.02.2018	Ханджеза И	0555 054-317, Сокулукский район с. Сокулук ул. Кайназарова 84	Information about project alignment	Information given on site	
33		10.05.2018 14.05.2018	Шпарагина Г. Н.	0550677772, Московский р-н С. Беловодское ул. 40 лет ВАКСМ	Request to delay demolition of the flower kiosk	Written response given. The DP demolished the kiosk.	
34		20.05.2018	Жители с. Новониколаевка	0550621435	Information about project alignment	Written response given	
35		16.05.2018	Токиева А. С.	077254-77-46, Московский р-н С.Беловодское ул. Фрунзе 79	Information about project alignment	Written response given	

ANNEX 1: MINUTES FROM MALOVODSKAYE VILLAGE

**CAREC CORRIDOR 3 (BISHKEK-OSH ROAD) TA-8107KGZ
IMPROVEMENT PROJECT PHASE 4 (45169-002) FOR KARA BALTA**

Site visit

Minutes

Date: 04.04.2018

Location: Km 17-18 LHS, Village Malavodnaya

Participants: Dragica Veselinovic, social safeguards expert - Eptisa, Nurzada Kartanbaeva, social safeguard specialist – IPIG, Mukhan Aliev, architect – IPIG, Aida Satylganova, social safeguard consultant – ADB, Contractor's social safeguards specialist.

Community representatives:

Residents: Irina Shenshina (Tel: 0550779667), Ivan Strelnikov (tel: 0550877590), Abaihanov Umarali (tel: 0559871551);

Local authority representatives: Meder Omurov, Kizil Tu Ayil Okmotu land surveyor (tel: 0550059382), Turkebekov Tughanbek, Ayil Bashi (village chief), tel: 0550670740

Agenda: Upgrading/construction of the village road for transport of materials from borrow pits

During the ADB Mission' visit to the construction site on April 3, 2018, it was decided that the social safeguards team (Eptisa, IPIG, Contractor and ADB) visits the location where the local road, which is partially going through the village Malavodnaya and partially through the agricultural land, is being reconstructed.

The team visited the location on April 4, 2018. Three land owners and the local authorities' representatives were present. Two land owners presented documents showing that the land under the road and the surrounding fields are private. They claim the following:

- the road is being extended from the narrow agriculture trail (3-4 meters) to a wider road (8-9 meters) suitable for large track use;
- their land and crops are taken due to the enlargement of the track;
- dust from the large tracks will affect the standing crop (fodder);
- appropriate compensation should be offered.

The land surveyor from the local authorities checked the documents and measured the land. It appears that the land under the road is private. However, the local authority representatives think that the documents should be checked at the cadaster/land office after which, a clear demarcation between privately owned and local authorities' land, will be possible.

The team visited the beginning of the road in village Malovodnaya. There are 8 homes along the road. Four homes are currently not inhabited.

Four residents signed the statement that they do not object upgrading of the road and that they request the Contractor to leave the road graveled and improved after the construction period. The residents will get in contact with other four house-owners and ask them to sign the statement if they agree with the road construction. The villagers informed us that there might be 11 land owners having land along the road. The maps will be checked, and all land owners consulted.

Ruslan Satybaldiev, IPIG Director and Asylbek Abdygulov, IPIG Environment Specialists were immediately informed about the case and discussed if widening of the road may need to be stopped due to narrow section (less than 3 meters) between one standing tree and crops on agricultural land.

Recommendations:

1. Additional consultations with affected persons should be conducted (Environmental and social teams);
2. Contractor should pay compensation for the land taken and affected crops;
3. Environmental specialists should urgently visit the site and assess the damage of asphalt dust and other particles on crops and some trees;
4. Appropriate mitigations measures should be applied;



Upgrading of the village/agricultural road



Discussion with the land owners



Measuring the private land

Works



Upgrading the road



Part of the road passing through the village

ANNEX 2: BEST PRACTICE GUIDE FOR WASTE ASPHALT MANAGEMENT PLAN

**CAREC CORRIDOR 3 (BISHKEK-OSH ROAD) TA-8107KGZ
IMPROVEMENT PROJECT PHASE 4 (45169-002) FOR KARA BALTA**

Added as Annex 7 to the EMP

Updated, April 15, 2018

Best Practice Guide, Waste Asphalt Management Plan

1. INTRODUCTION

1. In Central Asia, when large scale road pavement rehabilitation work involving pavement replacement takes place, common practice has been to discard the old pavement, mostly by dumping it on the roadside or into empty borrow pits. Besides being aesthetically undesirable and a hazard, the rain leaches out chemicals, contaminating soil, waterways and groundwater. Over the past few decades, Europe and North America have led the way in making maximum use of this 'waste' material by producing recycled asphalt pavement.
2. The US EPA and Federal Highway Administration identified asphalt pavement as the most recycled item in the USA, as early as 1993. It continues to be reclaimed and reused at a greater rate than any other product. A wide range of waste materials are now incorporated into asphalt pavements, including ground tire rubber, slag, foundry sand, glass and recycled asphalt shingles. This recycling saves about 38.3 million m³ of landfill space each year. Its use in the construction of highways is not only environmentally responsible, but economical and practical with equal or improved pavement performance.
3. Recycled Asphalt usage in pavement reached 74.2 million tons in the USA in 2015 – a 32.5% increase from 2009. An additional 5.5 million tons of Recycled Asphalt Pavement (RAP) was used as aggregate. By the end of 2015, some 85 million tons of reclaimed asphalt pavement was stockpiled³ for future use across the country. More than 99% of asphalt pavement reclaimed from

roads and parking lots was intended for use in new pavements instead of going into landfills.

2. IMPLEMENTATION STEPS

4. In order to help local communities, improve their service/access roads or other public spaces, IPIG will authorise the use of old asphalt. While assisting communities by improving their local roads, public spaces and other facilities of their choice, the main goals of these guidelines are to avoid adverse impact on surrounding land, trees and other assets. The majority of people residing in the ayil okmotu along the Project road submitted a request for old asphalt. Each of the requestors needs to be informed about the suggested procedure.
5. The following are the major steps required to help meet the public needs and avoid adverse effects on land and other assets:
 - The ayil okmotu/other local authority writes a letter to the IPIG requesting old asphalt. The letter should describe the road/area for which asphalt will be used, its location and ownership status.
 - The communities receiving asphalt should submit:
 - a. A request letter from the ayil okmotu/other local authority describing briefly where and for what purposes they need asphalt;
 - b. Documents/proof (land cadaster map or other appropriate document) showing where asphalt is to be located and what the boundaries are;
 - c. If the land is privately held and crops, assets are going to be affected, the owners should be consulted and sign a statement indicating that they agree with the need for the asphalt, the proposed use of asphalt, and any estimated damage;
 - d. Where a municipal agreement has been reached and the owners of the land/assets are affected and require appropriate compensation, the contractor and the local authority requesting asphalt, must find an alternative way to compensate affected residents. This must be a written agreement signed by both parties, and sent to the IPIG and Eptisa's environmental and social safeguards specialists;

NOTE: No compensation will be paid from the IPIG compensation funds reserved for the main Project.

6. **Consultations with residents about the proposed work is a step which cannot be avoided.** Without consultations with local residents, no asphalt should be given to any community. EPTISA and the Contractor' environmental and social safeguards **should be invited to observe and facilitate consultations.** A short record from the consultations, including signatures from the participants, decisions and measured agreed, should be included in the minutes from the consultations.
7. Signed consent from all residents living along the proposed area where asphalt will be used,

If stockpiled, old asphalt pavement should be covered to prevent weathering and leaching of materials into surrounding soils and water supplies.

owners and users of the surrounding land and other interested parties must be submitted to the IPIG/EPTISA; The statement should contain the following:

- Details of the requestor;
- Date;
- Location and purpose for the requested asphalt;
- Statement of no objection for the proposed work, signed by all residents living around the area to be asphalted, land owners and other interested parties;
- Description of how the community will ensure that the proposed works will not affect the surrounding land (if private) or affect trees and other vegetation adversely;
- Submit a copy of the residents' consent to the IPIG/EPTISA monitoring specialists;

IPIG/Eptisa will:

- In agreement with the Contractor, respond to the communities' requests;
 - Make a schedule for the delivery and leveling of the asphalt;
 - Inform EPTISA and the Contractor's social and environmental safeguards monitoring specialists on the date, location and time of the delivery of asphalt;
 - through its environmental and social safeguards specialists monitor the activities to ensure that intrusion on private land does not happen, other than what has been agreed to and documented;
 - Record, report on and handle, verbal or written grievances, if any;
8. In addition to the above, the contents of Annex 7 of the Best Practice Guides accompanying the IEE prepared by EPTISA, are included here. This focuses on the removal and preparation of the crushed asphalt and necessary OHS requirements.

3. REVIEW OF PAST CONTRACTUAL STATEMENTS

9. The contract documentation signed by the Contractor contains a number of key commitments that the Contractor is obliged to implement, in order to encourage better reuse of the old asphalt. The instructions all point to a requirement to crush the asphalt:

a) Removing of Existing Asphalt Pavement

Removed materials of existing asphalt pavement shall be stored at places indicated by the employer or the engineer. The length of removed pavement shall not exceed 5km at a time, in order not to affect traffic and sub-base construction.

From the technical specifications in the contract:

b) Existing Pavements

The existing asphalt concrete layer shall be scarified and removed. The maximum size of the broken asphalt concrete shall be less than 200mm. The removed asphalt concrete shall be brought to spoil areas located and procured by the Contractor and approved by the Engineer.

Re-use of reclaimed pavement materials

The reclaimed pavement materials are expected to be re-used on site, under conditions to be proposed and approved by the Engineer. Re-use of reclaimed asphalt shall follow the rules of EN 13 108-1 or the equivalent GOST standard.

a) Reclaimed unbound material can be re-used:

- in the fill, sub-grade and shoulder layers, after screening of large elements to satisfy the maximum particle size for each specific material, and proof that the unbound mix has properties satisfying the properties for fill and/or sub-grade materials of the present specifications;
- in the crushed stone base, **up to 20% of the total proportion of total aggregates** in the crushed stone base, after screening as above, and introduction of the selected fraction into the crusher with the quarry material for preparation of the crushed stone base. The resulting material has to satisfy the properties of crushed stone base of the present specifications.

b) Reclaimed asphalt material can be re-used after quality testing:

- in the fill, sub-grade and shoulder layers, after screening and crushing in case of cohesive material, to satisfy the grading curve and the maximum particle size for each specific material, up to 20% of the proportion of total aggregates in the mix, and proof that the resulting unbound mix has properties satisfying the properties for fill and/or sub-grade materials of the present specifications;
- **in the asphalt base and binder course, up to 10% of the total proportion of total aggregates** in the asphalt base and binder, after screening, and introduction of the selected material into the asphalt plant with the aggregate for mixing of the asphalt.

4. RECOMMENDATIONS

10. Under the guidance of the IPIG and CSC (EPTISA) the contractor will note the following eight points and implement a full recycled pavement program, securing the necessary equipment to undertake this work:

1. Serious deliberations must take place regarding making the maximum use of this material.
2. Any waste pavement material must be dumped in an environmentally and socially safe manner as per the strict recommendations of EPTISA's environmental officer and IPIG. Discussions have already been held with district officials to allow the contractor to dispose of waste asphalt at specific locations where local agencies will access and reuse this material for road repair, etc.
3. Any violations for non-adherence to such recommendations by the contractor(s) will be made good at his risk and cost.
4. Waste asphalt pavement must be crushed before reuse, a process that is very dusty and noisy. The contractor or a subcontractor will do this and therefore that activity will need to meet strict National Environmental Quality Standards and international best practices, specifically in relation to noise and dust control.
5. The crushing equipment must have operating dust and noise suppression features.
6. The contractor and or equipment operator must provide adequate PSE equipment to all workers including those feeding the crusher, trucking the material and offloading, and backhoe operators handling the crushed materials. The PSE equipment should include dust masks able to capture 2.5-micron particles, over-the-ear noise protection and eye protection for machinery operators.

7. The Contractor's Environmental Monitor and EPTISA will be required to inspect PSE usage weekly and remind contractors to enforce its use in the work area.
8. The Contractor's Environmental Monitor will be required to indicate the results of this inspection in a weekly note to EPTISA, as long as the crushing goes on.