

Social Safeguards Monitoring Report

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

Project number: 45169-001

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September 2025

Prepared by the Ministry of Transport and Communications of the Kyrgyz Republic in consortium with TEMELSU INTERNATIONAL ENGINEERING SERVICES INC DESH UPODESH LTD., e.GEN CONSULTANTS LTD JV and Kyrgyz TREC International Ltd

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ABBREVIATIONS

ADB	Asian Development Bank
APs	Affected Persons
CAREC	Central Asia Regional Economic Cooperation
DP	Displaced People
DMS	Detailed Measurement Survey
EM	External Monitoring
LARP	Land Acquisition and Resettlement Plan
MoTC	Ministry of Transport and Communications
PIU MoTC	Projects Implementation Unit under Ministry of Transport and Communications
ADB's SPS 2009	ADB's Safeguard Policy Statement 2009

BRIEF SUMMARY

This report completes the monitoring of social guarantees in the post-project period of 2023-2025. The Government of the Kyrgyz Republic has received a financial loan from the Asian Development Bank (ADB) for the implementation of the CAREC Transport Corridor Improvement Project 3 (Bishkek–Osh Highway), Phase 4 (Project). Preparatory work for the implementation of the Project and preparation of the feasibility study began in 2012. Construction work on the Project was carried out in the period 2017-2023.

The draft LARP was prepared in 2013 and updated in 2016 in accordance with the detailed design. The LARP was approved by ADB and the Kyrgyz Government, endorsed by the Governmental Ordinance dated 14 April 2017, and disclosed on the PIU MoTC and ADB websites.

The total length of the project road is 52.5 km [km 8.5 - km 61] was divided into three sections:

Section 1 consists of four subsections with a total length of 21'630 km, where there is no impact on land plots, commercial properties and other household assets.

Section 2 consists of five subsections with a total length of 23'470 km, where 175 households were affected by the project according to the LARP of 2016.

Section 3 is the one road section with a total length of 7.4 km, where 107 households were affected by the project according to the LARP of 2016.

The land acquisition and resettlement plan (hereinafter - LARP) was developed for two sections: 1) from 8.5 km to 15.9 km and 2) from 15.9 km to 61 km.

The contract for civil works between the Ministry of Transport and Communications of the Kyrgyz Republic and the company "China Railway No. 5" was signed on March 28, 2017.

EPTISA was selected as the design and construction consultant in partnership with the local company RAM Engineering Associates LLC. The Consultant has been involved in conduction of field survey and investigation works related to the topography survey, geotechnical investigation, and laboratory tests required for preparation of the Detailed Project Report (DPR), including the tender documentation during the first stage of the project. The implementation of the LARP started in September 2017.

In June 2020, MoTC appointed joint venture Temelsu International Engineering Services INC.- Desh Upodesh Ltd – e. Gen Consultants Ltd in partnership with the local company Kyrgyz Trec International Ltd as the Construction Supervision Consultant.

In accordance with the ADB's SPS 2009, based on the scope of the involuntary resettlement impact, the project was classified as Category A.

According to the assessment report, which was included in the LARP, the total amount of compensation for two sections, including contingency (20%), was 144'406'535 soms (100% in total), which is equivalent to 2'097'838 US dollars. At these sections, the Project affects 278 AHs (including 2 AHs, which are losing 2 facilities) and 4 government facilities.

The Report on Monitoring of LARP Implementation at 45.1 km (Sections 1 and 2) was prepared by the external monitoring expert in December 2017. The external monitoring report was approved by ADB in April 2018.

As a result of the LARP Implementation from 15.9 km to 61 km (sections 1 and 2), 106 households were affected by resettlement, including 4 state-owned facilities.

In November 2020, all compensation payments were completed as part of the LARP implementation for Section 3 of the road with a length of 7.4 km (8.5 km to 15.9 km). The external monitoring report was approved by the ADB in December 2021.

As a result of the LARP Implementation from 8.5 km to 15.9 km (sections 3), 54 households were affected by resettlement.

Total for the results of the LARP Implementation from 8.5 km to 61 km (all sections), 160 households were affected by resettlement, including 4 state-owned facilities.

All AHs received compensation for the loss of their income and property, and the respective AHs also received cash allowances without any deductions.

The main contract of the social safeguards' specialist ended in December 2023. However, during an ADB mission in October 2024, an online meeting was held with the PIU of the Ministry of Transport and Communications of the Kyrgyz Republic (MoTC KR). It was agreed to extend social monitoring activities until September 2025.

During the reporting period, social safeguards monitoring activities were carried out both online and through site visits to the 7.4 km and 45 km sections. Telephone surveys were also conducted with individual entrepreneurs to assess the condition of their facilities and their satisfaction with project implementation. The survey respondents included Egorova N.V., Radzhapov S.L., Babanova, M. T. and Raiymbaeva A.S. They all expressed satisfaction with the project's execution and responded positively to the continued monitoring post-construction.

Throughout the project implementation, 336 appeals (including complaints) were registered. The majority concerned road infrastructure furniture (105) and general inquiries, including requests for information (108). There were 72 grievances regarding the relocation and restoration of utilities and assets, 49 related to safety, environment, and health issues, and 2 concerning employment.

No complaints or appeals were registered during the reporting period. By the end of the reporting period, all grievances were "closed," and all applicants were provided with reasoned responses.

1. PROJECT BACKGROUND

1. The Government of the Kyrgyz Republic received a financial loan from the Asian Development Bank (ADB) for the implementation of Central Asia Regional Cooperation Corridor 3 (Bishkek-Osh Road) Improvement Project, Phase 4 (later - Project). The project is in line with the Kyrgyz Republic Government's priorities for upgrading key transport corridors under the 2012-2014 Medium-Term Development Program and is included in the ADB's 2012-2014 Country Operations Business Plan for the Kyrgyz Republic.

2. The project is consistent with the ADB Strategy and the *Country Partnership Strategy of the Kyrgyz Republic* (2013–2017), the priority objective of which is the development of a successful and stable democratic state through inclusive growth and reduction of regional disparities.

3. The Bishkek-Osh road is part of the CAREC 3 transport corridor, connecting Kazakhstan to the north and Uzbekistan and Tajikistan to the South. The Bishkek-Osh Road links the Kyrgyz Republic's two largest cities and is one of the most high-density parts of the road network in the Kyrgyz Republic.

4. Improving the Bishkek–Kara-Balta highway makes it possible to connect important populated areas and densely populated settlements, which ultimately improves access to services, goods, and markets; improves regional connectivity and increases safety for all road users as a whole.

5. The project provides for the reconstruction of 52.5 km of crucial road sections between Bishkek and Kara-Balta, and includes road safety measures such as road signage, lane markings, street lighting, parking areas, bus stops, parapets, and sidewalks. The traffic volume according to the Consultant's research depending on the road section varies from 20,000 to 60,000 vehicles per day as per the recent traffic survey.

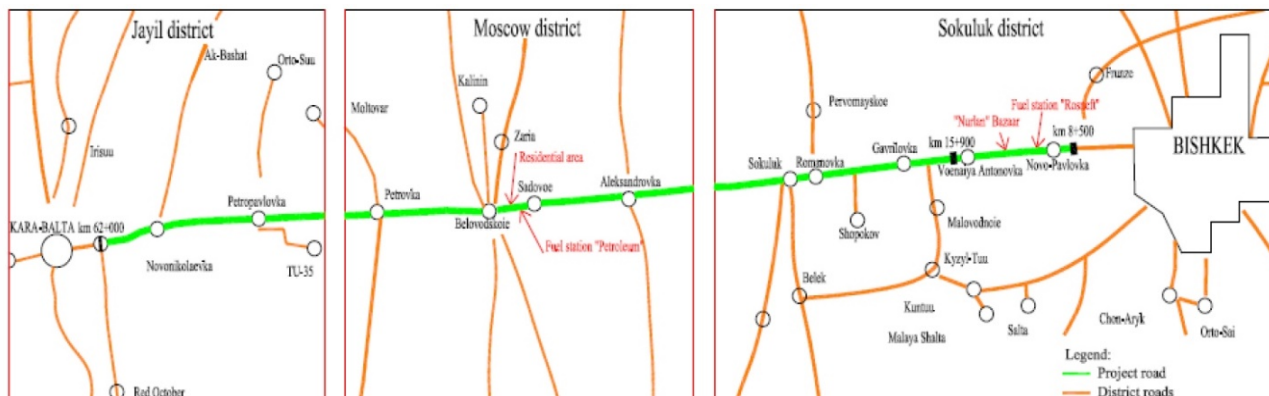
6. The project involves reconstruction of a 52.5 km long section of the Bishkek-Kara-Balta highway (km 8.5 - km 61). Based on the results of the detailed design, the cost of civil work increased and due to the lack of funds, the management of the Ministry of Transport and Communications of the Kyrgyz Republic in agreement with the ADB decided to divide the project implementation into two stages. At the first stage to rehabilitate 45.1 km section of the road [km 15.9 - km 61] and at the second stage - 7.4 km [km 8.5 - km 15.9].

Figure 1. Location map of the Bishkek – Osh Road Improvement Project (Bishkek – Kara- Balta section)



7. The Bishkek - Kara-Balta Road section [km 8.5 - km 61] starts at the end of the administrative boundary of Bishkek and passes along three districts (out of eight) of Chui oblast - Sokulukskiy, Moskovskiy and Jayilskiy districts.

Figure 2. Administrative districts of the project road



8. The road design provides for a six-lane road between km 9 and km 21, which then turns into a four-lane road in places where the widening to six lanes is not feasible.

9. The main technical characteristics of the road:

- Number of lanes - 4 and 6
- Passage width – 3,5 - 3,75 m
- Carriage way width - 2x7,5

10. By the Decree of the Government of the Kyrgyz Republic No. 182-b dated May 25, 2014, which sets the deadline for the Project implementation, the width of the right-of-way is set at 32 meters from the center line on each side, i.e., 64 meters. The same was applied to the width of the Project Road Impact Corridor.

11. The project section goes to the west, to the eastern border of the Kara-Balta city, passing through several small settlements, interspersed with agricultural land, and has two or three traffic lanes. Roadside villages form a relatively continuous strip along the road.

12. The terrain throughout the project section can be related to flat with a height of 750-800 m above sea level.

13. The total length of the project road was divided into three sections:

- Section 1 (free sections) - local areas with a length of more than 5 km as part of 45.1 km road [km 15.9 - km 61], free from resettlement (highlighted green in figure 3);
- Section 2 (impact sections) - local areas as part of 45.1 km road [km 15.9 - km 61], where resettlement is required (highlighted blue in figure 3);
- Section 3 (impact section) - road section with length of 7.4 km [km 8.5 - km 15.9] where resettlement is required (highlighted red in figure 3).

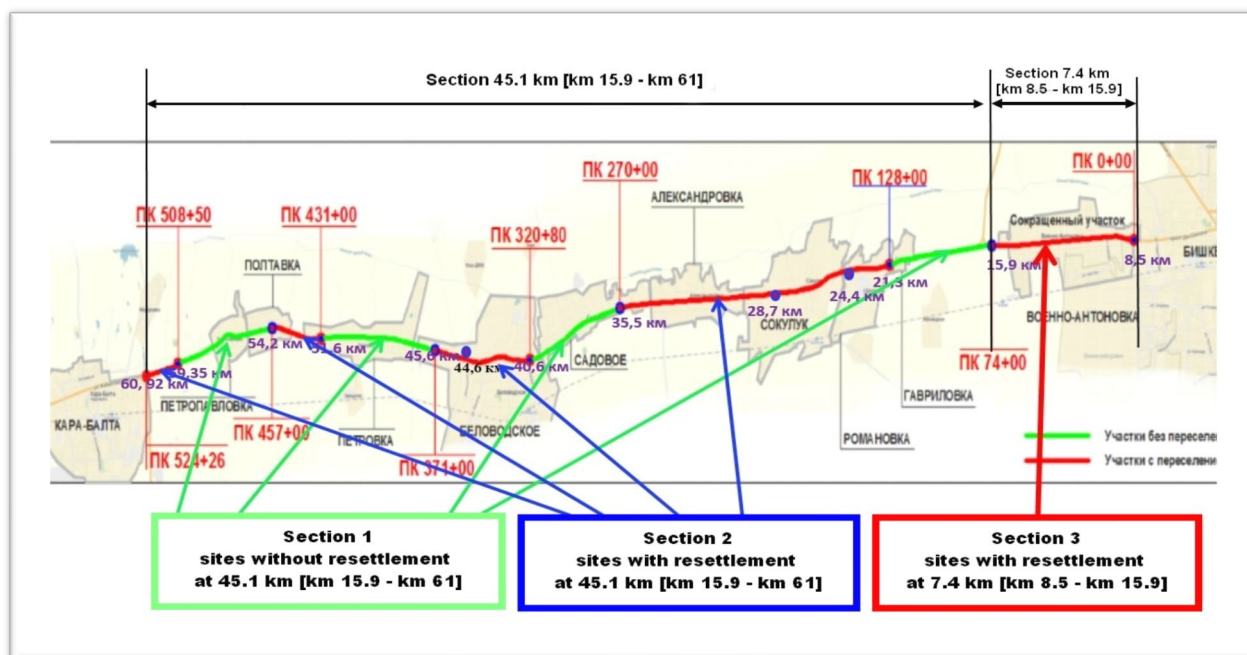
14. Section 1 consists of four subsections with a total length of 21'630 km, where there is no impact on land plots, commercial properties and other household assets.

15. Section 2 consists of five subsections with a total length of 23'470 km, where 175 households were affected by the project according to the LARP of 2016.

16. Section 3 is the one road section with a total length of 7.4 km, where 107 households were affected by the project according to the LARP of 2016.

17. The land acquisition and resettlement plan (hereinafter - LARP) was developed for two sections: 1) from 8.5 km to 15.9 km and 2) from 15.9 km to 61 km.

Figure 3. Project road



18. In accordance with the ADB's SPS 2009, based on the scope of the involuntary resettlement impact, the project was classified as Category A.

19. According to the assessment report, which was included in the LARP, the total amount of compensation for two sections, including contingency (20%), was 144'406'535 soms (100% in total), which is equivalent to 2'097'838 US dollars. At these sections, the Project affects 278 AHs (including 2 AHs, which are losing 2 facilities) and 4 government facilities. Below is the number of AHs and government facilities affected by the Project according to the LARP and actual implementation.

Table 1. Number of AHs and government facilities affected by the Project

	Stage	Number of AHs	Owners	Tenants	Employees	Municipal assets
A	Approved LARP from 8,5 km to 61 km (all sections)	282	115	82	81	4
B	Approved LARP from 15,9 km to 61 km (Sections 1 and 2)	175	85	44	42	4
	LARP Implementation from 15,9 km to 61 km (Sections 1 and 2)	106	65	17	20	4
C (C=A-B)	Approved LARP from 8,5 km to 15,9 km (section 3)	107	30	38	39	0
	LARP Implementation from 8,5 km to 15,9 km (Section 3)	54	24	21	9	0
	LARP Implementation from 8,5 km to 61 km (All section)	160	89	38	29	4

Source: PIU MoTC and Construction Supervision Consultant

20. The LARP for Section 2 was implemented during September-December 2017. The external monitoring report was approved by ADB in April 2018.

21. All AHs received compensation for the loss of their income and property, and the respective AHs also received cash allowances without any deductions.

22. In November 2020, all compensation payments were completed as part of the LARP implementation for Section 3 of the road with a length of 7.4 km (8.5 km to 15.9 km). The external monitoring report was approved by the ADB in December 2021.

23. Construction work on some sub-sections has started in 2021. The handover of Section 3 to the Contractor was fully completed on the basis of ADB's letter dated 01.10.2021.

2. SOCIAL SAFEGUARD MONITORING

2.1 Scope and objectives of the Monitoring

24. The implementation of the LARP for BO4 project requires internal and external monitoring as the Project is characterized with significant impact by the number of involuntary resettlement and in accordance with ADB Safeguard Policy Statement (2009) has "A" Category. ADB's SPS 2009 considers involuntary resettlement impacts to be significant if 200 or more people will be physically resettled from their houses or lose 10% or more of their productive or income-generating assets. Internal monitoring was conducted by the Projects Implementation Unit (PIU).

25. Monitoring is vital to ensure effective implementation of LARP, to identify unforeseen impacts related to land acquisition and resettlement activities and to take appropriate measures to address them in a timely manner.

2.2 Internal monitoring

26. PIU is responsible for the internal monitoring. The main objective of the internal monitoring is to monitor the process of the LARP implementation such as the compensation process, grievance redress mechanism and effectiveness of the LARP implementation procedure.

27. After the completion of LARP implementation, the main indicators of internal monitoring are:

- GRM Logbook records;
- number, nature and content of complains;
- number of grievances resolved at the project level;
- number of grievances forwarded/resolved in other levels;
- number and type of consultations held with Displaced People (DP)/local communities and other relevant stakeholders.

28. Internal monitoring is conducted regularly by PIU, both directly and through the support of social/resettlement specialists hired by the supervision consultant. The results are reported to ADB through the Quarterly Project Implementation Reports and Semi-annual Social Monitoring Report.

2.3 External Monitoring

29. 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 therefore it is classified as a category 'A' project.

30. The main objectives of the external monitoring are to assess the relevance, efficiency, effectiveness and impact of the LAR processes and to propose corrective measures, if necessary.

31. The External Monitor (EM) monitored the LARP implementation at 45.1km (Sections 1 and 2) in November and December 2017. The monitoring of the compensation payments for 11 displaced persons to whom the compensation was transferred into the Project escrow account, was carried out in April 2018 when all DPs received their compensation. LARP implementation Monitoring Report for all road sections/subsections involving resettlement was prepared, submitted, approved and, disclosed on the ADB website¹ in April 2018 when all DPs received the due compensation.

32. The contractor started construction work in early May 2018.

33. The completion of compensation payments under the LARP at Section 3 with a length of 7,4 km (8.5 km to 15.9 km) was successfully completed in November 2020.

34. External monitoring on Section 3 with a length of 7.4 km (8.5km to 15.9 km) was carried out in the 3rd quarter of 2021 by an external inspector hired by EA and approved by ADB. The external monitoring report was approved by the ADB in December 2021.

3. LARP IMPLEMENTATION AT SECTION 2 (15,9 km – 61 km)

35. To facilitate effective LARP implementation and the commencement of physical works, the Project Road was divided into three Sections. Section 1 does not include any resettlement. Section 2 comprises three subsections (2.1, 2.2, 2.3) which includes resettlement; Section 3 with a length of 7.4 km (8.5 km – 15.9 km) also includes involuntary resettlement.

36. 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 included 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.

37. The Report on Monitoring of LARP Implementation at 45.1 km (Sections 1 and 2) was prepared by the external monitoring expert in December 2017. Consultants updated the Monitoring Report in April 2018 when the last DPs received compensation.

38. The commissioning of the project road was repeatedly delayed due to various technical reasons, and the construction schedule was significantly impacted by the 2020 pandemic. The taking over certificate for Section 2 (15.9 km – 61 km) was signed on November 29, 2021.

39. During the Defect's Liability Period, the Engineer prepared a letter dated September 14, 2023, No. 0541/ BOC3/20-542, regarding the inspection of identified construction defects. By order of the Ministry of Transport and Communications of the Kyrgyz Republic dated October 12, 2023, No. 322, a commission was established to inspect the results of eliminating identified defects within the "Reconstruction of the Bishkek-Osh Road project, 15.9 km – 61 km section, Phase IV".

40. The commission was tasked with conducting a comprehensive inventory of the completed works under the "CAREC 3 Corridor Improvement Project, Phase IV, Bishkek-Osh Road", specifically covering the finished section from Bishkek to Kara-Balta (15.9 km to 61 km), by October 19, 2023. Based on its findings, the commission was to make necessary decisions, prepare an official report, and facilitate the handover of the project to the balance sheet of the Road Maintenance Department under the Ministry of Transport and Communications of the Kyrgyz Republic. Following the commission's work, measures to address identified defects were outlined, and the corresponding construction works to rectify these issues were conducted between November 2023 and July 2024.

¹ <https://www.adb.org/projects/45169-001/main>

41. All construction activities were executed within the designated project right-of-way, ensuring no adverse impacts on households. The works were carefully organized to maintain uninterrupted traffic flow and pedestrian mobility throughout the project area.

4. LARP IMPLEMENTATION AT SECTION 3 (8,5 km – 15,9 km)

42. Since June 2020, the implementation of the LARP has been started at Section 3 with a length of 7,4 km (8,5 km – 15,9 km). The engineers carried out work to minimize the impact on land plots and real estate of APs. The data on the area of impact on land plots was updated with the involvement of specialists from the CADASTRE of the Sokuluk district.

43. Assessment of the Project impact and involuntary resettlement in the LARP identified 107 APs. After updating the LARP for 2020 the remaining list consist of 54 APs, including 2 legal entities. The main reason for the decrease in the number of APs is the frequent change of place of work and residence, internal migration and the location of settlements on the road section near Bishkek. 53 APs were excluded from the list of compensation payment due to various reasons, such as: minimizing the impact of the project and clarifying the road boundaries, migration, leaving the business / lease or for other reasons.

44. During June-July 2020, social safeguard specialist held meetings with DPs and updated information on the project impact. Missing documents were collected (in agreement with the PIU lawyer) in order to conclude compensation agreements. Payment of compensation for losses to all APs was completed in October 2020.

45. Construction works on free sub-sections (SDDR– 1, 3, 5, 7, 9, 11, 13) started in July 2021. Other sub-sections (LAR – 2, 4, 6, 8, 10, 12) were handed over to the Contractor in the 3rd quarter of 2021 after the approval of the report on the completion of the LARP implementation the by the ABD.

46. Upon completion of defect rectification, the rehabilitated construction project — “Rehabilitation of the Bishkek-Kara-Balta Road, 9-61 km, Phase 4 (Improvement of the CAREC 3 Corridor, Bishkek-Osh Road, Phase 4)” — was submitted for compliance assessment. The compliance certificate for the completed construction works was signed by the commission on August 8, 2024 (Certificate No. 01-22/61). The project completion report was finalized in November 2024.

5. ACTIVITIES WITHIN THE FRAMEWORK OF SOCIAL MONITORING FOR JULY - AUGUST 2025

47. The main contract of the social safeguards’ specialist ended in December 2023. However, during an ADB mission in October 2024, an online meeting was held with the PIU of the Ministry of Transport and Communications of the Kyrgyz Republic (MoTC KR). It was agreed to extend social monitoring activities until September 2025.

48. During the reporting period, social safeguards monitoring activities were carried out both online and through site visits to the 7.4 km and 45 km sections. Telephone surveys were also conducted with individual entrepreneurs to assess the condition of their facilities and their satisfaction with project implementation. The survey respondents included Egorova N.V., Radzhapov S.L., Babanova, M. T. and Raiymbaeva A.S. They all continue their commercial activities without any new grievances filed with the PIU of the Ministry of Transport and Communications of the Kyrgyz Republic (MoTC KR).

49. At the beginning of 2025, Egorova N.V. moved her flower pavilion to the adjacent territory of the Kyyal cinema in the Sokuluk village. The cinema is undergoing renovation during the reporting period. Documents for the installation of the pavilion are planned to be formalized after the

completion of the improvement of the adjacent territory. The territory of the Kyyal cinema² is located in the central part of the village of Sokuluk, 150 m from the intersection of the Bishkek-Karabalta highway and Lenin Street (the previous location of the pavilion). In the immediate vicinity is the green bazaar "Zhibek Zholu" and the hypermarket "Globus".

50. No complaints or appeals were registered during the reporting period.

51. All entrepreneurs expressed satisfaction with the project's execution and responded positively to the continued monitoring post-construction.

6. GRIEVANCE REDRESS MECHANISM

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

53. To optimize the grievance registration process, ensure adherence to review timelines, and facilitate efficient monitoring of procedures, the consultant maintains a GRM log³ in Excel format.

54. Throughout the project implementation, 336 appeals (including complaints) were registered. The majority concerned road infrastructure furniture (105) and general inquiries, including requests for information (108). There were 72 grievances regarding the relocation and restoration of utilities and assets, 49 related to safety, environment, and health issues, and 2 concerning employment.

55. No complaints or appeals were registered during the reporting period. By the end of the reporting period, all grievances were "closed," and all applicants were provided with reasoned responses.

² <https://maps.app.goo.gl/1idyqBxaqxbSpoNn8>

³ <https://cloud.mail.ru/public/Gry7/fFj9PSLo1>