

# Social Monitoring Report

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**PUBLIC**

Semestral Report (July-December 2025)  
February 2026

## Kyrgyz Republic: Central Asia Regional Economic Cooperation Corridors 1 and 3 Connector Road Project – Additional Financing

Prepared by Ministry of Transport and Communications of the Kyrgyz Republic in consortium with Roughton International Ltd and subconsultant RAM Engineering Associates LLC for the Kyrgyz Republic and the Asian Development Bank (ADB).

## CURRENCY EQUIVALENTS

(as of 31 December 2025)

Currency unit – Som (SOM)

Som1.00 = \$0.01144

\$1.00 = Som87.4177

## ABBREVIATIONS

ADB	-	Asian Development Bank
EM	-	External Monitoring
GRG	-	Grievance Redress Group
PIU	-	Projects Implementation Unit
SA KADASTR	-	State Agency KADASTR. (Former State Registration Agency)
DMS	-	Detailed Measurement Survey
SPS ADB	-	ADB's Safeguard Policy Statement 2009
AH	-	Affected household
GRM	-	Grievance Redress Mechanism
MOTC	-	Ministry of Transport and Communication
SDRR	-	Social Due Diligence Report
AP	-	Affected person
LARP	-	Land Acquisition and Resettlement Plan
LAR	-	Land Acquisition and Resettlement
CAREC	-	Central Asia Regional Economic Cooperation

## NOTE

- (i) In this report, "\$" refers to US dollars.

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## ACRONYMS

ADB	–	Asian Development Bank
AP	–	Affected Persons
CAREC	–	Central Asia Regional Economic Cooperation
GRM	–	Grievance Redress Mechanism
LARP	–	Land Acquisition and Resettlement Plan
MoTC	–	Ministry of Transport and Communications
PIU	–	Project Implementation Unit
ADB's SPS 2009	–	Safeguard Policy Statement ADB 2009
SDDR	–	Social Due Diligence Report

## 1. PROJECT BACKGROUND

1. The Government of the Kyrgyz Republic has requested Asian Development Bank (ADB) to identify, formulate and prepare a follow-up loan and / or grant for rehabilitation of CAREC Corridors 1 and 3 connection road. It was planned that the entire connecting road would be financed by various financial agencies.

2. The implementation of the Project improves the following socio-economic indicators in the regions of the Kyrgyz Republic:

- Reducing the cost of passenger and freight traffic between South and Issyk-Kul and Naryn regions by providing direct access;
- Reducing transport costs by reducing routes and improving road conditions;
- Increased scope of local and international traffic and movement;
- Providing local residents with additional income opportunities;
- Creation of new job opportunities;
- Good condition of vehicles / reduced operating costs.

3. To facilitate project design and financing from international banking institutions, the CAREC Corridor 1 and 3 interconnection road has been divided into five (5) sections.

Table 1. Sections of CAREC Corridors 1 and 3 Connecting Road

Sections	Length of section
Section 1	Balykchy - 43 km (km 0 - km 43), approximately 43 km.
Section 2A	Kochkor - Epkin (km 64 - km 89), approximately 25 km.
Section 2B	Epkin – Bashkuugandy (km 89.5 - km 159.2), approximately 69.7 km.
Section 2C	Bashkuugandy - Kyzyl-Zhyldyz (km 159.2 - km 183), approximately 23.8 km, where a Bypass Road is being envisioned to avoid the village of Chaek and part of Kyzyl-Zyldyz.
Section 3	Aral - Too-Ashuu (km 195 - km 286), approximately 91 km.

## 2. PROJECT DESCRIPTION

4. Current project consists of Section 1 (Balykchy - Kochkor [km 0 + 000 - km 43 + 000]) and Section 2A (Kochkor - Epkin [km 62 + 400 - km 89 + 500]) of CAREC Corridor 1 and 3 Connection Road. Designed sections follow existing route through Ton districts of Issyk-Kul region and Kochkor districts of Naryn region.

5. Section 1, 43km in length, traverses Balykchy town and Ton districts in Issyk-Kul region and Kochkor districts in Naryn region.

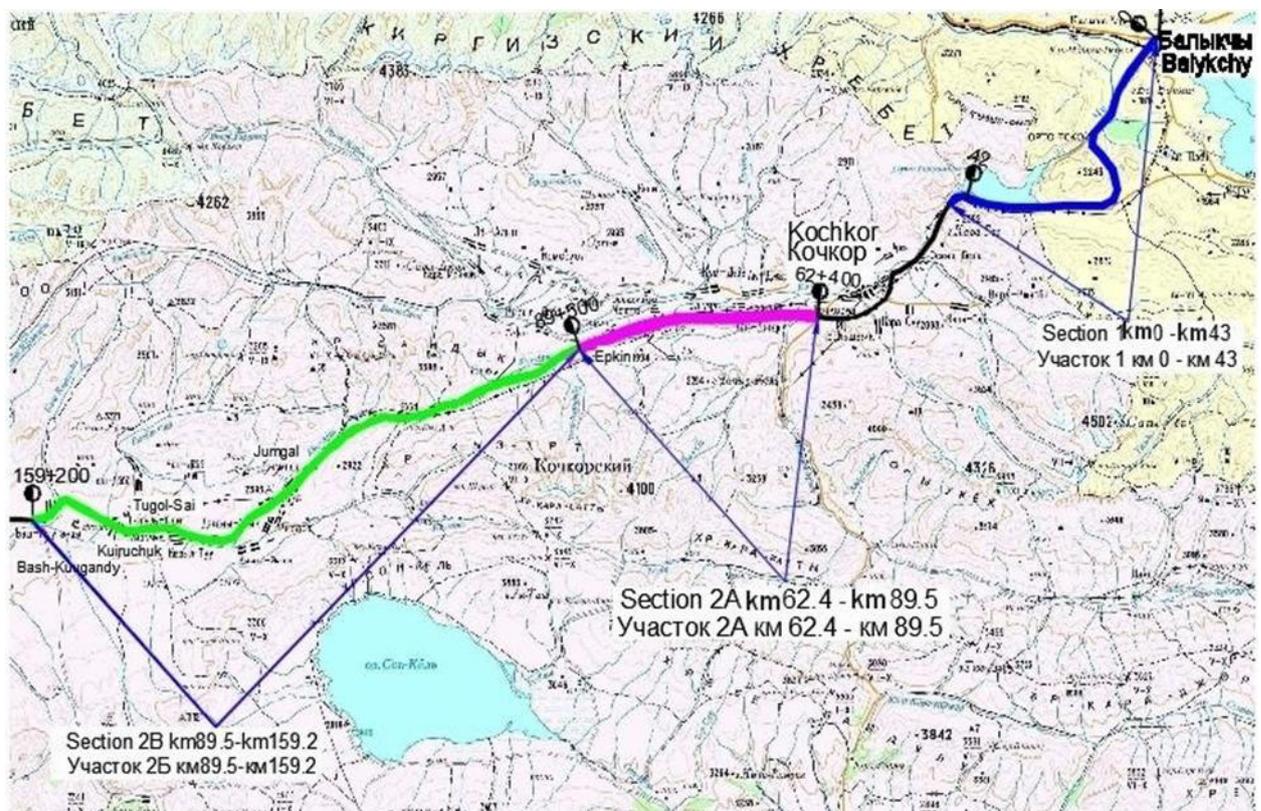
6. Section 2A, 27km in length, is within Kochkor basin of Naryn region with flat land terrain

7. Information about the characteristics of the project road:

- Number of lanes: 2 (inter-city standard)
- Lane width: 3.5-3.75 m.
- Carriageway width: 7.00-7.50 m.
- Total road width: 15.00 m.

8. In settlements, the road is increased to a 4-lane configuration with pedestrian walkways.
9. Ministry of Transport and Communications of the Kyrgyz Republic (MoTC) - is executing agency, Project Implementation Unit (PIU) is implementing agency, Roughton International Ltd. and sub-consultant RAM Engineering Associates LLC are appointed as Construction Supervision Consultants (CSC) and JV Sinohydro Corporation Ltd. is Contractor.
10. Order to start construction work on non-impact areas (free plots) was issued on June 22, 2020, by MoTC. In areas with identified project household impacts, the construction works have started after Land Acquisition and Resettlement Plan (LARP) implementation in 2021.
11. The LARP was prepared based on detailed design and approved by ADB<sup>1</sup> and Government of the Kyrgyz Republic Order No. 30-r Feb 18, 2021.
12. Project is classified as category "B" in accordance with ADB's SPS (2009) requirements on involuntary resettlement.

Figure 1. Map of CAREC Interconnection Road 1 & 3 (Sections 1, 2A, and 2B)



13. The LARP implementation was completed by December 30, 2021. According to the LARP Compliance Report<sup>2</sup>, the project affects 31 households (189 people) + 1 municipal entity (aiyl okmotu). The total land area for land acquisition is 22,171.4 m<sup>2</sup>, including 21,572.3 m<sup>2</sup> of agricultural land in the village of Tendik, 449.1 m<sup>2</sup> of residential land in Kok-Zhar, Chekildek, Epkin, and 150.0 m<sup>2</sup> of commercial land in the village of Epkin.

<sup>1</sup> <https://www.adb.org/projects/documents/kgz-48401-008-emp>

<sup>2</sup> <https://www.adb.org/projects/documents/kgz-48401-007-smr-3>

## **2. SOCIAL SAFEGUARD MONITORING**

### **2.1 Monitoring objectives and goals**

14. The primary goal of monitoring is to determine (as soon as possible) the activities implemented on the basis of the plan's schedule, as well as the constraints affecting project implementation and the reasons for delays. An important component of monitoring is to track the effectiveness of the GRM. The results of the monitoring are the first signals of the status of the Project, which will help the administration to take the necessary measures, as necessary, to monitor the progress of the Project and, thus, implement mitigation measures, where necessary

### **2.2 Internal monitoring**

15. Internal monitoring is the responsibility of the PIU. The purpose of internal monitoring is mainly to track progress. This ensures that the project's activities are properly carried out on time to achieve all the goals set.

16. Internal monitoring of social safeguards is conducted by PIU specialists and the Project Implementation Consultant to ensure (i) compliance by the Contractor with the provisions of the Tender Documentation, (ii) implementation of LARP in accordance with ADB SPS 2009 (ii), and effective operation of the Grievance Redress Mechanism (GRM).

17. Internal monitoring indicators are indicators that allow you to assess the progress and results of LARP implementation and, if necessary, correct the work.

18. The monitoring indicators cover the specific benchmarks listed below:

- (i) Local community awareness and understanding of project activities;
- (ii) Coverage and comprehensiveness of community consultations (including gender issues and vulnerable people);
- (iii) Participation of local communities in planning, implementation and monitoring;
- (iv) Effectiveness of the GRM;
- (v) Compliance with ADB SPS 2009 requirements in the implementation of civil works during the project implementation phase.

19. PIU assesses the status of each control indicator from the beginning to the end of the project implementation process, using a wide range of methods.

20. Semi-annual monitoring reports will be published on the ADB and IA websites after approval by the ADB.

### **2.3 Monitoring results during the reporting period**

21. All major construction work on the project sites was completed in 2024. The semi-annual social monitoring report for the period July-December 2024 has been prepared, approved by the ADB, and posted on the website<sup>3</sup>.

22. In the first half of 2025, construction work was carried out to improve the road infrastructure, which included landscaping the roadside and laying lawns (km 62) and installing metal fences on Lot 1.

23. On Lot 2, construction work in the first half of 2025 included the construction of shoulders, sidewalks, bus stops, ramps, and lighting in settlements. Work on installing road signs and applying road markings has been completed.

24. In June 2025, the design of detailed projects for eight additional sections of roads was completed to carry out major repairs using the saved funds.

25. All construction works are being carried out within the project road RoW without impacting households' lands and assets.

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<sup>3</sup> <https://www.adb.org/projects/documents/kgz-48401-007-smr-16>

26. The semi-annual social monitoring report for the period January-June 2025 has been prepared, approved by ADB and posted on the website<sup>4</sup>.

27. In the second half of 2025, minor landscaping work and minor repairs to previously installed lighting, road signs, etc. remained to be completed.

28. In July-August 2025, work was completed on restoring the dismantled fence around the Kok-Zhar aiyl okmotu office (photo in Annex 1).

29. In September 2025, the project sites were commissioned and the warranty maintenance period began.

### **3. SOCIAL DUE DILIGENCE**

30. During project implementation there is a need to relocate utilities and modify some of project sections.

31. Most of these design changes are minor and were resolved as a routine matter. Sometimes design changes carry risks of project impact on households' assets/property. In such cases, in accordance with ADB's SPS (2009), additional studies were conducted, and a Social Due Diligence Report (SDDR) is prepared.

32. Three Social Due Diligence Reports (SDDRs) have been prepared:

- SDDR for relocation of several transmission towers at km 69+090 LHS to km 69+330 RHS was prepared in April-May 2021 and approved by ADB in August 2021;
- SDDR for design modification at 1 km 2+706 (replacement of traffic circle with T-junction with traffic light control) prepared in January 2023 and approved by ADB in March 2023;
- SDDR for railway crossing design modification at 1 km 1+346 was prepared in April 2023 and approved by ADB in May 2023.

33. During the project implementation savings under project costs reached approx. \$9.7 million as of December 2023. Recognizing the positive impact of the infrastructure development, the local population situated near the project road have submitted requests for the construction of additional roads connecting to their respective communities. This demonstrates the project's broader influence on local development, prompting a demand for expanded connectivity and accessibility within the region.

34. In coordination with ADB, it was decided to use the saved project funds for capital repair of additional road sections. Additional road sections were identified at the end of February 2024 by agreement of the MoTC and local authorities. Location plans for additional road sites in Appendix 3.

35. The total preliminary length of five sites in Kochkor district is 25.13 km and three sites in Ton district is 14.38 km, a total of 39.51 km:

Section 1, Balykchy - Kochkor road [km 0 + 000 - km 43 + 000]

- Kyzyl Ompol - Ak-Olon Road, length 12.28 km (III category road);
- Street in Balykchy (Entrance to the Ministry of Emergency Situations), length 1.660 km (IV category of road);
- Street in Balykchy (Entrance to houses), length 0.440 km (IV category of road).

Section 2A, Kochkor - Epkin road [km 62 + 400 - km 89 + 500]

- Bishkek-Naryn-Torugart road (Tendik- Roundabout section), length 2.9 km (III category road);

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<sup>4</sup> <https://www.adb.org/projects/documents/kgz-48401-007-smr-17>

- Kochkor-Kommunism road (section Kum-Dobo Komsomol), length 17.16 km (IV category of road);
- Kum-Dobo - Shamschy-Saralasz highway 3.86 km long (IV category road);
- Kommunism-Ortok road 0.8 km long (IV category of road);
- 0.41 km road to Cholpon v. (IV category of road)

36. The SDDR, covering the 5 sites in the Kochkor district and 3 sites in the Ton district, was prepared and approved by the ADB in October 2024 and posted on the ADB website<sup>5</sup>.

37. The detailed design stipulates constructing only two sections of III category roads: Kyzyl Ompol - Ak-Olon Road, 12.28km long and Bishkek-Naryn-Torugart road (Tendik- Roundabout section), 2.9km long. The remaining six road sections are designed in the IV category. Plans for additional road sections are provided in Annex 2.

38. Construction work on additional road sections was scheduled to begin in the spring of 2025. For objective reasons, the start of construction work has been postponed to 2026. Preparatory work and contractor selection are currently underway. The exact start date for construction work has not yet been determined.

#### **4. GRIEVANCE REDRESS MECHANISM**

39. The Grievance Redress Mechanism (GRM) was approved by Order No. 234 of the MoTC dated 12 July 2017. Since the beginning of the project implementation, the GRM has worked effectively as a prompt, easily accessible and acceptable feedback and grievance redressal mechanism. To enhance the effectiveness of the GRM, the MoTC has issued a new order on the GRM and updating the members of the GRM. The updated composition of the "Grievance Redress Panel" was approved by the Order No. 43 dated 12 February 2020 by the MoTC.

40. During preparation of LARP implementation, residents and affected households were additionally informed about their rights and Grievance Redress Mechanism.

41. All appeals and complaints are registered in electronic log<sup>6</sup> and are subject to review within 14 days. Decisions on many appeals are made after analysis of technical capabilities and coordination with PIU MoTC.

42. No complaints or appeals were registered throughout 2025. In total, 50 complaints and appeals have been registered in the GRM LOG, including 23 for 2022, 16 for 2023, 11 for 2024, and 0 for 2025. All complaints and appeals have been closed.

#### **5. RECOMMENDATIONS AND NEXT ACTIVITIES**

43. During the warranty period of operation of the completed construction sites, PIU will provide GRM support.

44. Since the beginning of construction work on additional sections of roads, monitoring of social guarantees will continue.

45. The following recommendations are proposed for monitoring social guarantees:

- (i) Conducting public consultations before construction work begins on additional sites;
- (ii) Conducting regular social monitoring;
- (iii) If necessary, conduct face-to-face meetings and consultations with APs on GRM issues;
- (iv) Maintain active participation of local authorities in GRM implementation, to address complaints in a timely and effective manner;
- (v) Contractor shall coordinate with Consultant for site work to avoid impacts on households.

<sup>5</sup> <https://www.adb.org/projects/documents/kgz-48401-007-sddr-1>

<sup>6</sup> <https://cloud.mail.ru/public/D8m9/7vZfsmoQ>

**Annexes.**

**Annex 1.** The restored fence of the aiyl okmotu office in the village of Kok-Zhar



## Annex 2. Schemes of additional roads

Figure 2. Scheme of Lot-2 additional roads

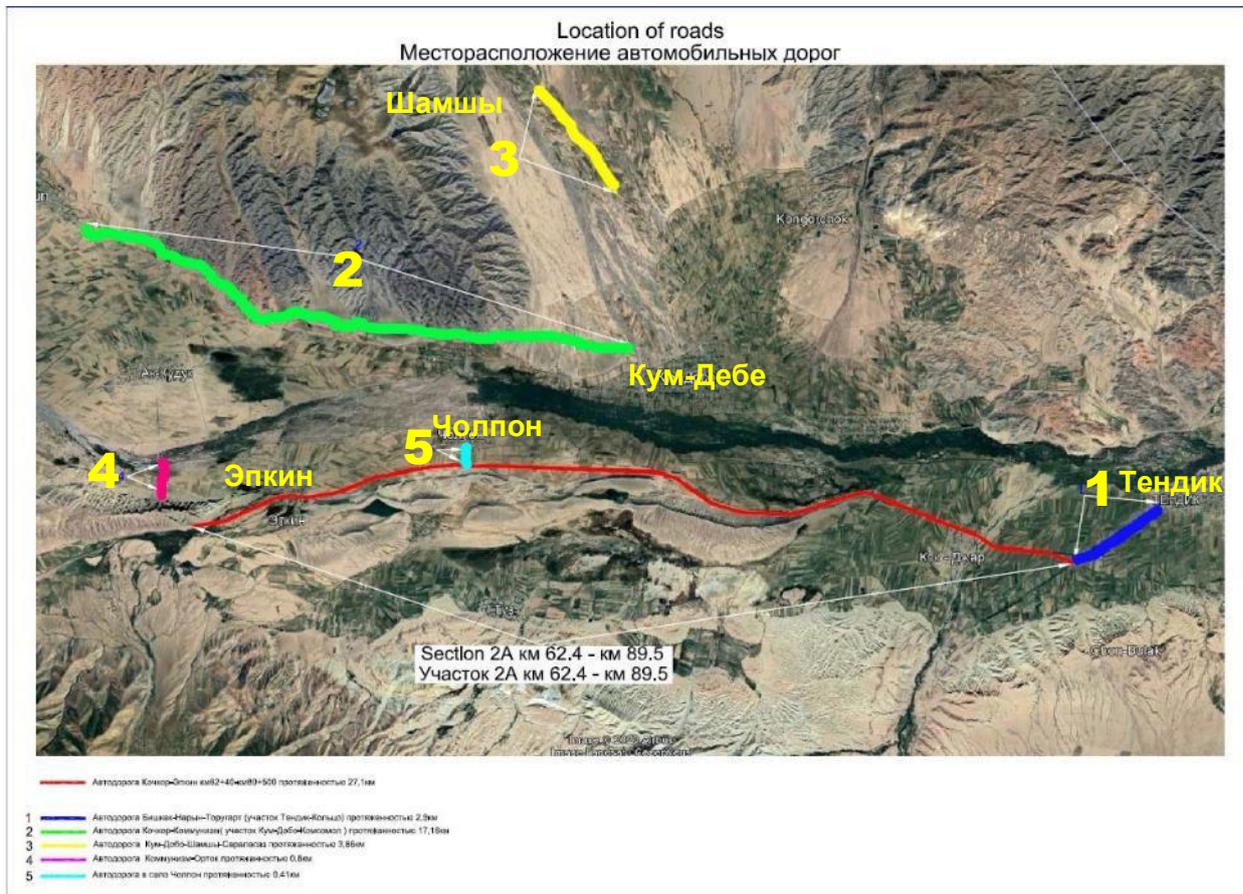


Figure 3. Scheme of lot-1 additional road

