

Quarterly Environmental Monitoring Report

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Quarterly Environmental Monitoring Report
January to March 2026

Kyrgyz Republic:

Issyk-Kul Ring Road Improvement Project (Barskoon - Karakol section, 75.2 km)

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Abbreviations

ADB	-	Asian Development Bank
ACP	-	Asphalt Concrete Plant
CAREC	-	Central Asia Regional Economic Cooperation
CSC	-	Construction Supervision Consultant
EMP	-	Environmental Management Plan
SSEMP	-	Site Specific Environmental Management Plan
PIU	-	Projects Implementation Unit
m	-	Meter
km	-	Kilometer
KR	-	Kyrgyz Republic
MPC	-	Maximum permissible concentration
MAC	-	Maximum Allowable Concentration
MoTC KR	-	Ministry of Transport and Communication of KR
MF KR	-	Ministry of Finance of the Kyrgyz Republic
MoCT KR	-	Ministry of Culture and Tourism of the Kyrgyz Republic
MNRETS KR	-	Ministry of Natural Resources, Environment and Technical Supervision of the Kyrgyz Republic
IKRO MNRETS KR		Issyk-Kul Regional Office of the Ministry of Natural Resources, Environment and Technical Supervision of the KR
MoE KR		Ministry of Energy of the Kyrgyz Republic
DPSSESD	-	Disease Prevention and State Sanitary and Epidemiological Surveillance Department of the Ministry of Health of the Kyrgyz Republic
TR	-	Terms of Reference
SR	-	Safety Rules
FS	-	Feasibility Study
CBP		Concrete Batching Plant
CSP	-	Crushing and Screening Plant
RME	-	Road Maintenance Enterprise
HCHS	-	Historical and Cultural Heritage Site;
EIA	-	Environmental Impact Assessment
LP	-	Labor Protection
HS	-	Health Safety
OHS	-	Occupational Health and Safety
LLC	-	Limited Liability Company
HCHSPP	-	Historical and Cultural Heritage Site Protection Project
PPE	-	Personal Protective Equipment
RCP		Reinforced concrete products manufacturing facility

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1. INTRODUCTION.

1.1 Preamble.

1. This Report presents the Quarterly Environmental Monitoring Review for the Issyk-Kul Ring Road Improvement Project (Barskoon - Karakol section, 75.2 km).
2. This report is the 3^d EMR for the project, covering the three months of project work conducted from January to March 2026.
3. This Report provides a comprehensive overview of the project's performance in preventing adverse environmental impacts. The observations, corrective actions, and mitigation measures presented herein are based on the results of joint regular monitoring conducted by the CSC environmental specialists in coordination with the PIU Environmental Officer. This monitoring arrangement applies to the current reporting stage and may be revised during periods of active construction, if deemed necessary to ensure adequate environmental oversight.

1.2 Headline Information.

4. During the reporting period (January - March 2026), the Issyk-Kul Ring Road Improvement Project (Barskoon - Karakol section, 75.2 km) transitioned from the winter maintenance and mobilization phase to active resumption of main construction and installation works, which took place on 9 March 2026. As a Category A project located within the Issyk-Kul Biosphere Reserve, monitoring focused on ensuring compliance with the Site-Specific Environmental Management Plan (SSEMP) and promptly assessing the condition of the facilities after the winter period.
5. In January and February, work was primarily limited to winter road maintenance, permitting, and partial mobilisation of personnel. Since March 2026, work has intensified on site development, including preparations for the installation of a modified bitumen (PMB) plant, scheduled for April. Quarry development and preparation of material storage infrastructure also continued.
6. Physical Progress and Construction Activities:
 - Geodesy: Surveys of natural ground levels and road cross-sections are 100% complete (75,2 km).
 - Earthworks: By the end of March 2026, the actual progress was 1.81% for soil excavation and 26.03% for embankment construction.
 - Tree Cutting: The tree felling was completed in October 2025 (5,386 trees: 2,646 on Lot 1 and 2,740 on Lot 2), but during the reporting period, a risk of littering the area with remaining large rhizomes requiring removal was identified.
 - Winter Maintenance: In January and February, the main focus was on clearing snow and adding inert materials to ensure traffic safety. On March 9, active work began on installing culverts and roadbeds on Lot 2 (km 182+860 - km 220).
7. Infrastructure and Resource Management: The Contractor (CRBC) has established five camps for personnel and two main production sites (at km 167+360 and km 202+220). These bases ACP, CSP, CBP and precast concrete production areas. Construction of bitumen storage pits is also ongoing. To supply the project with aggregates, the contractor has 19

quarry sites (6 were in operation) and 30 waste dump sites (11 were in use). The Contractor has obtained all necessary permits for quarry developments and disposal of unsuitable soil. The list of permits obtained is shown in Table 6.

8. The Contractor organized five worker accommodation camps and offices:

- Kichi-Jargylchak village, km 150+610 LHS, 30 m from the road – worker accommodation camp (for 80 people);
- Ak-Terek village, km 152+700 LHS, 10 m from the road – worker accommodation camp, office (for 60 people);
- Darkan village, km 167+360 RHS, 750 m from the road - Camp for workers' accommodation, office (for 30 people);
- Chyrak village, km 199+460 LHS, 220 m from the road – worker accommodation camp, office (for 96 people);
- Chyrak village, km 202+220 RHS, 6,512 m from the road – worker accommodation camp (for 30 people) and a laboratory.

9. Environmental Monitoring and Compliance: During this reporting period, no instrumental environmental monitoring was conducted, as the Contractor and Consultant were mobilised on March 9, 2026. Instrumental testing of air quality, surface water, noise, and vibration levels is scheduled to resume in April/May 2026. Consequently, monitoring in Q1 2026 focused on joint visual inspections conducted from March 10 to March 31, 2026, to assess site conditions following the winter break.

10. Visual Monitoring Findings and Non-Compliance: These inspections identified several critical environmental and safety violations, resulting in the issuance of an Official Notice and a Corrective Action Plan (CAP). Significant issues identified include:

- Drainage Systems: Numerous culverts and irrigation ditches along the project road (km 140.6 – km 215.8) are blocked by sediment and debris from earthworks, posing a high risk of flooding and erosion.
- Material Storage: Milled asphalt waste was found stockpiled on open soil at km 194+600 and km 202+220 without protective barriers, posing a risk of soil and groundwater contamination.
- Production Sites: At the km 202+220 production site, visual monitoring recorded excessive dust emission due to the lack of a dust suppression system on the crushing plant and un-moistened internal roads.
- Bitumen Storage: Facilities at km 202+220 RHS fail to meet standards, lacking perimeter fencing and proper drainage, with earthen slopes at risk of collapse.

11. Baseline Reference: The baseline instrumental monitoring conducted in October and November 2025 remains the benchmark for environmental quality. Baseline samples from the Kichi-Zhargylchak, Dzhuuku, Chon-Kyzyl-Suu, and Chyrak rivers previously revealed:

- Petroleum product concentrations exceed the MPC for fisheries (1.5 to 3.7 times), but do not exceed MPC limits for cultural and domestic water use. According to the Surface Water Protection Rules (Resolution No. 128), requirements for cultural/domestic use apply to all sections of water bodies within populated areas, regardless of other uses.

12. Status of Detected Exceedances: Because these baseline values were obtained before the main construction phase, the detected petroleum exceedances are considered background

values and are not attributed to Project implementation. These levels likely result from local anthropogenic factors, such as runoff from existing roads or leaks from household fuel storage.

13. Camp and Sanitary Management: March 2026 inspections also highlighted that solid household waste storage at the Chyrak camp (km 199+460) does not comply with environmental and sanitary requirements, as it lacks a weather-protective shelter. Additionally, the camp parking lot lacks a hard protective pavement, creating a risk of soil pollution from oil products. The Contractor is required to remediate these issues by late April 2026.

14. The project team remains committed to full compliance with the Ministry of Culture's requirements and the ADB Safeguard Policy Statement regarding cultural heritage. The status for the period of January to March 2026 is as follows:

15. Current Compliance Status: Following the critical non-compliances recorded in late 2025, the project transitioned into an active implementation phase in March 2026. While construction was suspended during the winter for road maintenance, the Engineer issued updated instructions (Ref.: KYR003_CRBC_153_IO) reiterating that archaeological excavations are a mandatory precondition for commencing any road construction activities in affected sections. To address this, a local archaeologist was officially engaged and began site work during the reporting period.

16. Archaeological Surveys and Inspections: In March 2026, the local archaeologist conducted comprehensive field surveys of the land plots designated for quarries and production bases, as well as the burials and mounds located along the project road. During these inspections, several burial sites were identified within quarry areas; however, monitoring confirmed that no project impact or damage has occurred to these mounds thus far. The Contractor has been formally notified of these locations and is strictly required to avoid any disturbance to them.

17. Timeline and Reporting: Archaeological activities are currently "in process". The project team expects to receive the official excavation and survey reports, duly approved by the Ministry of Culture, by April 10, 2026. As per the Site-Specific Environmental Management Plan (SSEMP) and the Engineer's instructions, active earthworks within the 50-meter buffer zones will only be authorised after the Engineer receives written clearance and confirms that all necessary excavations have been completed. The Contractor is also mandated to maintain a "stop-work protocol" and keep the Engineer regularly updated on progress to avoid any delays to the 2026 construction schedule.

18. The project team confirms that the Environmental Passport was successfully obtained on March 31, 2026 (IKRO MNRETS KR Conclusion No. 01-4/702) (Appendix 1). Additionally, the Air Pollutant Emission Permit (No. 001614) was issued on April 6, 2026 (Appendix 2).

19. During January and February 2026, the production capacities of the Contractor's Production Sites remained only at the installation and preparation stages.

20. During the reporting period, active construction and quarrying remained suspended due to unfavourable winter weather, with the Contractor's efforts focused entirely on road maintenance and snow clearing to ensure traffic safety.

21. With the official mobilisation of the Engineer and Contractor on March 9, 2026, the focus shifted to completing all legal clearances before the full operational start of the asphalt concrete and crushing plants.

22. All observed non-compliances, including those identified during visual monitoring from March 10 - 31, 2026, are recorded in Section 3.3 (Issues Tracking). On April 14, 2026, the Engineer issued an Official Notice regarding the implementation of a Corrective Action Plan

(CAP) to address critical unresolved issues. Detailed inspection reports and CAP are provided in Appendix 3.

23. In January and February 2026, the project focused on winter maintenance, including the clearing of snow from the road surface (km 141,6 - km 220) and filling the roadway with inert materials to prevent icing. Following the active resumption of construction on March 9, 2026, progress on earthworks reached 1.81% for cut excavation and 26.03% for embankments. Infrastructure milestones included the delivery of bitumen BND 60/90 and the completion of the Engineer's laboratory, which is now fully operational. While baseline instrumental monitoring from late 2025 remains the environmental benchmark, the next round of air, water, and noise testing is scheduled for April/May 2026.

24. Preventive control measures must be applied to prevent non-compliance before it occurs. Therefore, the Contractor is strongly advised to pay greater attention to environmental performance on an ongoing basis.

25. To effectively prevent future non-compliances, the Contractor must shift from a reactive to a proactive management approach, specifically focusing on the following priority areas identified during the January to March 2026 reporting period:

- **Mandatory HCHS Procedures:** While a local archaeologist was engaged in March 2026 and has completed field surveys, the priority now is to finalise the official excavation reports and secure written clearance from the Ministry of Culture by the end of April, 2026, before any earthworks commence within the 50-meter buffer zones. Additionally, the Contractor must urgently conduct baseline crack inspections of residential buildings along the first line of the project road to mitigate future vibration claims, as this task remains outstanding.
- **Permitting and Legal Compliance:** Although the Environmental Passport was successfully obtained on March 31, 2026, and the Air Pollutant Emission Permit was issued on April 6, 2026, the Contractor must now ensure proactive adherence to all conditions specified in these legal documents to avoid operational suspensions.
- **Life-Safety and Industrial Hazards:** Immediate action is required to remediate high-risk conditions at bitumen storage pits (km 167+360 and km 202+220), including installing perimeter fencing and reinforcing earthen slopes prone to collapse and debris flows. The Contractor must also enforce a strict ban on manual water removal from pits without safety equipment and conduct immediate refresher training on the mandatory use of hearing protection at crushing plants.
- **Operational Discipline and Waste Management:** The Contractor must rectify ongoing violations at the Chyrak camp (km 199+460) by providing a weather-protective shelter for solid household waste and ensuring its regular removal. Furthermore, the physical boundaries of all spoil areas must be clearly demarcated to prevent the encroachment of construction materials onto adjacent agricultural fields.
- **Infrastructure and Dust Control Standards:** To prevent soil contamination, the Contractor must provide hard surfacing (crushed stone, concrete, or asphalt) for equipment parking areas at the worker camps. Finally, dust suppression must be enhanced by installing a water irrigation system at the CSP (km 202+220 RHS production site) and by regularly moistening internal site roads.

2. PROJECT DESCRIPTION AND CURRENT ACTIVITIES.

2.1 Project Description.

26. The project is in the Issyk-Kul Biosphere Reserve (BRIK), which covers all administrative borders of Issyk-Kul region. The BRIK, which covers an area of 43.1 square kilometers (4,310 ha), is a specially protected natural area included in the World Biosphere Network within the framework of the UNESCO "Man and the Biosphere" program. The BRIK consists of four zones: the core zone; the buffer zone; the transition zone; and the rehabilitation zone. The Karakol-Barskoon road section runs within 1 km from one of the core zones of the Issyk-Kul State Nature Reserve, Ala-Too core zone, and within 10 km from another core zone, Kokui-Kol core zone (Fig. 3). The lake is a Ramsar wetland with biodiversity of global importance and is part of Issyk-Kul Biosphere Reserve. The facility is of primary importance as a wintering place for migratory aquatic birds (up to 70 thousand individuals registered annually). Notable species of aquatic birds include the endangered white-headed duck (*Oxyura leucocephala*). The lake is the habitat to 28 species of fish, 7 of which are found nowhere else in the world. There are 14 (fourteen) sites of historical and cultural heritage located in a 50-meter zone from the road. Thus, the project belongs to **the category "A"** for environmental safeguards in accordance with the ADB Safeguard Policy Statement 2009 (SPS). Accordingly, the submission of this environmental monitoring report on a quarterly basis aligns with the project's agreed monitoring schedule for a Category A project.

2.1.1 Project Section Location and Basic Design.

27. The Kyrgyz Republic is a landlocked mountainous country, and regional trade is heavily dependent on road transport, which dominates the Kyrgyz transport system and heavily relies on road transport. The government of the Kyrgyz Republic requested the Asian Development Bank (ADB) to assist in financing the implementation of the Issyk-Kul Ring Road Improvement Project (Barskoon - Karakol section, 75.2 km).

28. Central Asia Regional Economic Cooperation (CAREC) Corridors 1 and 3 provide regional connectivity with neighboring Central Asian countries, including Kazakhstan and the People's Republic of China. The Bishkek-Torugart road (part of CAREC Corridor 1) and the Bishkek-Osh road (part of CAREC Corridor 3) also link the north and south of the country. Furthermore, the Almaty-Bishkek Economic Corridor stimulates economic growth and creates jobs through increased private investment, trade, and the agglomeration of economic activity. The development of the Issyk-Kul Lake region, the country's most popular tourist destination, is an integral part of the Almaty-Bishkek Economic Corridor. The Issyk-Kul Ring Road is also of strategic importance for the local population's livelihoods, including women and vulnerable groups, as it expands employment opportunities and facilitates access to markets for agricultural products and livestock. The Issyk-Kul Ring Road Improvement Project will contribute to these initiatives by addressing the internal connectivity issue between the Issyk-Kul Ring Road and CAREC Corridor 1.

29. The Issyk-Kul Ring Road has exceeded its design life, and substantial rehabilitation is needed along much of the corridor. The road is in poor condition, with low capacity and inadequate traffic volumes during the tourist and harvest seasons, posing a safety risk. Roadside public services, such as visitor centers, public restrooms, and street lighting, are often insufficient, which reduces tourist satisfaction. The government is partially reconstructing the ring road at its own expense and with the assistance of other development partners, including the ADB, Arab Coordination Group and the European Bank for Reconstruction and Development. The project aims to reconstruct the remaining section of the road and support the implementation of an action plan jointly developed by the Ministry of Transport and Communications (MoTC KR) and the Ministry of Culture, Information, Sports, and Youth Policy for the development of tourism infrastructure in the Issyk-Kul region by providing services along the project road.

30. The Project aims to improve transport communication and market access in the Kyrgyz Republic. The Project will result in efficient freight and passenger traffic movement along the Issyk-Kul Ring Road, improving the safety of both road users and pedestrians and minimizing the road's environmental impact in terms of noise from passing traffic by reconstructing the asphalt pavement.

31. The Project will improve the following socio-economic indicators of the regions of the Kyrgyz Republic:

- Reduction of transport costs due to improved road conditions.
- Increased local and international traffic.
- Additional income opportunities for residents.
- Creation of new jobs.
- Good condition of vehicles / Reduced operating costs.

32. The Issyk-Kul Ring Road Improvement Project, which envisages the reconstruction of the existing 75.2-km ring road from the village of Barskoon (km 141+600) to the city of Karakol (km 220+000) in the Issyk-Kul region of the Kyrgyz Republic. As a result of the reconstruction, the existing two-lane road will be widened to four lanes. The project also includes reconstruction of four existing bridges and constructing one new bridge, culverts, rest areas, bus stops, and pedestrian paths, as well as the installation of street lighting, traffic islands, and other elements that will improve road safety. The project road map is shown in Figures 1 and 2. The villages located along this section of the road are listed in Table 1 and shown in Figure 3.

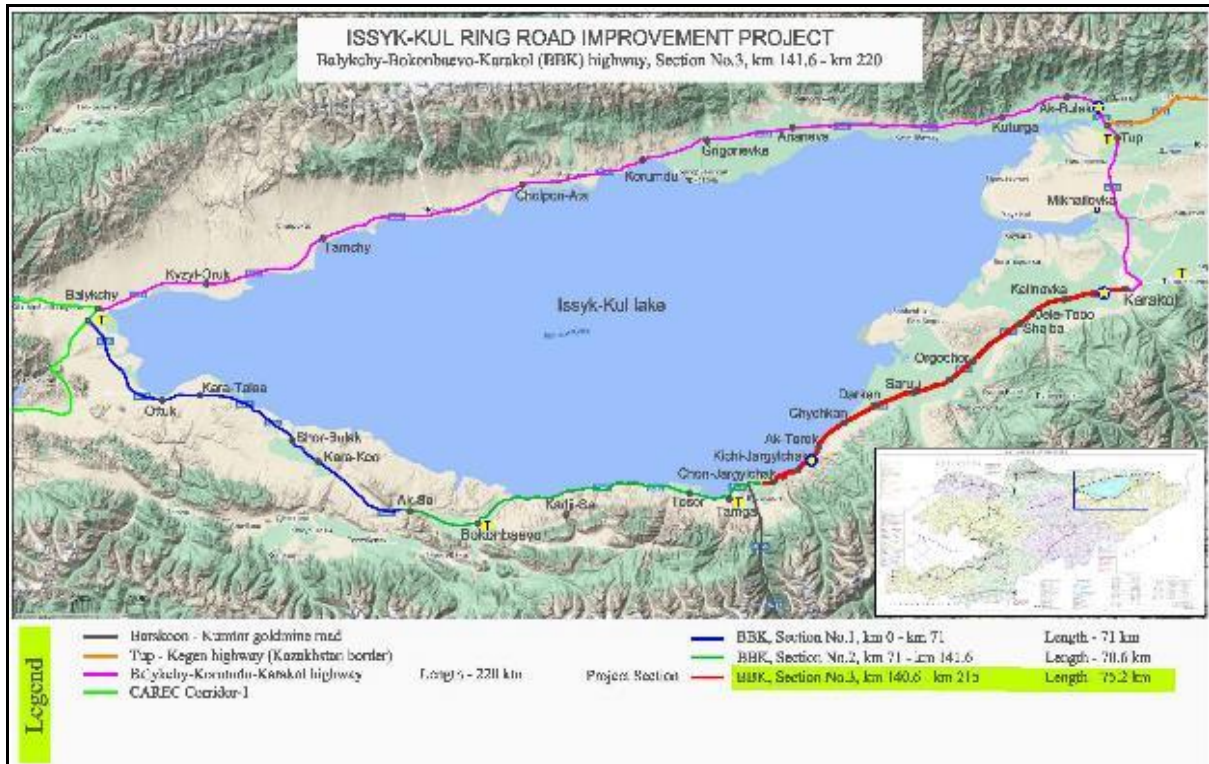


Figure 1: Map of the Issyk-Kul Ring Road (Barskoon - Karakol section, 75.2 km).



Figure 2: Map of the location of the Barskoon - Karakol section, km 141+600 – km 220+000.

33. The project road is located in the Jeti-Oguz and Ak-Suu districts. In the Jeti-Oguz district, the project road (km 141+600 – km 210+000) passes through the settlements/villages of Chon-Zhargylchak, Kichi-Jargylchak, Ak-Terek, Chychkan, Darkhan, Saruu, Kyzyl-Suu, Orgochor, Shalba, Chirak, Dzhele-Tobe, Kytai, Kyzyl-Dyikan, and Kalinovka. In the Ak-Suu district (km 210+000 – km 220+000), it crosses a small part of the city of Karakol (Figure 3). For most of its length, the existing section of the ring road from Barskoon to the city of Karakol crosses agricultural lands planted with vegetables, grain, and forage grasses.



Figure 3: Location of settlements on the Barskoon - Karakol section, km 141+600 – km 220+000.

Table 1: Names of Settlements along the Project Road Section.

№	Settlement	№	Settlement	№	Settlement
1	Barskoon	7	Saruu	13	Kytay
2	Chon-Zhargylchak	8	Zhalgyz-Oruk	14	Baltabay
3	Kichi – Zhargylchak	9	Kyzyl-Suu	15	Konkino
4	Ak-Terek	10	Orgochor	16	Yrdyk
5	Zhenish	11	Tilekmat	17	Karakol
6	Darkhan	12	Zhele - Dobo		

34. In accordance with the "Land Acquisition and Resettlement Plan" and "SDDR" the project site is divided into 3 sections:

- Section 1 - the length of the section is 14.2 km (from km 182+860 to km 197+080) without impact on households. It is necessary to transfer to the contractor the site free from the "Land Acquisition and Resettlement Plan" immediately after the start date of the contract. The following settlements are located on this section of the project road:
 - Kyzyl-Suu (km 178+800 - km 183+800);
 - Orgochor (km 185+000 – km 186+100);
 - Tilekmat (km 185+900 – km 199+000).
- Section 2 - the length of the section is 18.7 km (from km 197+080 to km 215+827). The section will be transferred to the contractor 6 months after the start date of the contract (upon completion of the "Land Acquisition and Resettlement Plan"). The following settlements are located on this section of the project road:
 - Tilekmat (km 185+900 – km 199+000).
 - Zhele- Dobo (km 199+650 – km 201+400);
 - Kytay (km 204+800 – km 205+450);
 - Baltabay (km 206+750 – km 207+700);
 - Konkino (km 208+000 – km 208+650);
 - Yrdyk (km 209+500 – km 210+900);
 - Karakol (km 214+600 – km 215+827.)
- Section 3 - the length of the section is 42.2 km (from km 140+605 to km 182+860). The section will be transferred to the contractor 12 months after the start date of the contract (upon completion of the "Land Acquisition and Resettlement Plan"). The following settlements are located on this section of the project road:
 - Barskoon (km 140+605 – km 142+800);
 - Chon-Zhargylchak and Kichi – Zhargylchak (km 146+400 – km 151+500);
 - Ak-Terek (km 152+900 – km 155+950);
 - Zhenish (km 160+550 – km 162+800);
 - Darkhan (km 167+600 – km 172+100);
 - Saruu (km 172+300 – km 175+600);

- Zhalgyz-Oruk (km 177+800 – km 178+200);
- Kyzyl-Suu (km 178+900 – km 183+800).

35. The project passes inside about total 32 km length of settlement areas.

Features will be provided for settlement areas:

- Lighting (80 km length);
- Signalization (141 set);
- Pedestrian ways (47 km);
- Pedestrian Safety Fences;
- Service ducts (reserve channels);
- New bus stops (104 bus stops).

2.1.2 Work Scope under Contract.

36. Details of the designed project road section:

To restore the project road to Technical Category I from Barskoon (km 141+600) to Karakol (km 220+000) in accordance with the National Standard of Kyrgyzstan with geometric and structural requirements with an estimated speed of 120 km/h outside settlements and 60 km/h in villages.

37. The road was designed in accordance with the geometric design standards of the Kyrgyz Republic and, accordingly, must effectively withstand traffic loads over the projected service life. The road has four lanes, consisting of the carriageway width (the sum of the lane widths) and the shoulder width. The design elements for the project road cross-section are as follows:

- Number of lanes: 4
- Lane width: 3.5 m
- Carriageway width: 14.00 m
- Shoulder width: 2.5 m (of which 0.50 m asphalted)
- Total road width: 22.6 m (in populated areas up to 28.8 m)

38. The project will improve connectivity and safety along the route with a climate-resilient four-lane, HMA, 75.2 km highway.

- Culverts On the main road-175 pcs, (5 275 m).
- Culverts On the ramps-241 pcs (5 062 m).
- Ditches 61 344 m³.
- Parapet barriers "Sapozhok" (24 998 m).
- Parapet fence "New Jersey" (71 352 m).
- Parking places with rest area- 6 pcs.
- Bus stops - 104 pcs.
- Asphalt (9+6=15 cm) – 204 000 m³.

39. The project includes nine (9) Underpasses.

- One (1) Underpass is Box Culvert 4.0x2.5 m.
- Eight (8) Underpasses are Box Culvert 3.0x2.5 m.

Total length of underpasses is 249 m.

40. There are a total of five (5) bridges along the project road which consist of precast beams and R/C slab

- Rehabilitation of four (4) existing bridges, and
- Construction of one (1) new bridge.
- Total length of the bridges is 107 m.
- Additionally, one (1) Aqueduct (64 m).

41. The project provides for the construction and repair of the following engineering structures and communications, as well as the parameters of the scope of work.

- Asphalt pavement 103 963 m³;
- Binder with 9 cm thickness – 62 225 m³;
- Wearing layer with 6 cm thickness – 41 738 m³;
- Base, with 20 cm thickness – 148 771 m³;
- Lower shoulder with 20 cm thickness – 70 648 m³;
- Upper shoulder with 15 cm thickness – 61 301 m³;
- Subbase with 25 cm thickness – 361 612 m³.

2.2 Project Contracts and Management.

42. Figure 4 shows a scheme of project activities' organizational structure and management. Table 2 lists representatives of the main organizations involved in the project and related to environmental protection. A list of the representatives currently involved in the organization and implementation of the project work has been updated and shown in Tables 3 and 4.

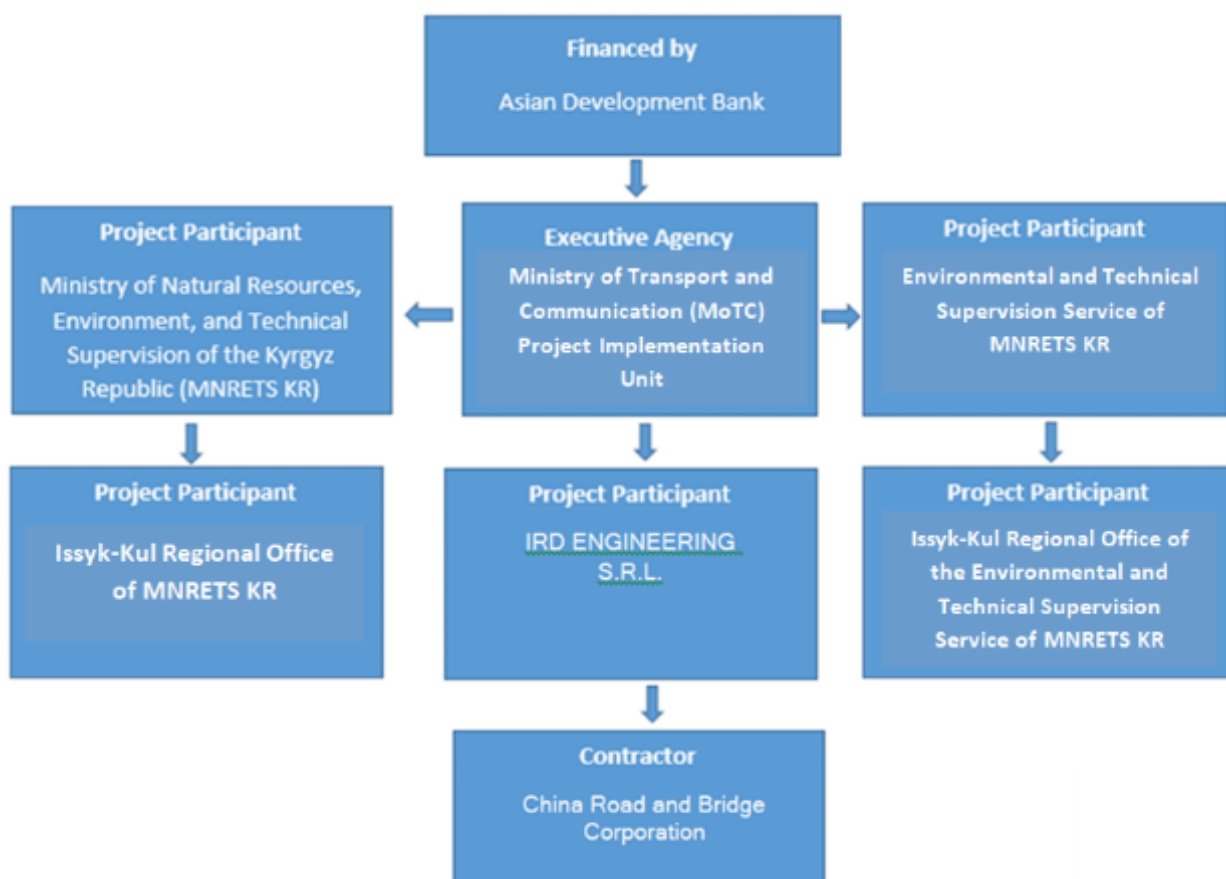


Figure 4: Project Organizational Structure and Management.

Table 2: Main organizations involved in the project.

No	Name of company	Activities in the project	Responsible persons for environmental protection	Contact details
1	ADB	Country Environmental Focal	Mr. Lizandro Racoma	lracoma@adb.org
2	ADB	Environmental Specialist (Consultant)	Sultan Bakirov	sbakirov.consultant@adb.org
3	PIU MOTC KR	Environmental Officer	Asylbek Abdygulov	asylbeka@piuMOTC.kg
4	Consulting Company: IRD ENGINEERING S.R.L.	International Environmental Specialist	Olga Syzonenko	olga.syzonenko82@gmail.com
5	Consulting Company: IRD ENGINEERING S.R.L.	National Environmental Specialist	Nasiba Akhmatova	ahmatovanm@gmail.com
6	Contracting company: China Road and Bridge Corporation	Environmental Specialist, Lot 1	Isake Beisheev	bejseevisake@gmail.com
7	Contracting company: China Road and Bridge Corporation	Environmental Specialist, Lot 2	Daniyar Kaiduev	daniar.kaiduev@mail.ru

Table 3: List of Key Consultant's Employees.

<i>International Employees</i>	
Team Leader/Chief Resident Engineer	Selcuk Mutlu
Structures/Bridges Engineer	Sabir Mehrabov
Pavement/Materials Engineer	Seyfettin Akinci
Environmental Specialist	Olga Syzonenko
Social and Resettlement Specialist	Irakli Kaviladze
Road Safety Audit Specialist	Egidijus Skrodenis
Contract Specialist	Mehman Huseynov
Project Management Software Specialist	Baki Kuran
<i>National Employees</i>	
Deputy Team Leader	Ibragim Oserov
Structures/Bridge Engineer	Sherikbek Turdubaev
Pavement/Materials Engineer	Kerim Kaparov
Environmental Specialist	Nasiba Akhmatova
Social/Resettlement Specialist	Azamat Omorbekov
Road Safety Specialist	Ruslanbek Kasymov
Health and Safety Specialist	Ainagul Isakova
Biodiversity Specialist	Sergei Krivoruchko
Vibration Specialist	Iskender Bulanbekov
Quality Control Engineer	Nurlan Sadykov
Quantity Engineer	Saadalbek Kaparov
Topographic Surveyor	Nurlan Nuraliev
Inspector - Structures	Kylych Adylbek uulu
Inspector - Roads, Drainage, Electrical	Temirlan Nurkalykov
Laboratory Technician	Uraimov Nurbek
Laboratory Technician	Aibek Sagymbaev
Laboratory Technician	Talgarbek Ibraev
Topographic Technician	Nurmamat Baimyrzaev
Topographic Technician	Temirlan Iusupov
Quantity Surveyor	Maksat Satindiev
CAD Operator	Atai Shekeev
Design Engineer	Edil Shabdanov
Office Manager/Accountant	Ulugbek Kadyrbekov
Translator/Secretary	Nursultan Suiunbekov

Table 4: List of Key Contractor's Employees.

№	Position	Personnel	
		Lot 1	Lot 2
International Employees			
1	Project Manager	Sun He	Xie lei
2	Deputy Project Manager	Guo Xiangchun	Chu Chunlin
3	Project Chief Economist	Shang Guofu	Li Tuo
4	Chief Engineer of the Project	Li Shanpu	Hu Yingming
5	Head of the Engineering Department	Li Xin	Sun Haonan
6	Head of the Technology Department	Zhao Hongshuai	Sun Shuai
7	Technician	Wang Jiaxiang	-
8	Measurement team leader	Yu Si	
9	Laboratory Director	Jiao Yunshuai	-
10	Laboratory Engineer	-	Cui Chuanshui
11	Laboratory Engineer	-	Zheng Yunchang
12	Head of Materials Department	Sun Enzhong	Wang Ruiming
13	Procurement Specialist	-	Wang Chun
14	Contract Department Officer	Li Liang	-
15	General Affairs Specialist	-	Yang Jing
16	Working District Director	Han Jianping	-
17	Head of the vehicle fleet	-	Liu Wenguo
18	Head of the vehicle fleet	-	Li Meng
19	Chef	Zhao Yongxian	-
Local Employees			
20	Translator	Kazybek kyzy Eliza	Zakaria Khakimov
21	Translator	Aizhamal Zamirova	Kamilbek Kenzhevaev
22	Translator	Mederbek Mambetov	Anvar Ismaev
23	Translator	-	Beishen uulu Rysbek
24	Designer	-	Tilek Myktar-al Seravan
25	Environmental protection officer	Isake Beisheev	Daniyar Kaiduev
26	Driver	Muhammed Guzirov	-
27	Cleaner	Asyl Akmatova	-
28	Safety officer	Omurbek Zhamanakov	Mairambek Kurmanaliev
29	Greening staff	Akylbek Ormonov	-

43. Table 5 below shows the details of the contract of the contracting company responsible for the road construction work.

Table 5: Project Administrative & Contractual Details (Project Key Data).

Formal Project Name	Reconstruction of 75.2 km to 4 lanes of the Barskoon - Karakol road Section of the Issyk Kul Ring Road
Project No	IRRIP/OCB/CW/01
Project Summary	Reconstruction of 75.2 km of existing 2-lane road into a 4-lane, climate-resilient highway. Aims: boost connectivity, safety, tourism, and economy. Outputs: road upgrades, safety features, maintenance. Project incorporates ADB safeguards for environmental protection, involuntary resettlement, and indigenous peoples; promotes gender equality through inclusive designs and workforce participation.
Contract Number	OCB No. IRRIP/OCB/CW/01
Contract Scope	Widening to four 3.5 m lanes (total asphalted width 17.6 m, with median and paved shoulders); design speeds of 120 km/h (rural) and 60 km/h (urban); replacement/repair of 5 bridges and 1 bridge deck; construction of 8 pedestrian, cattle underpasses, retaining walls, shoulders, sidewalks, and drainage systems. Climate-Resilient Safety Features: Includes rest areas, vehicle charging stations, 104 bus stops, 47 km walkways, 40 km streetlights; \$12.5M for safety (high-visibility signs, audio-tactile markings, barriers, raised crossings, inclusive designs for elderly, women, children, and persons with disabilities); \$19.15M adaptation measures (e.g., flood-resistant drainage); \$3.05M mitigation (e.g., emissions reduction).
Contract Type	Building works designed by the Employer (FIDIC Red Book 2017)
Employer	Ministry of Transport and Communications of the Kyrgyz Republic (MoTC KR)
Consultant (Engineer)	IRD ENGINEERING S.R.L.
Contractor	CRBC - China Road and Bridge Corporation
Contract Amount	\$ 119,639,323.75
Date of Bid & Letter of Accept.	BID: 01 November 2024 - LOA: 10 April 2025
Commencement Date	1 September 2025
Planned Completion Date	1 September 2028
Contract Signing Date	28 April 2025
Time for Completion	1,095 days (36-months)
Defects Liability Period	1,825 days (60-months)
ADB Loan No and Date	4485-KGZ(COL), dated November 04, 2024
ADB Grant No and Date	0965-KGZ(SF), dated November 04, 2024
ADB Loan Effectiveness Date	24 April 2025
ADB Loan Closing Date	31 December 2033

2.2.1 Project Management.

44. Relevant institutions working with the project include:
- Ministry of Finance of the Kyrgyz Republic (MOF KR);
 - Ministry of Transport and Communication of the Kyrgyz Republic (MOTC KR);
 - Project Implementation Unit (PIU) under MOTC KR;
 - Ministry of Energy of the Kyrgyz Republic (MOE KR);
 - Ministry of Natural Resources, Environment and Technical Supervision of the Kyrgyz Republic (MNRETS KR);
 - Department of Disease Prevention and State Sanitary and Epidemiological Surveillance of the Ministry of Health of the Kyrgyz Republic (DDPSSES KR).
45. MOTC KR is responsible for developing the transport sector and is the project's Execution Agency (EA). It has overall responsibility for planning, design, implementation, and monitoring. PIU works under MOTC KR and performs tasks assigned by MOTC KR.
46. MOF KR is the authorized government body responsible for coordinating with ADB and other donors regarding foreign aid issues.
47. MNRETS KR is the leading environmental state agency responsible for state policy in this area and coordinating the actions of other government agencies in these matters. Its functions include:
- development of environmental policy and its implementation;
 - carrying out state ecological expertise;
 - issuance of environmental licenses;
 - environmental monitoring;
 - provision of environmental information services.
48. MOE KR monitors compliance with:
- I. industrial safety requirements for construction, expansion, reconstruction, technical re-equipment, operation, conservation, and liquidation of hazardous production facilities;
 - II. requirements of land legislation;
 - III. safety requirements for equipment and facilities for storing and dispensing oil products and gases, lifting cranes;
 - IV. requirements for the rules of safe operation during construction, installation, and adjustment of electrical networks and electrical equipment.
49. DDPSSES KR supervises the sanitary and epidemiological welfare of the population, the safety of goods, products, environmental objects, and conditions, and the prevention of the harmful effects of environmental factors on human health.

2.3 Project Activities during the Current Reporting Period.

2.3.1 Contractor's Permitting Documentation.

50. In accordance with the SSEMP, the Contractor is required to comply with all applicable legislative and regulatory requirements of the Kyrgyz Republic applicable to the project activities.

51. The table below shows the documents that the Contractor received.

52. Permitting documents are issued for the entire Project implementation period, except for the Permit for emissions of pollutants and waste placement, which is issued annually for 1 year.

Table 6: The status of obtaining the contractor's permitting documentation.

No.	Legal obligation	Correspondence (No/Yes/partially)	Comments
General (for Lot 1 and Lot 2)			
1	Agreement for environmental monitoring	Yes	Agreement No. 118/CRBC/KG/YSKH75/2025A-007 dated 10/03/2025 and No. CRBC/KG/YSKH75/2025A-006
2	Environmental Passport	Yes	Conclusion of the environmental expertise of the IKRO MNRETS KR No. 01-4/702 dated March 31, 2026.
3	Air pollutant emission Permit	Yes	Permit of the IKRO MNRETS KR No. 001614 dated 04/06/2026
4	Permission to withdraw water from surface sources	Yes	Jeti-Oguz district water management department No. 01-11/133 dated September 10, 2025 Aiyl okmotu of Barskoon aiyl aimak No. 03-4/237 dated September 16, 2025
5	Open Sheet permit from the Ministry of Culture and Tourism of the Kyrgyz Republic to conduct archaeological excavations at the affected sites.	No	Open Sheet permit must be obtained by the end of April, 2026
Lot 1 (km 140+600 – km 182+860)			
Camp at km 150+610			
6	Permission to use the site from the local authorities	Yes	Resolution of the aiyl okmotu village aimak Zhargylchak No. 93 dated July 14, 2025
7	Conclusion on the selection of a site for the construction of a camp by the Issyk-Kul Regional Office of the Ministry of Natural Resources, Environment and Technical Supervision of the Kyrgyz Republic	Yes	Conclusion of the IKRO MNRETS No. 221–1/2025 dated August 26, 2025
8	Conclusion of the State Environmental Expertise Committee of the IKRO MNRETS KR on the camp construction project	Yes	Conclusion of the environmental expertise of the IKRO MNRETS KR No. 01-4/702 dated March 31, 2026.
9	Agreement with a utility company for the removal of solid waste	Yes	Agreement No. CRBC/KG/YSKH75/2025A-013 with MP "Barskoon-Service"
10	Agreement with a utility company for the removal of wastewater	Yes	Agreement No. CRBC/KG/YSKH75/2025A-013 with MP "Barskoon-Service"
Production site, asphalt plant, concrete batching plant, reinforced concrete products, construction camp km			

No.	Legal obligation	Correspondence (No/Yes/partially)	Comments
167+580			
11	Permission to use the site from the local authorities	Yes	Resolution of the aiyl okmotu village aimak Zhargylchak No. 92 dated July 14, 2025 Resolution No. 64 of June 26, 2025 of the local Kenesh village aimak Zhargylchak 1st convocation
12	Conclusion on the selection of the site for the construction of the production site by the Issyk-Kul Regional Office of the Ministry of Natural Resources, Environment and Technical Supervision of the KR (IKRO MNRETS KR)	Yes	Conclusion of the IKRO MNRETS No. 183–1/2025 dated July 2, 2025
13	Conclusion of the State Environmental Expertise Committee of the IKRO MNRETS KR on the construction project of asphalt concrete plants, concrete batching plants, and reinforced concrete products	Yes	Urban development Conclusion No. 43 of November 6, 2025
14	Agreement with a utility company for the removal of solid waste	Yes	Agreement No. CRBC/KG/YSKH75/2025A-013 with MP "Barskoon-Service"
15	Agreement with a utility company for the removal of wastewater	Yes	Agreement No. CRBC/KG/YSKH75/2025A-013 with MP "Barskoon-Service"
Quarries			
16	Permissions for the extraction of materials from the Kyrgyz Geological Service (KGS) under the Ministry of Natural Resources, Environment and Technical Supervision (MNRETS) of the Kyrgyz Republic	Yes	Permits No. 05-6/5723 dated 28.07.25 from the KGS MNRETS KR, No. 05-6/5871 dated 01.08.25 from the KGS MNRETS KR, No. 05-6/8369 dated 23.10.25 from the KGS MNRETS KR and No. 05-6/8391 dated 23.10.25 from the KGS MNRETS KR were obtained.
17	Permission to use sites for quarries from local authorities	Yes	Resolution of the aiyl okmotu Barskoonsky Aiyl aimak No. 76 of June 30, 2025 on the allocation of a site for quarry development (km. 138+000, km. 142+580). Resolution No. 64 of June 26, 2025, of the local Kenesh village aimak Zhargylchak 1st convocation, for the development of quarries (km. 148+820, 151+280, 152+400, 152+820, 163+000, 167+580) Resolution of the local Kenesh Kyzyl-Suu Aiyl Aimak No. 68 of June 27, 2025 (quarries km 174+400, 174+680, km 178+800, 174+860)
18	Conclusion on the selection of the sites for quarries by IKRO MNRETS.	Yes	No. 182–1/2025 of July 2, 2025
Construction work			
19	Permission from the IKRO MNRETS for the placement of unsuitable soil in the environment	Yes	IKRO MNRETS No. 001535 dated July 22, 2025. Valid until 22/07/2026
20	Allocation of land for dumping unsuitable soil from aiyl okmotu	Yes	Letters to Aiyl okmotu on the allocation of areas for dumps of unsuitable soil

No.	Legal obligation	Correspondence (No/Yes/partially)	Comments
			Aiyl okmotu of Zhargylchak aiyl aimak No. 03-5/962 dated June 27, 2025. Aiyl okmotu of Kyzyl-Suu aiyl aimak No. 03-5/370 dated 06.27.2025 Aiyl okmotu of Barskoon aiyl aimak No. 7 dated 06.30.2025
21	Conclusion on the selection of the sites for the placement of spoil areas by the IKRO MNRETS	Yes	Conclusions of the IKRO MNRETS have been received.
22	Permission to cut down trees	Yes	Tree inspection Act compiled by the commission on June 25, 2025 (the commission included representatives of the contractor, consultant and representative of the IKRO MNRETS) 2,832 trees cut down. In fact, 2,646 trees were cut down. 186 trees were saved. The act confirming the felling of 2,646 trees was drawn up on September 10, 2025.
23	Waste management log	Yes	
24	Dust suppression log	Yes	
Lot 2 (km 182+860 – km 220)			
Camp, office in the village of Chyrak km 199+460			
25	Allocation of a site by local authorities	Yes	Resolution of the aiyl okmotu Jeti-Oguz Aiyl aimak No. 130 of April 29, 2025
26	Conclusion of the State Environmental Expertise Committee of the IKRO MNRETS KR on the camp construction project	Yes	Conclusion of the environmental expertise of the IKRO MNRETS KR No. 01-4/702 dated March 31, 2026.
27	Agreement with a utility company for the removal of solid waste	Yes	Agreement with MP Yntymak-service No. 10 dated August 14, 2025.
28	Agreement with a utility company for the removal of wastewater	Yes	Agreement with Individual Entrepreneur (IE) "Alexander Sergeevich Bushuev" No. 15 dated September 2, 2025.
Production site, asphalt plant, concrete batching plant, reinforced concrete products, construction camp km 202+220			
29	Permission to use the site from the local authorities	Yes	Resolution of the aiyl okmotu Jeti-Oguz Aiyl aimak No. 202 of July 21, 2025 Resolution No. 40 of July 11, 2025 of the local Kenesh aiyl aimak Jeti-Oguz XXIX convocation of the 5th session
30	Conclusion on the selection of the site for the construction of the production site by the Issyk-Kul Regional Office of the Ministry of Natural Resources, Environment and Technical Supervision of the KR (IKRO MNRETS KR)	Yes	Conclusion of the IKRO MNRETS No. 206 -1/2025 dated July 25, 2025
31	Conclusion of the State Environmental Expertise Committee of the IKRO MNRETS KR on the construction project of asphalt concrete plants, concrete batching plants, and reinforced concrete products	Yes	Urban development Conclusion No. 43 of November 6, 2025
32	Agreement with a utility company for the removal of solid waste	Yes	Agreement with MP Yntymak-service No. 10 dated August 14, 2025.
33	Agreement with a utility company for the removal of wastewater	Yes	Agreement with Individual Entrepreneur (IE) "Alexander Sergeevich Bushuev" No. 15 dated September 2, 2025.

No.	Legal obligation	Correspondence (No/Yes/partially)	Comments
Quarries			
34	Permissions for the extraction of materials from the Kyrgyz Geological Service (KGS) under the Ministry of Natural Resources, Environment and Technical Supervision (MNRETS) of the Kyrgyz Republic	Yes	Permits No. 05-6/5871 dated 01.08.25 from the KGS MNRETS KR, No. 05-6/8391 dated 23.10.25 from the KGS MNRETS KR and No. 05-6/9010 dated 17.11.25 from the KGS MNRETS KR were obtained.
35	Permission from local authorities for the use of sites for quarries	Yes	Resolutions of the relevant local authorities provide for the allocation of sites for quarry development. These sites are indicated only as outlines with defined areas. The contractor suggests quarries in relation to the project road (PR). Currently, there is no precise identification of which outlines belong to which quarry, making it difficult to compare them and determine the availability of permits.
36	Conclusion on the selection of the sites for quarries by the IKRO MNRETS	Yes	The conclusion of the IKRO MNRETS No. 189-1/2025 dated July 14, 2025
Construction work			
37	Permission from the IKRO MNRETS for the placement of unsuitable soil in the environment	Yes	IKRO MNRETS No. 001542 dated 18.08.2025. Valid until 08/18/2026
38	Allocation of land for dumping unsuitable soil from aiyl okmotu	Yes	Resolution of the aiyl okmotu Jeti-Oguz Aiyl aimak July 21, 2025 Resolution of July 11, 2025 of the local Kenesh aiyl aimak Jeti -Oguz XXIX convocation of the 5th session
39	Conclusion on the selection of the spoil areas for the placement of waste soil dumps by the IKRO MNRETS	Yes	IKRO MNRETS has approved plans for the placement of waste dumps
40	Permission to cut down trees	Yes	Tree inspection Akt compiled by the commission on July 6, June 7, June 14 2025 (the commission included representatives of the contractor, consultant and representative of the IKRO MNRETS) 2,740 trees cut down. The act confirming the felling of 2,740 trees was drawn up on September 10, 2025.
31	Waste management log	Yes	
42	Dust suppression log	Yes	

53. The process of obtaining the Open Sheet permit from the Ministry of Culture and Tourism of the Kyrgyz Republic to conduct archaeological excavations at the affected sites is currently ongoing.

2.3.2 Road Construction Works.

54. During the reporting period (January - March 2026), the project transitioned from a winter maintenance and mobilisation phase to the active resumption of principal construction activities, which officially commenced on March 9, 2026.

55. In January and February, activities were limited to road maintenance and the ongoing delivery of critical materials, such as bitumen BND 60/90. Following official mobilisation, the

Contractor focused on earthworks, the installation of drainage structures, and the operational setup of production bases. Significant milestones included the completion of the Engineer's laboratory and the successful acquisition of the Environmental Passport on March 31, 2026.

56. During the reporting period, the following work was carried out across the project area:

57. Surveying:

- Surveying of natural ground levels: 100% completed for the entire 75.2 km section.
- Surveying of road cross-sections: 100% completed and approved.
- Verification surveys continue as part of ongoing construction control to ensure alignment accuracy.

58. Camps and Production Sites:

- Kichi-Jargylchak Camp (km 150+610 LHS): This facility was not operational during the reporting period as construction on Lot 1 had not yet commenced, and workers were only partially mobilised.
- Ak-Terek Camp (km 152+700 LHS): The majority of facilities at this camp remained suspended (frozen) throughout the quarter due to the absence of active workers on Lot 1.
- Darkan camp (km 167+360 RHS): The majority of facilities at this camp remained suspended (frozen) throughout the quarter due to the absence of active workers on Lot 1.
- Chyrak Camp (km 199+4600 LHS): Active mobilisation began in March with the settlement of 47 employees from Pakistan (out of an expected 60). While residential blocks are in use, visual monitoring identified significant non-compliances, including the lack of a weather-protective shelter for solid waste and the absence of hard surfacing in the equipment parking area, which creates risks of soil contamination.
- Chyrak Camp (km 202+220 RHS): Active mobilisation began in March.

59. Production Site (km 167+360 RHS): The crushing and screening plant (CSP) is operational. In March, a dust suppression system was installed and put into operation at this site. However, the site still lacks adequate debris-flow protection for slopes above the facility.

60. Production Site (km 202+220 RHS): This site serves as a main hub and includes the fully operational Engineer's laboratory. While the CSP and concrete batching plant (CBP) are installed, monitoring recorded excessive dust emissions due to the lack of a water irrigation system. The bitumen storage pits at this location were found to be in high-risk condition, lacking perimeter fencing and proper drainage, with earthen slopes prone to collapse.

61. Asphalt Concrete Plants (ACPs): These facilities remained in the pre-construction/installation phase. The mobilisation and commissioning of the Modified Bitumen (PMB) plant is scheduled for April 2026.

62. Other Key Activities:

63. Winter Maintenance: Extensive snow clearing and roadway sanding were performed from January through early March (km 140 - km 215) to maintain traffic flow.

64. Vegetation Management: The removal and disposal of uprooted tree roots to designated dumps continued through March.

65. **Material Stockpiling:** Large quantities of milled asphalt (RAP) were stockpiled at km 194+600 and km 202+220; however, these stockpiles lack proper demarcation, posing a contamination risk to adjacent agricultural lands.
66. **Construction and Production Works**
67. **Quarry Development:**
- Lot 1 (km 140.6 – 182.9): Active development and extraction of materials in quarries was observed at km 167+580.
 - Lot 2 (km 182.9 – 215.8): Following the official resumption of works on March 9, 2026, active development and material extraction commenced at quarries including km 191+384, 191+500, 193+760, 199+660, 202+220 and 209+360. Laboratory testing, such as particle size distribution analysis for the km 199+660 RHS quarry, was performed to ensure material suitability.
68. **Earthworks:**
- Principal earthworks resumed on March 9, 2026, primarily concentrated on Lot 2.
 - Progress Status: By the end of March 2026, cumulative progress reached 1.81% for cut excavation (8,733 m³) and 26.03% for embankments (456,895 m³).
69. **Work Zones:** Active earthworks, including soil excavation and embankment construction, were recorded in the sections between km 184 and km 215.
70. **Waste Management:** Unusable soil is being stored in approved spoil areas. Currently, the project utilises 30 waste dump sites (11 on Lot 1 and 19 on Lot 2), all of which have obtained the necessary environmental approvals.
71. **Site Clearance (Tree Removal):**
- While the felling of 5,386 trees was completed in late 2025, inspections in March 2026 identified large root systems still remaining at various locations on Lot 2 (specifically km 202+700 and km 203).
 - The Contractor has been instructed to complete the collection and removal of these roots to designated dumps to avoid cluttering the construction site.
72. **Environmental and Support Measures:**
- **Permitting:** A major milestone was achieved with the acquisition of the Environmental Passport on March 31, 2026. The official Air Pollutant Emission Permit (No. 001614) was subsequently issued on April 6, 2026.
 - **Dust Suppression:** In March, a dust suppression system was installed and commissioned at the km 167+360 production base. Water trucks were also deployed to moisten roadbeds and internal site roads at km 198, 199, and 201 to mitigate dust emissions.
 - **Environmental Monitoring:** No instrumental monitoring was conducted during the reporting period; laboratory testing of air, water, and noise is scheduled for April/May 2026. Monitoring from March 10 - 31 was limited to visual inspections, which identified critical needs to clean clogged culverts and improve milled asphalt storage.
73. **Compaction in Residential/HCHS Areas:** Road compaction is performed in layers to achieve a minimum density of 97%. In the vicinity of residential areas and heritage sites, the Contractor is required to use pneumatic rollers and earth rollers without vibratory mode to

prevent structural damage and minimise noise disturbance. Additionally, a 30 km/h speed limit and restricted working hours (07:00 - 18:00) are enforced in these sensitive zones.

74. The Contractor's work program is presented in [Appendix 4](#).

75. Statistics of the main construction works planned and completed at the site from 01.01.2026 to 31.03.2026 are presented in Table 7.

Table 7: Planned & actual main work item quantities.

Work Item	Unit	Total Quantity	Planned %	Actual %	Var. %	Status
Cut Excavation	m ³	482 503	1.8	1.8		Ongoing
Embankment	m ³	1 755 266	26.03	26.03		Ongoing
Subgrade Layer (Working layer)	m ³	603 761				
Preparation of existing subgrade	m ²	2 055 600				
Subbase Layer (Main Road, shoulders, and ramps)	m ³	607 968				
Upper Shoulder with milled asphalt material	m ³	54 463				
Base Layer	m ³	312 461				
Binder Layer	m ³	122 718				
Wearing (SMA) Layer	m ³	81 812				
Binder Layer on ramps	m ³	6 640				
Pipe Culverts (Main Road)	pcs	87	12	12		Ongoing
Box Culverts (Main Road)	pcs	88	6	6		Ongoing
Pipe Culverts (Ramps)	pcs	69				
Box Culverts (Ramps)	pcs	172				
Underpass	pcs	9				
Bridges (Reconstruction)	pcs	4				
Bridges (Rehabilitation)	pcs	1				
Aqueduct	pcs	1				
New – Jersey type parapets	no	22 075				
Sapozhok type parapets	no	9 259				
Bus stops	no	104				
Lighting	km	80.38				
Traffic Lights	set	141				
Implementation of safety measure	%	100				

76. Photo materials of the work are presented in **Appendix 5**. Below are photos of the work being carried out.



Figure 5: Clearing and grubbing of the widened section of the embankment at km 198+400 LHS.



Figure 6: Installation of LR 6 trays at km 187, LHS.



Figure 7: Milling of the existing asphalt concrete pavement at km 200.



Figure 8: Stockpiling of existing asphalt concrete material after milling at km 195, RHS.



Figure 9: Installation of the headwall and wingwalls of the reinforced concrete pipe with a 1.5 m opening at km 193+995.



Figure 10: Concrete pouring of the foundation of the reinforced concrete pipe with a 1.5 m opening using B30 concrete at km 196+097

77. Below are the most significant operational and environmental management challenges the Contractor encountered during the reporting period from January 1, 2026, to March 31, 2026.

78. Drainage Systems: A major challenge identified in March is that numerous culverts and irrigation ditches are partially or completely clogged by sediment and debris from earthworks, creating significant flooding and erosion risks.

79. Material and Waste Storage: Critical non-compliances persist, including improper stockpiling of milled asphalt (RAP) on unprotected soil and storage of solid household waste at the Chyrak camp, which lacks weather protection and timely removal.

80. Bitumen Storage: Facilities at both production sites require urgent reinforcement of earthen slopes and installation of perimeter fencing to prevent environmental contamination and ensure industrial safety.

81. Dust Suppression: Execution of the Dust Management Plan is generally satisfactory, with a new irrigation system installed at the production site (km 167+360). However, the

production site at km 202+220 RHS still lacks an irrigation system, leading to excessive dust emissions during crushing operations.



Figure 11: Production site, km 202+220 RHS, dust emission during operation of the CSP

82. To reduce the impact and risks in areas where construction work is being carried out and on roads near populated areas located along the project site, dust suppression is carried out.

83. The following watering machines were used daily from 7:30 to 19:00 for dust suppression: Lot 1 - four Dong Feng units (two units - 12-ton and two units - 10-ton); Lot 2 - three water tankers were used, including two DE LONG brand with a 15-ton capacity and one KAMAZ water tanker with a 10-ton capacity.

84. Water used for dust suppression is taken from the river Kichi-Jargylchak (km 149+680), the river Ak-Terek (km 152+760), the river Dzhuku (Darkhan village, km 170+220), the river Dzhuku (Saruu village, km 172+200), the river Chon Kyzyl-Suu (km 181+980). The contractor implements sufficient dust suppression measures at the site.



Figure 12: Dust suppression of construction sites at km 201+000.



Figure 13: Dust suppression of construction sites at km 198+000.

2.3.3 Quarries.

85. For the "Issyk-Kul Ring Road Improvement Project" (Barskoon – Karakol section, km 140.6 – km 215.8), a total of 19 plots have been allocated for quarries to provide the necessary inert materials for construction as of March 31, 2026. These include 11 sites on Lot 1 and 8 sites on Lot 2.

86. The Contractor has obtained all required permitting documents for these 19 quarries, including land-use permissions from local authorities and environmental site selection approvals from the IKRO MNRETS KR. For 18 quarries (11 quarries of Lot 1 and 7 quarries of Lot 2), the Contractor received Permissions for the extraction of materials from the Kyrgyz Geological Service (KGS) under the Ministry of Natural Resources, Environment and Technical Supervision (MNRETS) of the Kyrgyz Republic. In January 2026, the Contractor received official permission to develop a new quarry at km 208+100 (Conclusion No. 05-6/374, Appendix 6), bringing the total number of sites ready for development to 19.

87. As of March 2026, the status of the quarries is as follows:

- Lot 1: 11 sites are available, including key locations at km 142+580, km 163+000, and km 167+580, ready for use.
- Lot 2: 8 sites are ready for development, including key locations at km 191+384, km 193+760, km 199+600, and the newly approved site at km 208+100.

88. The main characteristics of the quarries are presented in Table 8.

Table 8: Characteristics of the quarries.

№	Place - position, km	L = left side of the road; R = right side	Distance from the road, m	S, ga	V, thousand m ³	Conclusion IKRO MNRETS KR	Permission KGS MNRETS KR	Development Yes/No
Lot 1								
1	142+580	R	401	1.98	180	№ 182–1/2025 dated 02.07.25	№05-6/5723 dated 28.07.25	No
2	142+580	R	1 269	14.95	200	№ 182–1/2025 dated 02.07.25	№05-6/5871 dated 01.08.25	No
3	148+820	R	1 745	14.29	600	№ 182–1/2025 dated 02.07.25	№05-6/5871 dated 01.08.25	No
4	151+280	R	1 279	36.33	190	№ 182–1/2025 dated 02.07.25	№05-6/8369 dated 23.10.25	No
5	152+440	R		7.439	2 975	№ 182–1/2025 dated 02.07.25	№05-6/8369 dated 23.10.25	No
6	152+820	R		50.68	10 136	№ 182–1/2025 dated 02.07.25	№05-6/5871 dated 01.08.25	No
7	163+000	R		24.54		№ 182–1/2025 dated 02.07.25	№05-6/5723 dated 28.07.25	No
8	167+580	R	756	67.49	1 200	№ 182–1/2025 dated 02.07.25	№05-6/5723 dated 28.07.25	Yes
9	174+400	R	3 764	34.83	400	№ 182–1/2025 dated 02.07.25	№05-6/5723 dated 28.07.25	No
10	174+680		2 824	1.164	46,8	№ 182–1/2025 dated 02.07.25	№05-6/8391 dated 23.10.25	No
11	178+800	R		20.57		№ 182–1/2025 dated 02.07.25	№05-6/5723 dated 28.07.25	No
Lot 2								
12	191+384	R		11.57	700	№ 189–1/2025 dated 14.07.25	№05-6/9010 dated 17.11.25	Yes
13	191+500	R	482	15.323	450	№ 189–1/2025 dated 14.07.25	№05-6/5871 dated 01.08.25	No
14	193+760	R	1 861	17.13	770	№ 189–1/2025 dated 14.07.25	№05-6/9010 dated 17.11.25	Yes
15	199+660	R	1 631	6.6	100	№ 189–1/2025 dated 14.07.25	№05-6/5871 dated 01.08.25	Yes
16	202+220	R	6 512	131.77	3 500	№ 189–1/2025 dated 14.07.25	№05-6/8391 dated 23.10.25	Yes
17	208+940	R	955	7.575	300	№ 189–1/2025 dated 14.07.25	№05-6/9010 dated 17.11.25	No
18	209+360	L	200	10.02		№ 189–1/2025 dated 14.07.25	№05-6/8391 dated 23.10.25	Yes
19	208+100	R	4750	8.81	430	№ 334–1/2025 dated 23.12.25	№ 05-6/374 dated 26.01.26	No

89. The quarries' areas are in suitable condition. During the reporting period, 6 quarries were operated:

- 1 quarry on Lot 1: km 167+580.
- 5 quarries on Lot 2: km 191+384, km 193+760, km 199+660, km 202+220 and km 209+360.

90. The Contractor uses the above-mentioned quarries in accordance with the obtained permits for the extraction of materials from the Kyrgyz Geological Service (KGS) under the Ministry of Natural Resources, Environment and Technical Supervision (MNRETS) of the Kyrgyz Republic.

2.3.4 Storage Areas (Spoil Areas or areas for waste dumps).

91. On the project road (Barskoon – Karakol section, km 141+600 – km 220), since the beginning of the project, 30 plots have been allocated for spoil areas: 9 plots on Lot 1 and 8 areas on Lot 2.

92. The Contractor has obtained permits from local authorities for all spoil areas (Local Authority Permit for the Allocation of Sites for the Disposal of Unsuitable Soil).

93. The Contractor has also obtained Permit from the IKRO MNRETS KR for the Disposal of Unsuitable Soil in the Environment and Approval of Sites for the Disposal of Unsuitable Soil Dumps from the IKRO MNRETS KR for all waste dumps.

94. The main characteristics of the spoil areas (waste dumps) are presented in Table 9.

Table 9: Characteristics of the spoil areas (waste dumps)

№	Place - position, km	L = left side of the road; R = right side	Distance from the road, m	S, ga	V, thousand m ³	Conclusion IKRO MNRETS KR	Development Yes/No
Lot 1							
1	142+850	R	69	0.4	12 000	№ 001535 dated 22.07.2025	Yes
2	152+450	L	212	1.29	38 700	№ 001535 dated 22.07.2025	Yes
3	165+000	R	166	2.775	41 600	№ 001535 dated 22.07.2025	Yes
4	167+780	R	599	0.79	39 500	№ 001535 dated 22.07.2025	Yes
5	171+340	R	1 988	0.43	17 200	№ 001535 dated 22.07.2025	No
6	172+300	R	272	1.16	58 000	№ 001535 dated 22.07.2025	Yes
7	177+280	R	2 515	0.67	26 800	№ 001535 dated 22.07.2025	No
8	178+420	R	2 692	1.81	72 400	№ 001535 dated 22.07.2025	No
9	179+670	L	949	1.42	42 600	№ 001535 dated 22.07.2025	No
10	180+400	L	1 124	0.27	8 100	№ 001535 dated 22.07.2025	No
Lot 2							
11	185+822	R	1 980	2.19	65 700	№ 001542 dated 18.08.2025	Yes
12	186+100	L	2 460	2.29	68 700	№ 001542 dated 18.08.2025	Yes
13	193+115	R	1 220	0.7	21 000	№ 001542 dated 18.08.2025	Yes
14	194+220	R	1 200	0.9	27 000	№ 001542 dated 18.08.2025	No
15	196+900	L	830	0.144	4 320	№ 001542 dated 18.08.2025	No
16	199+119	L	roadside	1.03	30 900	№ 001542 dated 18.08.2025	No
17	199+500	L	850	5.8	174 000	№ 001542 dated 18.08.2025	Yes
18	199+700	L	roadside	0.34	10 200	№ 001542 dated 18.08.2025	No
19	199+760	R	955	1.2	36 000	№ 001542 dated 18.08.2025	No
20	199+984	L	roadside	0.59	17 700	№ 001542 dated 18.08.2025	No
21	201+350	L	roadside	1.93	57 900	№ 001542 dated 18.08.2025	Yes
22	202+920	L	roadside	1.46	43 800	№ 001542 dated 18.08.2025	Yes
23	206+210	L	roadside	2.84	85 200	№ 001542 dated 18.08.2025	No
24	207+318	L	roadside	0.37	11 100	№ 001542 dated 18.08.2025	No

№	Place - position, km	L = left side of the road; R = right side	Distance from the road, m	S, ga	V, thousand m ³	Conclusion IKRO MNRETS KR	Development Yes/No
25	207+780	L	roadside	0.81	24 300	№ 001542 dated 18.08.2025	No
26	208+230	L	1 200	0.11	3 300	№ 001542 dated 18.08.2025	No
27	208+780	L	roadside	0.84	25 200	№ 001542 dated 18.08.2025	No
28	209+180	R	400	0.49	14 700	№ 001542 dated 18.08.2025	No
29	209+500	R	roadside	0.47	14 100	№ 001542 dated 18.08.2025	No
30	209+800	L	1 000	1.82	54 600	№ 001542 dated 18.08.2025	No

95. During the reporting period of the project, the Contractor used 11 waste dumps, namely:
- five waste dumps on Lot 1: km 142+850, km 152+450, km 165+000, 167+780, and km 172+300;
 - six waste dumps on Lot 2: km 185+822, km 186+100, km 193+115, km 199+500, km 201+350, and km 202+920.

96. The Contractor has concluded/received all necessary permits for the disposal of unsuitable material (areas for waste dumps). In the future, these land Sections will be suitable for commercial use

2.3.5 Production Sites.

97. It is planned to organize production sites with the placement of an on sections km 167+360 RHS (Lot 1) and km 202+220 RHS (Lot 2).

98. The Contractor has received permits for the use of sites for production facilities from local authorities, namely:

- for Production site Lot 1, km 167+360 RHS:
 - Resolution of the aiyl okmotu of the aiyl aimak of Zhargylchak No. 92 dated July 14, 2025;
 - Resolution No. 64 dated June 26, 2025, of the local Kenesh of the aiyl aimak of Zhargylchak of the 1st convocation.
- for Production site Lot 2, km 202+220 RHS:
 - Resolution of the aiyl okmotu of the Jeti-Oguz aiyl aimak No. 202 of July 21, 2025;
 - Resolution No. 40 of the local Kenesh of the aiyl aimak of the Jeti-Oguz XXIX convocation, V-th session of July 11, 2025.

99. The Contractor received approvals for Production site sites from the Issyk-Kul Regional Office of the Ministry of Natural Resources, Environment and Technical Supervision of the KR (IKRO MNRETS KR), namely:

- for Production site Lot 1, km 167+360 RHS: Conclusion of the IKRO MNRETS KR No. 183-1/2025 dated July 2, 2025;
- for Production site Lot 2, km 202+220 RHS: Conclusion of the IKRO MNRETS KR No. 206-1/2025 dated July 25, 2025.

100. Both production sites are situated in compliance with the Site-Specific Environmental Management Plan (SSEMP) and are located at least 500 meters from residential buildings and at least 50 meters from water sources to prevent contamination

101. The first and second production sites (km 167+360 RHS and km 202+220 RHS) host a range of critical infrastructure, including asphalt concrete plants (ACP LB5000 and DG4000T280), crushing and screening plants (CSP), concrete batching plants (CBP), and reinforced concrete product (RCP) manufacturing areas. Additional structures at these sites include bulk material storage for crushed stone and sand, bitumen storage pits, fuel and lubricant hangars, transformer substations, checkpoints, garbage container platforms, outdoor toilets, laboratories, and worker dormitories.

102. During the reporting period (January – March 2026), activities at the production sites transitioned from winter maintenance and material delivery to the active resumption of operations on March 9, 2026



Figure 14: Production site, km 167+360 RHS



Figure 15: Production site, km 167+360 RHS. RCP section.

103. First Production Site (km 167+360 RHS): The delivery and storage of bitumen BND 60/90 continued through the winter



Figure 16: Production site, km 167+360 RHS, construction of a bitumen storage pit.

104. The project capacity of the bitumen storage pit is 8000 tons; the actual capacity is 7000 tons.

105. In March, the stone crushing plant (CSP) underwent repairs and restoration. A major environmental milestone was achieved at this site with the successful installation and commissioning of a dust suppression system for the CSP.



Figure 17: Operation of the CSP at the production site at km 167+360.



Figure 18: The irrigation system is installed in the receiving bin, as well as on the converter lines.

106. Second Production Site (km 202+220 RHS): Work at this site focused on completing the Engineer's laboratory, which is now fully operational. Active mobilisation also commenced at the nearby worker camp (km 200+000), which currently houses 47 employees from Pakistan.



Figure 19: Production site 202+220 RHS, CSP



Figure 20: Production site, km 202+220 RHS.

107. Joint visual inspections in March recorded significant non-compliances at this base, including excessive dust emissions due to the lack of an irrigation system and the high-risk state of the bitumen storage pit, which lacks perimeter fencing and proper slope stabilisation.





Figure 21: Production site, km 202+220 RHS, construction of a bitumen storage pit.

108. General Activities and Compliance at Production Sites:

109. Environmental Monitoring: In March 2026, no instrumental monitoring was conducted; baseline testing of air, water, and noise is scheduled to resume in April/May 2026. Monitoring during the reporting period was limited to joint visual inspections.

110. Permitting and Documentation: Significant progress was made in legal compliance. The Environmental Passport was successfully obtained on March 31, 2026 (Conclusion No. 01-4/702). Additionally, the official Air Pollutant Emission Permit (No. 001614) was issued on April 6, 2026, following the completion of design approvals for the production sites.

111. Historical and Cultural Heritage (HCHS): To resolve previous delays, a local archaeologist was officially engaged in March 2026. Field surveys of the production bases and quarry land plots have been completed, and the final archaeological excavation and survey reports are expected by April 10, 2026.

2.3.6 Camps.

112. The Contractor organized five worker accommodation camps and offices:

- Kichi-Jargylchak village, km 150+610 LHS, 30 m from the road – worker accommodation camp (for 80 people);
- Ak-Terek village, km 152+700 LHS, 10 m from the road – worker accommodation camp, office (for 60 people);
- Darkan village, km 167+360 RHS, 750 m from the road - Camp for workers' accommodation, office (for 30 people);
- Chyrak village, km 199+460 LHS, 220 m from the road – worker accommodation camp, office (for 96 people);
- Chyrak village, km 202+220 RHS, 6 512 m from the road – worker accommodation camp (for 30 people) and a laboratory.

113. The Contractor has received Permits for the use of the sites from local authorities, namely:

- for the Kichi-Jargylchak Camp, km 150+610 LHS (Lot 1):
 - Resolution of the aiyl okmotu of the aiyl aimak of Zhargylchak No. 93 dated July 14, 2025
- for the Darkan Camp, km 167+360 RHS (Lot 1):
 - Resolution of the aiyl okmotu of the aiyl aimak of Zhargylchak No. 92 dated July 14, 2025
 - Resolution No. 64 dated June 26, 2025 of the local Kenesh of the aiyl aimak of Zhargylchak of the 1st convocation.
- for the Chyrak Camp, km 199+460 RHS (Lot 2):
 - Resolution of the aiyl okmotu of the Jeti-Oguz aiyl aimak No. 130 dated April 29, 2025.
- for the Chyrak Camp, km 202+220 RHS (Lot 2):
 - Resolution of the aiyl okmotu of the Jeti-Oguz aiyl aimak No. 202 dated July 21, 2025.
 - Resolution No. 40 of July 11, 2025 of the local Kenesh of the aiyl aimak of Jeti-Oguz of the XXIX convocation of the V-th session.

114. The Contractor has received approvals for the sites from the Issyk-Kul Regional Office of the Ministry of Natural Resources, Environment and Technical Supervision of the KR (IKRO MNRETS KR), namely:

- for the Kichi-Jargylchak Camp, km 150+610 LHS (Lot 1):
 - Conclusion of the IKRO MNRETS KR No. 221–1/2025 dated August 26, 2025
- for the Darkan Camp, km 167+360 RHS (Lot 1):
 - Conclusion of the IKRO MNRETS KR No. 183–1/2025 dated July 2, 2025
- for the Chyrak Camp, km 199+460 LHS (Lot 2):
 - Conclusion in the process of being received;
- for the Chyrak Camp, km 202+220 RHS (Lot 2):
 - Conclusion of the IKRO MNRETS KR No. 206-1/2025 dated July 25, 2025;

115. **The Kichi-Jargylchak Camp, km 150+610 LHS (Lot 1):** the camp is temporary and constructed of modular prefabricated structures. Construction is complete. The camp site includes a dormitory for the Contractor's workers, a parking Section for cars, a security room, a transformer, temporary garbage bins, a septic tank, a toilet, and showers.



Figure 22: Aerial view of the Kichi-Jargylchak Camp area, km 150+610 LHS (Lot 1).



Figure 23: Dormitory for the Contractor's workers of the Kichi-Jargylchak camp, km 150+610 LHS (Lot 1).

116. **The Ak-Terek Camp, km 152+700 LHS (Lot 1):** the camp and office in the village of Ak-Terek are located on the territory of the Road Maintenance Department (RMD), which has all the necessary permits.

117. Existing buildings of the RMD were used to house the office. Residential quarters were constructed from modular prefabricated structures for the staff. Each room is equipped with a shower and a toilet with a drainage system into a septic tank. The camp also has a dormitory, a laboratory, a contractor's office, an equipment maintenance workshop, a parking Section for cars and trucks, a vehicle repair hangar, a security room, a transformer, temporary trash bins, a septic tank, a toilet, and showers.



Figure 24: Aerial view of the Ak-Terek Camp area, km 152+700 LHS (Lot 1).



Figure 25: Campground and Conference Hall in the village of Ak-Terek, km 152+700 LHS (Lot 1).



Figure 26: Cooking and eating area of the Ak-Terek Camp, km 152+700 LHS (Lot 1).

118. **The Darkan Camp, km 167+360 RHS (Lot 1):** the camp territory includes: a laboratory, a dormitory for the Contractor's workers, a kitchen, a canteen, a parking Section for cars, a security room, a transformer, temporary garbage bins, a septic tank, a toilet, and showers.



Figure 27: Aerial view of the Darkan camp area, km 167+360 RHS (Lot 1).



Figure 28: The Darkan Camp`s laboratory, km 167+360 RHS (Lot 1)

119. **The Chyrak Camp, km 199+460 LHS (Lot 2):** the camp territory includes: offices, a kitchen, a canteen, a dormitory for the Contractor's workers (each living room is equipped with a shower and a toilet with a water drainage system into a septic tank), a laboratory, a dormitory for the Contractor's workers, the Contractor's office, a workshop for equipment maintenance, a parking Section for cars and trucks; a hangar for vehicle repairs, a security room, a transformer, temporary garbage bins, a septic tank, a toilet and showers.



Figure 29: Aerial view of the Chyrak Camp area, km 199+460 LHS (Lot 2).



Figure 30: Aerial view of the Chyrak Camp office premises, km 199+460 LHS (Lot 2).



Figure 31: Dormitory for the Contractor's workers of the Chyrak camp, km 199+460 LHS (Lot 2).



Figure 32: Cooking and eating block of the Chyrak Camp, km 199+460 LHS (Lot 2).

120. **The Chyrak Camp, km 202+220 RHS (Lot 2):** the camp territory includes: a laboratory, a dormitory for the Contractor's workers, a kitchen, a canteen, a parking Section for cars, a security room, a transformer, temporary garbage bins, a septic tank, a toilet and showers.



Figure 33: The Chyrak Camp area, km 202+220 RHS (Lot 2).



Figure 34: The cooking and eating area, as well as laundry of the Chyrak Camp, km 202+220 RHS (Lot 2).

121. The sanitary condition of the residential camps and offices located at Ak-Terek (km 152+700 LHS) and Chyrak (km 199+460 LHS) was assessed as satisfactory during the reporting period. The Kichi-Jargylchak camp (km 150+610 LHS) remained non-functional during the reporting month as construction on Lot 1 had not yet commenced.

122. Drinking water for all camps is supplied in 18-liter bottles from nearby towns.

123. In all camps, wastewater is collected in permanent septic tanks. As the septic tank fills, wastewater is transported to wastewater treatment plants for further treatment and disposal under the following agreements:

- Lot 1: Agreement No. CRBC/KG/YSKH75/2025A-013 with the municipal enterprise MP "Barskoon-Service."
- Lot 2: Agreement No. 15 dated September 2, 2015, with individual entrepreneur IE "Aleksandr Sergeevich Bushaev."

124. Garbage bins that meet sanitary requirements are located for the collection of solid municipal waste.

125. Solid waste from the Lot 1 camps is transported to the Barskoon landfill under Agreement No. CRBC/KG/YSKH75/2025A-013 with MP "Barskoon-Service".

126. Solid waste from the Lot 2 camps is transported to the Yntymak landfill under Agreement No. 10 dated August 14, 2025, with the municipal enterprise ME "Yntymak Service".

127. The municipal solid waste (MSW) segregation program, which separates waste into plastic and other categories, is formally implemented across the project, but its effectiveness varies by site:

- Lot 1 Implementation: The system is fully operational and satisfactory. Containers at Ak-Terek are appropriately labelled and protected from precipitation.
- Lot 2 Non-Compliance: Significant violations were identified at the Chyrak camp (km 199+460). Waste was found stored under the open sky without a protective shelter, and litter was scattered outside the designated concrete storage pad.
- Corrective Actions: On April 14, 2026, the Engineer issued an Official Notice (Ref.: KYR003_CRBC_169_SM) requiring the Contractor to implement a Corrective Action Plan (Appendix 3). The Contractor must install a weather-protective shelter and ensure regular waste removal at the Chyrak camp by April 20, 2026.
- Evidence: Site inspections and photographic records from March 12 and March 26, 2026 (Photos 47 - 48, Appendix 5), document these persistent storage violations.

2.4 Description of Any Changes to Project Design.

128. While the core project parameters remain consistent, several design-related updates, discrepancies, and proposed variations were identified or progressed during the reporting period (January - March 2026):

129. Coordinate Discrepancy at km 140+600: Topographical verification surveys at the project's starting point revealed that the horizontal alignment does not fully coincide with the as-built alignment of the preceding reconstructed road section. A revision of coordinates and an amendment to the detailed design from km 140+600 onwards is necessary to ensure alignment continuity.

130. Replacement of Barriers (Proposed Variation): The Employer has decided, in principle, to replace concrete barriers with steel guardrails (meta-barriers) in the median and along the shoulder edges throughout the project. The Engineer is currently evaluating the Contractor's proposed alternatives for compliance with standards and cost implications.

131. Road Lighting in Residential Areas (Proposed Variation): Based on safety and maintenance considerations, a variation is under review to relocate road lighting from the shoulder edges to the median strip within residential zones.

132. Minimisation of Social Impact: Adjustments have been made to working drawings for Segment No. 3 to minimise the impact on existing fences and structures and to optimise compensation requirements.

133. Underpasses in Saruu Village: Following local requests, the Engineer confirmed that the project already includes an underground pedestrian crossing at km 173+935 and utility conduits at km 172+900 and km 174+380. Further technical feasibility for additional structures at specific requested locations is being investigated.

2.5 Description of Any Changes to Agreed Construction Methods.

134. No fundamental changes were made to the overall agreed construction methods during the reporting period. However, with the active resumption of works on March 9, 2026, the Engineer issued specific technical instructions regarding quality control and material management:

135. Handling of Reclaimed Asphalt Pavement (RAP): On March 18, 2026, the Engineer issued formal instructions (Ref.: KYR003_CRBC_154_IO) regarding the handling, stockpiling, and use of milled asphalt material for shoulder construction. The Contractor is required to submit a specific Method Statement for these operations, including measures for height restrictions on stockpiles and drainage requirements.

136. Compaction in Sensitive Areas: It was reiterated that in residential and heritage (HCHS) zones, road compaction must be performed using earth and pneumatic rollers, without vibratory mode, to prevent structural damage to nearby buildings.

137. Work Resumption Protocol: Following the winter break, the Contractor officially notified the Engineer of the resumption of principal earthworks and civil structure installation on Lot 2 (km 184 - km 215) starting from March 3, 2026.

3 ENVIRONMENTAL SAFEGUARD ACTIVITIES.

3.1 General Description of Environmental Safeguard Activities

138. The Contractor has appointed full time environmental protection specialists at each site: Isake Beisheev at Lot 1, and Daniyar Kaiduev at Lot 2, who are responsible for implementing environmental protection measures and monitoring compliance with requirements. Following the winter break, the Contractor and Engineer officially mobilised on March 9, 2026, to resume active construction oversight.

139. The project operates under a Site-Specific Environmental Management Plan (SSEMP), which was approved by the PIU of the Ministry of Transport and Communications on July 21, 2025. This plan provides a comprehensive framework for both Lots, including the management of construction camps, quarries, spoil areas, and production sites.

140. At the current stage, the SSEMP generally reflects the scope of environmental safeguards and monitoring requirements for the Project. However, the document is considered a living management tool and will require periodic review and updating during the construction phase to ensure that it remains fully aligned with site-specific conditions, regulatory requirements, and ADB SPS.

141. Significant progress was made in legal compliance during the reporting period. A major milestone was the acquisition of the Environmental Passport on March 31, 2026 (IKRU MNRETS Conclusion No. 01-4/702). Additionally, the official Air Pollutant Emission Permit (No. 001614) was finalised and issued on April 6, 2026. In March, a local archaeologist was engaged to conduct field surveys of burial mounds along the road and land plots designated for quarries and production bases, with a final report expected by April 10, 2026.

142. Quarries: As of March 31, 2026, the Contractor has 19 authorised quarry sites for the extraction of inert materials. During the reporting period, a local archaeologist surveyed these land plots to identify any Historical and Cultural Heritage Sites (HCHS). While some mounds were identified within the quarry territories, monitoring confirmed that no project impacts or damage occurred to these sites. However, visual inspections on Lot 2 revealed that the boundaries of most quarries are still not clearly marked in accordance with license coordinates, which remains an open non-compliance.

143. Waste dumps (or spoil areas) for storing unsuitable soil: The Contractor has received approval for 30 specially designated areas for the disposal of unsuitable soil and road-clearing waste. A persistent non-compliance remains on Lot 2, where the boundaries of most waste dumps have not been clearly demarcated on the ground. New concerns arose in March regarding the improper storage of milled asphalt (RAP). Large stockpiles at km 194+600 and km 199+500 were found on bare soil without protective barriers or water detour systems, posing a contamination risk to adjacent agricultural fields. The Contractor has been instructed to remediate these areas and provide hard surfacing for material storage.

144. Camps and production sites: The Contractor constructed camps, residential modules, offices, and bases in compliance with sanitary, environmental, and fire safety regulations. The locations were designed with consideration of distances to water bodies, residential areas, pastures, and agricultural land. The infrastructure includes fuel storage areas, equipment, kitchen facilities, sanitary facilities, and waste management systems. While active infrastructure includes fuel storage and waste management systems, joint visual monitoring in March identified high-risk conditions at the bitumen storage pits, which lack adequate perimeter fencing and protective barriers against potential debris flows.

145. Water Use and Water Protection Measures: For technical water supply, permits have been issued for water intake from rivers located along the construction route. Measures are in place to prevent turbidity and bank erosion at water intake points.

146. Waste Management:

147. Municipal Solid Waste (MSW):

- Sorting: During the reporting period, separate waste collection into two categories was implemented at all sites and camps: plastic and other waste;
- Lot 1: The organization is considered satisfactory. At the Kichi-Jargylchak (km 150+610) and Ak-Terek (km 152+700) camps, waste is collected in containers protected from precipitation and is removed weekly on Tuesdays by the Barskoon-Service municipal enterprise;
- Non-compliances at Lot 2, Chyrak camp: Visual inspections in March 2026 identified persistent violations at the camp (km 199+460), including waste stored under the open sky without protective covering and littering outside the designated concrete base. Traces of waste burning have also been identified, prompting an official update to the waste management plan to strictly prohibit such activities. The Contractor is required to install a weather-protective shelter and ensure regular waste removal by April 20, 2026.

148. Wastewater:

- All camps utilise watertight septic tanks to collect wastewater and prevent soil and groundwater contamination.
- As it fills, it is transported to municipal wastewater treatment plants by specialized organizations in accordance with signed contracts.

149. Monitoring and Compliance Control: Following the official mobilisation of the Engineer and Contractor on March 9, 2026, environmental specialists resumed regular inspections of construction sites, camps, and production bases. Activities during the reporting period included maintaining environmental supervision logs, overseeing archaeological field surveys of burials and mounds, and documenting measures to address site-specific violations.

150. Visual Monitoring Findings: During the reporting period, no instrumental monitoring was conducted; baseline levels from 2025 remain the benchmark, with the next round of testing for air, water, and noise scheduled for April/May 2026. Visual monitoring from March 10 - 31, 2026, revealed several critical issues, most notably the clogging of culverts and irrigation ditches (km 140.6 - 215.8) with sediment from earthworks and the improper stockpiling of milled asphalt (RAP) on unprotected soil near agricultural fields.

151. Corrective Action Plan (CAP): To address these violations, the Engineer issued Official Notice No. 0169 on April 14, 2026, outlining mandatory mitigation measures. The Contractor is instructed to restore the flow capacity of all blocked culverts, provide hard surfacing for equipment parking at the Chyrak camp, and install a water irrigation system for dust suppression at the km 202+220 production base by late April 2026.

152. Site Clearance and Tree Management: Although the felling of 5,386 trees was completed in late 2025, joint inspections in March 2026 found that large roots remain along the embankment (specifically at km 202+700 and km 203), causing littering in the area. The Contractor is required to complete the collection and removal of these roots to designated dump sites by April 25, 2026.

3.2 Biodiversity

153. The mobilisation schedule for the dedicated Biodiversity Specialist remains coordinated with the MoTC PIU to align with the start of active construction. Following the official resumption of principal construction activities on March 9, 2026, environmental oversight has transitioned from winter maintenance to active site supervision to ensure the protection of the Issyk-Kul Biosphere Territory.

154. A qualified Biodiversity Specialist, Sergei Krivoruchko, has been appointed as part of the Consultant's (CSC) team.

155. The specialist is scheduled to be mobilized in May 2026, coinciding with the resumption of active earthworks.

156. Scope of the Biodiversity Report: Sergei Krivoruchko will produce a comprehensive Biodiversity Monitoring Report, which will include:

- Oversight and progress of the compensatory planting and vegetation restoration program for the 5,386 trees removed.
- Monitoring of Contractor compliance with the Site-Specific Biodiversity Management Plan (BMP).
- Field surveys to verify the absence of impact on endangered species (e.g., migratory birds in the Ramsar site zones) as the construction intensity increases.
- Assessment of restoration measures at quarries and spoil areas.

157. To enable construction works, the Contractor obtained an official Permit from the IKRO MNRETS KR for the trees removal along the project road. The site verification, individual counting, and tree marking were conducted during a joint commission visit to the Project site from July 1, 2025, to July 3, 2025.

158. The commission consisted of:

- Asylbek Abdygulov – PIU MoTC KR Environmental Officer;
- Olga Syzonenko – International Environmental Specialist, IRD Engineering S.R.L.;
- Nasiba Akhmatova – National Environmental Specialist, IRD Engineering S.R.L.;
- Nurlan Nuraliev - Topographic Surveyor, IRD Engineering S.R.L.;
- Liu Kejian - Representative of the China Road and Bridge Corporation;
- Isake Beishev – Environmental Specialist, Lot 1, China Road and Bridge Corporation;
- Daniyar Kaiduev – Environmental Specialist, Lot 2, China Road and Bridge Corporation;
- Kambarbek uulu Adilet, Omukeev Azamat - Authorized Representatives of the IKRO MNRETS KR.



159. Key findings and results of the inspection:

- Marking and Inventory: Each tree subject to removal was individually inspected and marked with paint.
- Biodiversity Verification: The commission conducted a visual survey of the tree crowns and verified the absence of nests of rare or endangered bird species (Red List species).
- Optimization of Removal: Based on the final marking and subsequent felling, the project managed to save 186 trees on Lot 1 that were originally marked for removal (2,646 trees felled out of 2,832 permitted).
- Compliance: All clearance activities were confirmed to be in strict accordance with the Biodiversity Management Plan (BMP) and the conditions of the environmental permit.

160. During the project implementation, a total of 5,386 trees were cut down along the project road (2,646 trees on Lot 1, 186 fewer than planned; 2,740 trees on Lot 2), which are subject to restoration at a 1:2 ratio.

161. To specify the requirements for vegetation restoration and biodiversity management, the following operational details are established for the 2026 active construction season:

162. Specific Planting Locations and Coordination: Following a high-level site visit on March 30, 2026, involving the Ministry of Transport and PIU leadership, it was determined that a significant portion of the compensatory planting will be carried out along the shores of Lake Issyk-Kul to enhance the biosphere's protection. The exact land plots are currently being finalised in coordination with the local forestry departments (Leskhoz) and the IKRO MNRETS KR.



Figure 35: A visit by the Deputy Minister of MoTC KR and the PIU to the site. Discussion of tree planting along the shore of Lake Issyk-Kul.

163. Target Species and Reclamation Stages: In accordance with the Biological Stage of Land Reclamation outlined in the Project’s Ecological Passport (Conclusion No. 01-4/702 dated March 31, 2026), restoration will include not only tree planting but also the sowing of perennial grasses and the application of topsoil to stabilised slopes. Species will be selected based on local Leskhoz recommendations to ensure climate resilience.

164. No cases of wildlife mortality or other biodiversity-related incidents were recorded during the reporting period.

165. Biodiversity Documentation: To address identified gaps in reporting, the Contractor is required to submit the following on a monthly basis an updated Wildlife Observation and Mortality Register (previously noted as missing in March 2026) to track impacts on local fauna.

3.3 Historical and Cultural Heritage Sites.

166. The project site is part of the Silk Road (Sections of Southern Issyk-Kul). Fourteen (14) historical and cultural heritage sites are in a 50-meter area from the road: (i) Five (5) burial grounds of the Early Iron Age and/or the Middle Ages, including 15 burial mounds; (ii) Seven (7) Modern Muslim cemeteries and sculptural monuments; and (iii) Two (2) ethnographic Muslim cemeteries (See the table below).

Table 10: Historical and cultural heritage sites located within 50 m from the road.

LOCATION		Distance from road	Description	Comments
Station points	UTM Coordinates			
142+920	42°10.822'N; 77°37.807'E	46 m south	Flat mound of stone and earth	
143+245	42°11.004'N; 77°37.874'E	7 m south	A human femur and a fragment of a ceramic vessel	
144+520	42°11.509'N; 77°38.251'E	20 m south	Flat mound of stone and earth	
148+840	42°12.137'N; 77°40.667'E	35 m south	Modern Muslim Cemetery	Archaeological excavations are not required
153+020 - 153+120	42°13.576'N; 77°42.825'E	13 m south	Modern Muslim Cemetery	Archaeological excavations are not required
157+600	42° 5.547'N; 77°44.685'E	20 m south	A flat mound of stone and earth. One-room adobe building.	
162+660 -	42°16.926'N;	24 m south	Modern Muslim Cemetery	Archaeological excavations are

LOCATION		Distance from road	Description	Comments
Station points	UTM Coordinates			
162+780	77°47.882'E			not required
165+290 - 165+330	42°17.583'N; 77°49.530'E	16 m north	Seven (7) mounds	
166+840 - 166+940	42°17.967'N; 77°50.551'E	30-73 m north	Ethnographic Muslim cemetery and burial mounds	
172+600 - 178+680	42°19.215'N; 77°54.393'E	18 m north	Modern Muslim Cemetery	Archaeological excavations are not required
175+620 - 176+150	42°19.567'N; 77°56.711'E	16 m north	Modern Muslim Cemetery	Archaeological excavations are not required
183+130 - 183+190	42°21.198'N; 78°1.400'E	9-24 m north	Ethnographic Muslim Cemetery	
185+810	42°22.074'N; 78°2.934'E	10-46 m south	Sart-Ake and Tilekmat-Ake Memorial Monument	
201+420 - 201+540	42°27.249'N; 78°11.908'E	10-12 m south	Modern Muslim Cemetery	Archaeological excavations are not required

167. During the reporting period (January – March 2026), the Contractor engaged a local archaeologist in March 2026. This action addresses the requirements previously set forth in the Engineer’s Instructions (No. KYR003_CRBC_54_SM dated 12.09.2025) and updated instructions (Ref.: KYR003_CRBC_153_IO dated 17.03.2026), which establish archaeological completion as a mandatory precondition for commencing road construction in affected sections.

168. According to the standing contractual and regulatory requirements, the Contractor is mandated to:

- Engage a qualified local archaeological team;
- Conduct comprehensive archaeological field surveys of all land plots designated for quarries, production bases, camps, and spoil areas, as well as the road corridor itself;
- Submit detailed excavation and survey reports for approval by the Ministry of Culture and Tourism of KR to secure an Open Sheet for construction.



Figure 36: An archaeologist inspected the quarry sites at km 152+440 and km 152+820 for the presence of HCHS, Ak-Terek village.



Figure 37: An archaeologist inspected the quarry sites at km 174+400 and km 178+800 for the presence of HCHS

169. The photographs are presented in Appendix 6.

170. As of the end of March 2026, archaeological activities are "in process". In late March (March 29 - 31), the local archaeologist, escorted by environmental specialists, conducted field inspections of burial mounds and burial sites along the project road and within land plots designated for quarries. While some burial mounds were identified within quarry territories, monitoring has confirmed that no project impacts or damage have occurred at these sites thus far. The Contractor has been formally notified of these findings to prevent future disturbance. The project team expects to receive the final reports, duly approved by the Ministry of Culture and Tourism of KR, by the end of April 2026.

3.4 Site Audits.

171. This section summarizes the formal site audits and environmental inspections conducted during the reporting period by the environmental safeguard personnel of the Project Implementation Unit (PIU), the Construction Supervision Consultant (CSC), the Contractor, and the Asian Development Bank (ADB). Details of these activities are presented in Table 11 below.

Table 11: Site Inspections (January – March 2026).

No	Date	Inspector(s)	Purpose of Visit / Inspection	Summary of Key Findings and Non-Compliance
1	12.03 - 14.03.2026.	N. Akhmatova; I. Beisheev; D. Kaiduev.	Visual inspection of the condition of surface water bodies on Lot 1 and Lot 2	Non-Compliance was not found.
			Visual inspection of the condition of drainage and mudflow control structures	Numerous pipes and irrigation system facilities along the project road (km 140.6 – km 215.8) are blocked by sediment and construction debris left over from excavation, posing a significant risk of flooding and erosion.
			Visual inspection of the production sites and quarries on Lot 1 regarding compliance with environmental requirements.	The sanitary conditions of the production site and camps are satisfactory. Waste collection and storage comply with environmental requirements. Municipal solid waste is removed from the site in a

№	Date	Inspector(s)	Purpose of Visit / Inspection	Summary of Key Findings and Non-Compliance
				timely manner.
2	24.03.2026	N. Akhmatova; I. Beishev	Visual inspection of the production sites and quarries on Lot 1 regarding compliance with environmental requirements.	Production base at km 167+360 RHS. - bitumen storage pit: no equipped area for safe bitumen discharge; - mudflow protection measures are not in place. - there is no irrigation system for dust suppression at the CSP.
3	24.03.2026	N. Akhmatova; D. Kaiduev	Visual inspection of the production sites and quarries on Lot 2 regarding compliance with environmental requirements.	Camp km 199+460 LHS: - Lack of hard surface in the equipment parking area; - Solid waste storage does not meet environmental requirements. Production base km 202+220 RHS - Lack of a water sprinkler system for dust suppression at the CSP; - Bitumen storage pit: Current storage conditions do not meet safety and environmental standards. Violations include: lack of perimeter fencing, open access for unauthorised persons/animals, and a lack of a drainage system. There is no designated area for the safe discharge of bitumen. Unstable earthen slopes pose a high risk of collapse, causing the bitumen to become waste and subsequently pollute the environment.
			Visual inspection of milled asphalt storage dumps	Storage conditions for milled asphalt concrete material do not meet environmental requirements: the boundaries of the waste dump are not marked; the material is placed in close proximity to crop areas or on their borders; the material is placed on an unprotected surface without preventing the filtration of pollutants into the soil; there is no drainage system
4	28.03.2026	N. Akhmatova; I. Beishev	Visual inspection of the production site area at km 167+360 RHS	Production site at km 167+360 RHS^ - A water sprinkler system for dust suppression has been installed and commissioned at the CSP. - There are no mudflow protection measures in place at the production site.
5	28.03.2026	N. Akhmatova	Visual inspection of environmental compliance at construction sites.	Dust suppression is being carried out on unpaved road sections. Tree roots remain in some areas along the project road following tree felling in 2025, resulting in litter. Waste from the milling of old asphalt concrete is being stored at construction

No	Date	Inspector(s)	Purpose of Visit / Inspection	Summary of Key Findings and Non-Compliance
				sites.
			Chirak camp km 199+460 LHS	Solid waste storage is carried out in violation of sanitary and environmental requirements: waste is stored in the open air without protective covering, and garbage is scattered outside the concrete base of the solid waste storage site.
			Production site km 202+220 RHS	Excessive dust emissions are observed during CSP operation and during equipment movement on internal roads. No dust suppression. Bitumen storage conditions at the bitumen storage pit do not comply with industrial safety and environmental regulations.
6	30.03.2026	N. Akhmatova; I. Beisheev	Accompanying representatives of the MoTC KR and the PIU during the inspection of the area for compensatory planting	The visit determined that a significant part of the compensatory plantings will be carried out along the shores of Lake Issyk-Kul to enhance the protection of the biosphere reserve. The exact land plots are currently being finalised in coordination with local forestry agencies (Leskhoz) and the IKRO MNRETS KR.
7	29.03-31.03 2026	N. Akhmatova; I. Beisheev	Accompanying an archaeologist during his inspection of the territory of the sites allocated for quarries and the area along the project road.	During an inspection of the sites, an archaeologist discovered burials in the area designated for quarries. These burial mounds were not impacted. The contractor is aware of the burials and the need to prevent any impact on them. The archaeologist's report is awaited.

172. During January and February 2026, the Consultant's environmental specialist was deployed in part, as the main construction activities were suspended for the winter. Following the official mobilisation of the Engineer and Contractor on March 9, 2026, the specialist has been deployed full-time to oversee the active resumption of principal construction works and ensure strict adherence to the SSEMP.

173. Findings identified during the joint visual monitoring conducted from March 10 to March 31, 2026, were officially communicated to the Contractor through Official Notice Ref.: KYR003_CRBC_169_SM issued on April 14, 2026. This communication included a mandatory Corrective Action Plan (CAP) to address critical environmental and industrial safety violations, including clogged drainage systems and improper bitumen storage (see Appendix 3).

174. The status of non-compliance and corrective actions is also shown in Table 13 and Figure 38.

175. Table 12 summarizes the findings observed during the formal audits conducted by the Consultant and Contractor's environmental specialists and the status at the end of March 2026.

3.5 Issues Tracking (Based on Non-Compliance Notices).

176. 13 findings were identified, 9 of which remain open/ongoing. The Table 12, below provides a summary overview of Non-compliances and Corrective Actions.

Table 12: Overview of findings observed during January - March 2026.

№	Non-compliance identified	SSEMP Number and date of notification	Best Practice Guidelines Applicable	Particular issues and location	Contractor's actions (specify)	Results of Inspection	Status for January - March 2026
1	HCHS	SSEMP Section 5; IRD Ref.: 12 Sep 2025 / KYR003_CRBC_54_SM IRD Ref.: 17 Mar 2026 / KYR003_CRBC_153_IO	ADB SPS; KR Law on Cultural Heritage	Archaeological excavations not conducted; reports not submitted; no written clearance from Ministry of Culture	Conduct archaeological works within 50 m corridor; inspect quarries and production sites; submit reports; obtain written clearance	29 – 31.03.2026	<p>Open.</p> <p>In March 2026, the Contractor formally engaged a local archaeologist to conduct the required research.</p> <p>During March 29–31, 2026, the archaeologist, accompanied by environmental specialists, conducted field surveys of the quarry sites, as well as examined burials and burial mounds along the project road.</p> <p>The work is currently “in progress”. The final report, approved by the Ministry of Culture and Tourism, is expected by the end of April 2026.</p> <p>To be monitored during future inspections</p>
2	Vibration	SSEMP Appendix 9; IRD Ref.: 06 Oct 2025 / KYR003_CRBC_85_SM IRD Ref.: 10 Dec 2025 / KYR003_CRBC_140_SM	ADB SPS	Baseline inspection of first-line residential houses for cracks not conducted	Establish commission and conduct baseline inspection	There is no record of a specific response letter from the Contractor regarding the formation of this commission or the	<p>Open.</p> <p>As of March 31, 2026, the baseline inspection of residential buildings has not yet been conducted.</p>

№	Non-compliance identified	SSEMP Number and date of notification	Best Practice Guidelines Applicable	Particular issues and location	Contractor's actions (specify)	Results of Inspection	Status for January - March 2026
		IRD Ref.: 14 Apr 2026 / KYR003_CRBC_169_SM				crack inspection	Under the most recent Corrective Action Plan, the Engineer has demanded the remediation of site-wide non-compliances, including the submission of a completion report with photographic evidence, by late April 2026. To be monitored
3	Permitting	SSEMP Section 5; IRD Ref.: 09 Dec 2025 / KYR003_CRBC_140_SM	ADB SPS; KR Air Protection Law; Technical Regulations	No Environmental Passport; no air emission permit; no approval for asphalt and crushing plant designs	Submit Environmental Passport; obtain air emission permits; approve plant designs	02 April 2026	Completed. The Contractor successfully obtained all required permissions.
4	Occupational Health and Safety	SSEMP Appendix 3 IRD Ref.:18 Nov 2025 KYR003_CRBC_125_SM IRD Ref.:14 Apr 2026 № KYR003_CRBC_170_SM	ISO 45001; ADB SPS	At the Chyrak camp, km 202+220 RHS (Lot 2), fire extinguishers are stored in the back of the building, not near the doors.	Improve sanitary conditions, relocate fuel, organise smoking areas, improve fire safety	23 – 25 Mar.2026 14 Apr. 2026	Completed. According to the Engineer's Occupational Health and Safety Report (IRD Ref.: No. KYR003_CRBC_170_SM dated 14.04.2026), these requirements are met.
5	Occupational Health and Safety	SSEMP Appendix 3 IRD Ref.:18 Nov 2025 KYR003_CRBC_125_SM IRD Ref.:14 Apr 2026 № KYR003_CRBC_170_SM	ISO 45001 "Occupational Health and Safety Management System"; ADB SPS. Sanitary Regulations "Sanitary and Epidemiological Requirements for Laboratories"	The laboratory at the Chyrak village camp, km 202+220 RHS (Lot 2), is not equipped with supply and exhaust ventilation. Concrete block testing takes place in a large open concrete vat with three open household water heaters, which are directly connected to an electrical source. There is	Concrete strength testing baths must be brought into compliance with SNIIP (Construction Norms and Regulations). An automatic thermostat must be installed to ensure compliance with testing regulations and protocol. Laboratory staff, including the consultant, must be provided with	23 – 25 Mar.2026 14 Apr. 2026	Completed. According to the Engineer's Occupational Health and Safety Report (IRD Ref.: No. KYR003_CRBC_170_SM dated 14.04.2026), these requirements are met.

№	Non-compliance identified	SSEMP Number and date of notification	Best Practice Guidelines Applicable	Particular issues and location	Contractor's actions (specify)	Results of Inspection	Status for January - March 2026
				<p>no thermostat, so water temperature must be measured manually. Laboratory staff lack personal protective equipment.</p> <p>The laboratory's stone crusher is located outside the laboratory due to its high noise level, and the staff do not have ear protection.</p>	<p>personal protective equipment and ear protection. Supply and exhaust ventilation must be installed, especially for subsequent technological processes.</p>		
6	Occupational Health and Safety	<p>SSEMP Appendix 3</p> <p>IRD Ref.:18 Nov 2025 KYR003_CRBC_125_SM</p> <p>IRD Ref.:14 Apr 2026 № KYR003_CRBC_170_SM</p>	KR Labour Code; Law on Labour Protection	OHS specialists lack certification; inadequate training procedures	Provide training and certification; develop job-specific instructions	23 – 25 Mar.2026 14 Apr. 2026	<p>Open: Partially completed.</p> <p>The issue of subcontractor specialists being overburdened with additional responsibilities (particularly safety-related) remains unresolved.</p> <p>Complete the road regulatory framework: prepare missing orders for responsible personnel, daily routines, and accident investigation report templates.</p> <p>These violations will be monitored during future inspections.</p>
7	Occupational Health and Safety	<p>SSEMP Appendix 3</p> <p>IRD Ref.:18 Nov 2025 KYR003_CRBC_125_SM</p>	KR Ministry of Health Order No.9	<p>- Medical examinations;</p> <p>- PPE issues;</p>	<p>- Introducing daily pre-shift medical examinations (blood pressure and alcohol testing) for heavy</p>	23 – 25 Mar.2026 14 Apr. 2026	Open. To be monitored

№	Non-compliance identified	SSEMP Number and date of notification	Best Practice Guidelines Applicable	Particular issues and location	Contractor's actions (specify)	Results of Inspection	Status for January - March 2026
		IRD Ref.:14 Apr 2026 № KYR003_CRBC_170_SM		- Training	equipment drivers and operators, as well as ensuring that all personnel at the General Medical Practice Centre of the Zheti-Oguz District undergo medical examinations. - Training for CSP workers regarding the mandatory use of ear protectors is required. Additionally, a practical first aid training program should be developed and implemented by the end of April.		
8	Traffic Safety	SSEMP Clause 92 IRD Ref.:18 Nov 2025 KYR003_CRBC_125_SM IRD Ref.:14 Apr 2026 № KYR003_CRBC_170_SM	KR Traffic Rules; Road Law; Construction Standards	1. Lot 2 – Warning road signs are located below 1.5 meters and are covered in mud, resulting in inadequate illumination. There are insufficient cones and illuminated strips in areas where drainage and detours are being constructed – Lot 2. 2. Detours in Lot 2 are below the existing road surface, causing puddles to form, which could lead to icy conditions and potentially cause accidents.	Recommendations were given to raise the signs, bury the cones to prevent them from falling, install illuminated strips in areas where drainage and detours are being constructed, and raise the detours to the level of the existing road surface.	23 – 25 Mar.2026 14 Apr. 2026	Completed. According to the Engineer's Occupational Health and Safety Report (IRD Ref.: No. KYR003_CRBC_170_SM dated 14.04.2026), these requirements are met.
9	Waste management	Appendix 1 of the SSEMP; IRD Ref.: October 6, 2025 /KYR003_CRBC_85_SM	ADB Safeguard Policy Statement; Law of the Kyrgyz Republic of August 15,	1. Signs of burning of household waste behind the Camp (km 199+460, LHS), which is contrary to	1. Prevent the burning of any waste on the Project site. Ensure proper waste storage until it is	31 Mar. 2026	Open. Partial improvements made. To be monitored.

№	Non-compliance identified	SSEMP Number and date of notification	Best Practice Guidelines Applicable	Particular issues and location	Contractor's actions (specify)	Results of Inspection	Status for January - March 2026
		IRD Ref.: 14 Apr 2026 / KYR003_CRBC_169_SM	2023 No. 181 "On Production and Consumption Waste"	national legislation; 2. Temporary waste storage facilities do not comply with SSEMP requirements. Waste is not separated. 3. Large rootstocks left after tree felling are not removed in a timely manner. 4. Milled asphalt concrete materials were discovered being stored at construction sites.	transferred to organizations with which a waste removal contract has been concluded; 2. Ensure separate waste collection. Establish temporary waste storage facilities in accordance with the requirements of Appendix 1 of the SSEMP. 3. Ensure the timely removal of large rootstocks remaining after tree felling. 4. Ensure the timely removal of milled asphalt concrete materials to spoil areas.		
10	Road site (km 140,6 – km 215,8)	IRD Ref.: 14 Apr 2026 / KYR003_CRBC_169_SM	Contractual Obligations. ADB Safeguard Policy Statement.	Water and debris flow culverts (at the inlet and outlet), as well as irrigation ditch systems, are partially or completely clogged with soil and sediment resulting from heavy precipitation, debris flow processes, and earthworks related to the widening of the roadbed	Clean the culverts and irrigation ditches and restore their flow capacity	31 Mar. 2026	Open. To be monitored.
11	Quarries and Spoil Areas	Section 5 of the SSEMP; IRD Ref.: October 6, 2025 /KYR003_CRBC_85_SM IRD Ref.: 14 Apr 2026 / KYR003_CRBC_169_SM	ADB Safeguard Policy Statement. Law of the Kyrgyz Republic "On Subsoil" No. 49 of May 19, 2018	1. Quarry km 199+660 (Lot 2) does not have clearly defined boundaries. 2. Eight spoil areas of Lot 2 (km 185+822, km 186+100, km 199+119, km 199+700, km	- Arrange storage in an isolated area (concrete/geomembrane). - Provide a water drainage system. - Mark the boundaries of the waste dumps. - Avoid placing them near agricultural land.	31 Mar. 2026	Open. Partial demarcation completed. To be monitored.

№	Non-compliance identified	SSEMP Number and date of notification	Best Practice Guidelines Applicable	Particular issues and location	Contractor's actions (specify)	Results of Inspection	Status for January - March 2026
				<p>199+760, km 202+920, km 201+350, km 199+984) do not have clearly defined boundaries.</p> <p>3. The storage conditions for milled asphalt concrete material do not meet environmental requirements:</p> <ul style="list-style-type: none"> - it is stored in close proximity to crop fields or at their borders. - the material is placed on open ground without protection against pollutant filtration into the soil; - there is no drainage system for wastewater disposal. 	<ul style="list-style-type: none"> - Provide the Engineer with written approval from the IKRO MNRETS KR regarding the selection of sites for the placement of milled asphalt. 		
12	Production Sites	<p>Section 5 of the SSEMP;</p> <p>IRD Ref.: October 6, 2025 /KYR003_CRBC_85_SM</p> <p>IRD Ref.: 14 Apr 2026 / KYR003_CRBC_169_SM</p>	ADB Safeguard Policy Statement.	<p>Production site, km 167+360 RHS:</p> <ul style="list-style-type: none"> - The production site's territory is not protected from mudflows and water runoff from the slope above the production facility. - Mudflow (mudflow-like) paths, represented by a system of erosion channels of varying thickness, have been identified on the slope above the production site. - Mudflow paths intersect with the Contractor's road embankment, which disrupts natural drainage conditions and creates 	<p>Production site, km 167+360 RHS:</p> <ul style="list-style-type: none"> - Install drainage ditches, chutes, and mudflow protection structures in coordination with the regional MoES KR. - Ensure monitoring of the southern slope, especially during precipitation. <p>Production site, km 202+220 RHS:</p> <ul style="list-style-type: none"> - Install a water irrigation system at the CSP; - Ensure regular watering of internal roads; <ul style="list-style-type: none"> - Install fencing - Prevent access by unauthorised persons and 	31 Mar. 2026	Open. To be monitored.

№	Non-compliance identified	SSEMP Number and date of notification	Best Practice Guidelines Applicable	Particular issues and location	Contractor's actions (specify)	Results of Inspection	Status for January - March 2026
				<p>conditions for the flow to overflow and wash away the road.</p> <ul style="list-style-type: none"> - Down the slope, the production facility with a crushing and screening plant (CSP) is located in a zone potentially affected by mudflows. <p>Production site, km 202+220 RHS:</p> <ul style="list-style-type: none"> - Lack of a dust suppression system at the CSP; - Lack of irrigation for on-site roads; - The condition of the bitumen storage pit does not meet environmental and industrial safety requirements, which could lead to environmental pollution and waste generation, in particular: <ul style="list-style-type: none"> • no fencing; • unrestricted access for unauthorised persons and animals; • no equipped area for the safe discharge of bitumen; • no drainage system for precipitation. 	<p>animals;</p> <ul style="list-style-type: none"> - Establish a dedicated bitumen drainage area; - Reinforce slopes; - Establish a drainage system; - Bring the facility into compliance with environmental and industrial safety requirements. - Complete slope reinforcement as quickly as possible (install retaining structures, geogrids, gabions, or other design solutions). - Ensure slope grading and compaction to meet regulatory stability parameters. - Establish a surface drainage system to prevent soil erosion and water saturation. - Consider installing a protective barrier/screen between the slope and the bitumen storage area. - Prior to implementing permanent measures, implement temporary measures to prevent collapse (water drainage, slope load limitation). 		
13	Camps	Appendices 3 and 4 SSEMP IRD Ref.: October 6, 2025 /KYR003_CRBC_85_SM IRD Ref.: 14 Apr 2026 /	ADB Safeguard Policy Statement.	Camp, km 199+460 1. Municipal solid waste (MSW) storage is in violation of environmental and sanitary requirements:	Camp, km 199+460 1. Install a shelter at the solid waste storage site. Ensure regular waste removal under a contract with a specialised	31 Mar. 2026	Open. To be monitored.

№	Non-compliance identified	SSEMP Number and date of notification	Best Practice Guidelines Applicable	Particular issues and location	Contractor's actions (specify)	Results of Inspection	Status for January - March 2026
		KYR003_CRBC_169_SM		<p>- no shelter to protect from precipitation; - waste is placed outside the concrete pad;</p> <p>2. Lack of a hard protective surface for the parking area for construction and transport equipment.</p>	<p>organisation. 2. Provide a solid foundation for parking for equipment and</p>		

Status of NCRs raised to Project Area, March 2026

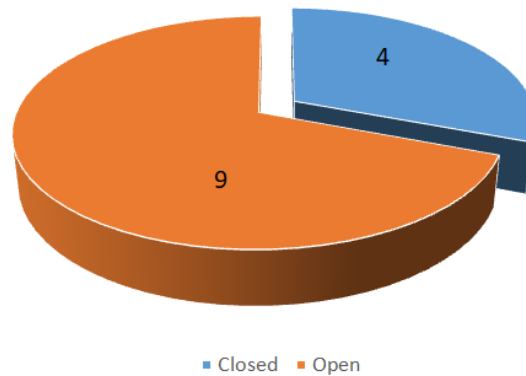


Figure 38: Status of Non-compliances.

Table 13: Summary of Issues Tracking Activity for the Current Period.

Total Number of Issues for Project	13
Open/ongoing issues in this Reporting Period	9
Closed Issues in this Reporting Period	4
Percentage of Closed Issues	31%

Overview and Description of the Problems Observed during the Current Period.

177. During the reporting period (January – March 2026), the project transitioned from winter maintenance and mobilisation to the active resumption of principal construction activities on March 9, 2026. While the Contractor has established the core of the environmental and social management system, several site-specific procedures and physical mitigation measures remained non-compliant during the first month of active work.

178. The key areas requiring immediate corrective action, as identified during joint monitoring in March 2026, are:

179. **Finalisation of preliminary approvals and procedures:** Significant progress was made in legal compliance with the acquisition of the Environmental Passport on March 31, 2026, and the subsequent issuance of the Air Pollutant Emission Permit on April 6, 2026. However, archaeological investigations remain "in progress": while field surveys of burials and quarry sites were conducted between March 29 and 31, the final report approved by the Ministry of Culture and Tourism of KR is expected no earlier than the end of April, 2026.

180. **Vibration Management:** A critical outstanding requirement is to perform a baseline crack inspection of residential buildings located on the first line of the project road. As of March 31, 2026, the commission involving local authorities has not been established, and the survey has not been conducted, posing a risk of future liability claims.

181. **Strengthening control measures at production sites:** Bitumen Storage pit (km 202+220 RHS): The facility currently fails to meet environmental and industrial safety standards due to a lack of perimeter fencing, unsecured access, and unstable earthen slopes prone to collapse during rainfall.

182. **Dust Suppression:** While a dust suppression system was installed at the km 167+360 base, the CSP at km 202+220 still lacks a dust suppression system, leading to excessive dust emissions.

183. **Drainage:** Numerous culverts and irrigation ditches along the project road are partially or completely clogged with sediment from earthworks, posing a high risk of flooding and embankment erosion.

184. **Waste Management and Pollution Prevention:**

- Milled Asphalt: Large quantities of milled material are currently stockpiled on unprotected soil near agricultural fields (notably at km 194+600 and km 199+500), posing a risk of groundwater contamination.
- Chyrak Camp (km 199+460): Persistent non-compliances include solid waste stored without weather-protective shelters and the absence of hard surfacing in the equipment parking area, leading to soil pollution from oil products.

185. **Occupational Health and Safety:**

- Laboratory Safety: By the end of March 2026, the Contractor fulfilled the requirements to equip the laboratory at the Chyrak camp with supply and exhaust ventilation and to bring concrete testing and electrical systems into compliance.
- Medical Monitoring: There is an urgent need to introduce daily pre-shift health checks (blood pressure and alcohol testing) for drivers and heavy equipment operators, and to ensure all personnel undergo medical examinations at the General Medical Practice Centre of the Zheti-Oguz District.
- PPE and Training: Refresher briefings are required for crushing plant workers regarding the mandatory use of earmuffs. Furthermore, a practical First Aid training program must be developed and conducted by the end of April.
- Personnel Documentation: Subcontractor OHS specialists lack complete regulatory documentation, including formal orders for responsible persons and investigation templates.

186. The Corrective Action Plan (CAP) addressing these issues, including specific timelines and responsibilities, is provided in Appendix 3. It should be noted that all identified non-conformities and the necessary mitigation measures have been formally communicated to the Contractor through official letters to ensure prompt corrective actions, in particular by the Engineer's official letter No. KYR003_CRBC_169_SM dated 14 April 2026 and No. KYR003_CRBC_170_SM dated 14 April 2026 (OHS issues).

3.6 Trends.

187. Analysis of monitoring results, on-site inspections, and reporting documentation for the period January – March 2026 reveals several key trends in the implementation of the Project's environmental, social, and occupational health and safety requirements.

188. Transition from Winter Maintenance to Active Construction and Legal Regularisation: The first two months of the quarter were characterised by winter road maintenance, including snow clearing and sanding between km 140 and km 215. A significant trend toward project stabilisation occurred on March 9, 2026, with the official resumption of construction and the full mobilisation of the Engineer and Contractor. A major milestone in administrative compliance was achieved at the end of the reporting period, including:

- the acquisition of the official Environmental Passport on March 31, 2026 (IKRO MNRETS Conclusion No. 01-4/702);
- the finalization of the Air Pollutant Emission Permit (No. 001614), which was successfully processed during the reporting period and issued on April 6, 2026.;
- the engagement of a local archaeologist in March 2026, who completed field surveys of burials and land plots designated for quarries by March 31, transitioning this requirement from "overdue" to "in progress.";
- the installation of a dust suppression (irrigation) system at the CSP located at the km 167+360 RHS production site.

189. However, some issues remained unresolved, indicating the need for further strengthening of systemic control.

190. Concentration of issues on Lot 2: Throughout the reporting period, the highest number of recurring nonconformities was recorded on Lot 2, while the situation on Lot 1 was generally characterized as more stable and manageable.

191. Key issues on Lot 2 included:

- waste management (including repeated instances of solid waste incineration);
- lack of or partial delineation of quarries and waste dump boundaries;
- unsatisfactory condition of individual elements of the camp infrastructure.

192. This trend indicates uneven levels of internal control and environmental discipline between the Lots.

193. Recurrence of operational nonconformities: Despite repeated instructions issued by the Engineer in late 2025 (e.g., Ref. No. KYR003_CRBC_140_SM), several critical environmental non-compliances remained unresolved during the reporting period.

194. Transition in monitoring activities: During the period from January to March 2026, no instrumental monitoring of air, water, noise, or vibration was conducted. This was due to the winter suspension of work, with official mobilization of the Engineer and Contractor occurring only on March 9, 2026. Consequently, monitoring for the quarter was limited to documentary reviews and visual inspections, which successfully identified emerging risks such as the widespread clogging of site drainage systems and improper stockpiling of milled asphalt.

195. Lag in preventive social measures: While significant progress was made in the cultural heritage sector with the official engagement of a local archaeologist in March 2026, other preventive measures are lagging. Notably, the baseline crack inspection for residential

buildings located in the road's first line has not yet been conducted. The failure to establish a joint commission for this survey increases the risk of future liability claims once heavy earthworks and compaction activities reach peak intensity.

196. Overall, the period from January to March 2026 is characterised by a successful transition from winter maintenance to active construction and the resolution of major permitting bottlenecks (such as obtaining the Environmental Passport on March 31). However, the quarter also highlights a persistent disparity in environmental discipline, with most critical organisational and operational problems still concentrated on Lot 2, requiring strict adherence to the Corrective Action Plan (CAP) issued in April 2026.

3.7 Unanticipated Environmental Impacts or Risks.

197. The risks were identified and covered in the SSEMP document.

198. The Site-Specific Environmental Management Plan (SSEMP), approved by the PIU on July 21, 2025, remains the governing document for environmental management. During the reporting period (January – March 2026), no formal changes or resubmissions of the SSEMP occurred. However, following the resumption of active construction in March, the Contractor focused on updating thematic management components. Subsequently, in April 2026, the Contractor submitted an updated Waste Management Plan as part of the SSEMP framework to address specific storage and disposal requirements identified during recent site inspections.

199. Outside of established risks, joint monitoring in March 2026 identified an emerging hazard at the km 167+360 RHS production site. Field surveys revealed formed mudflow path routes on the slope directly above the production site, which pose a risk of flooding and erosion. The Contractor is required to install water detour drainage channels and debris-flow protective barriers by April 25, 2026.

3.8 Summary of Appeals and Grievances

200. A Grievance Redress Mechanism (GRM) has been established for the project to provide a structured process for receiving, investigating, and resolving complaints from affected communities or stakeholders. To facilitate this, a Grievance Redress Group (GRG) is operational at the project site, comprising representatives from local self-government bodies, the Contractor, the Consultant, and the PIU.

201. During the reporting period from January to March 2026, no formal appeals or grievances regarding environmental protection or social issues were registered

202. The project team engaged in proactive community relations. On March 2, 2026, a clarification meeting was held in Saruu village with the village head, council representatives, and residents regarding requests for a sewerage system and an underground pedestrian crossing. It was confirmed that the current design already includes an underground pedestrian crossing at km 173+935 and utility conduits at km 172+900 and km 174+380, which participants acknowledged as satisfactory.

203. All historical grievances recorded during the project's early stages in 2025 - specifically requests for road axis shifts in Kichi-Zhargylchak and Darkhan villages remain fully resolved. The project maintains a 100% resolution rate for all written appeals received to date.

204. Although no grievances were registered during the current reporting period, proactive measures are required.

205. To enhance the visibility and functionality of the Grievance Redress Mechanism (GRM), the following actions will be anticipated:

- The Contractor has been instructed to install GRM information boards at all 5 construction camps and site offices. These boards will clearly display:
 - Multiple submission channels (phone, email, physical address);
 - Contact details of focal points;
 - Required response timelines;
 - An explicit non-retaliation note to protect complainants.
- Lockable GRM boxes will be placed in all construction camps and active work zones in April 2026. These boxes will be checked weekly by the EHS team, and all entries (if any) will be recorded in the project's centralized GRM log.
- In the next quarter, the Consultant will oversee a mandatory training session for all Contractors` personnel. The training will focus on GRM procedures and the fundamental right of workers to submit grievances without fear of reprisal. Evidence of this training (attendance sheets, photos) will be included in the next Quarterly Report.

206. The functionality of the GRM infrastructure (boards and boxes) will be integrated into the Engineer's weekly visual inspection checklists to ensure ongoing compliance.

4 RESULTS OF ENVIRONMENTAL MONITORING.

207. Baseline instrumental environmental monitoring is a prerequisite for establishing reference values of key environmental parameters (air quality, water quality, noise and vibration levels) before the start of construction. In accordance with:

- Requirements of Appendix 1, ADB Safeguard Policy Statement (2009);
- National environmental regulations and the requirements of Section D (Table 125) of the EIA;
- SSEMP Section 6 “Instrumental Environmental Monitoring Plan”;
- Requirements of clause 701.3 of the Technical Specifications.

208. The objectives of Baseline Instrumental Environmental Monitoring are to describe existing concentrations of pollutants before the start of construction work for subsequent control.

4.1 Overview of Instrumental Environmental Monitoring Conducted During the Current Period.

209. During the reporting period from January 1 to March 31, 2026, no instrumental environmental monitoring was conducted. This is attributed to the winter suspension of main works and to the fact that the Engineer and Contractor officially mobilised only for the 2026 season on March 9.

210. The baseline values established during the initial monitoring campaigns conducted in October and November 2025 remain the current reference benchmark for the project. These sampling locations were selected based on the EIA to ensure spatial coverage of sensitive receptors along the road section from km 140.6 to km 215.8.

211. As per the monitoring framework:

- ProfiLab LLC (a commercial laboratory) is responsible for the instrumental monitoring of noise and vibration levels.
- The laboratory of the Department of Environmental Monitoring under the MNRETS KR conducts monitoring of surface water and air quality.

212. Monitoring activities in March 2026 were limited to documentary and visual inspections conducted by the Consultant’s national environmental specialist between March 10 and March 31. These inspections focused on identifying physical non-compliances, such as the clogging of drainage systems and the high-risk state of bitumen storage pits, which have been addressed in the April 2026 Corrective Action Plan (CAP).

213. The next round of instrumental monitoring for all parameters (air, water, noise, and vibration) is scheduled for April/May 2026 to evaluate environmental impacts during the first phase of active spring construction. Since no measurements were taken during this Q1 period, no sampling and analysis table is provided for January - March 2026.

4.2 Material Resources Utilisation.

214. China Road and Bridge Corporation uses water for dust suppression from previously agreed-upon and approved water sources (Kichi-Jargylchak River, km 149+680; Ak-Terek River, km 152+760; Dzhuku River, Darkhan Village, km 170+220; Dzhuku River, Saruu Village, km 172+200; Chon Kyzyl-Suu River, km 181+980).

215. Approval for water intake was received from the State Institution under the Water Resources Service under the Ministry of Water Resources, Agriculture and Processing Industry of the Kyrgyz Republic, the Issyk-Kul Main Water Management Directorate, dated September 10, 2025, No. 01_11/133.

216. While the SSEMP does not set specific monitoring indicators for the use of electricity, water, and other materials, the Contractor will maintain resource utilization logs. The CSC will review these logs as part of routine supervision to ensure efficient resource management and compliance with general environmental requirements.

4.3 Waste Management.

217. The Contractor has established a Waste Management Plan (WMP) as a thematic component of the approved Site-Specific Environmental Management Plan (SSEMP). Following identified deficiencies during the previous reporting period, the Contractor submitted an updated Waste Management Plan in April 2026 to specifically address storage protocols and prohibit the open burning of waste (CRBCKG/B-K/Engineer/2026/017 dated 02.04.2026).

218. During the reporting period (January – March 2026), waste management activities transitioned from winter maintenance to active site cleanup. The Contractor is required to manage waste in accordance with the SSEMP and the Law of the Kyrgyz Republic No. 181 "On Production and Consumption Waste". The current system involves segregating waste into plastic and other categories, temporary storage at designated sites, and removal by specialised municipal enterprises.

4.3.1 Municipal solid waste (MSW).

219. Labelled waste containers are installed at active construction camps and production bases for the collection of municipal solid waste.



Figure 39: The Kichi-Jargylchak Camp, km 150+610 LHS, solid waste collection



Figure 40: The Ak-Terek Camp, km 152+700 LHS, solid waste collection



Figure 41: The Chyrak camp, km 199+460, LHS

220. Lot 1 Status: MSW management at the Ak-Terek (km 152+700) and Kichi-Jargylchak facilities is considered satisfactory. Waste removal is conducted weekly by the municipal enterprise "Barskoon-Service" under Contract No. CRBC/KG/YSKH75/2025A-013. Visual monitoring on March 24, 2026, confirmed that storage complies with environmental requirements and removal is timely.

221. Lot 2 Status: MSW removal is managed through contracts with the municipal enterprise "Yntymak-Service" (No. 10 dated 14 August 2025) and IP Bushuev A.A. (No. 5 dated 02 September 2025).

222. Non-Compliances at Chyrak Camp (km 199+460 LHS): Joint monitoring between March 12 and March 31, 2026, identified persistent and critical environmental violations at the Lot 2 camp:

- Improper Storage: MSW was found stored without a weather-protective shelter, resulting in litter outside the designated concrete pad.
- Delayed Removal: Waste accumulation indicated that regular removal by the contracted organisation was not being maintained.

223. To remediate these issues, the Engineer issued Official Notice Ref.: KYR003_CRBC_169_SM on April 14, 2026, instructing the Contractor to:

- Install a weather-protective shelter and fencing at the MSW storage site to prevent the dispersal of debris.
- Ensure the disposal area is limited to the concreted zone.
- Verify the schedule for regular waste removal with "Yntymak-Service" and provide disposal receipts to the Engineer.

224. The Contractor's Environmental Protection Officer Daniyar Kaiduev is responsible for implementation of these measures.



Figure 42: The Chyrak camp, km 199+460, LHS. The storage conditions for solid waste do not meet environmental and sanitary requirements

225. Implementation of these measures is overseen by the Contractor's environmental specialist, with a deadline for full site-wide remediation set for April 25, 2026. Compliance will be verified through mandatory weekly reports and follow-up site audits.

4.3.2 Domestic wastewater.

226. Wastewater from sanitary facilities at construction camps is collected in septic tanks and subsequently removed by specialized service providers.

227. On Lot 1, wastewater removal is carried out under Contract No. CRBC/KG/YSKH75/2025A-013 with the municipal enterprise “Barskoon-Service”.

228. On Lot 2, wastewater is removed under the Contract with the individual entrepreneur “Alexander Sergeevich Bushuev” No. 15 dated 2 September 2025.

229. No cases of unauthorized discharge of wastewater were identified during the reporting period.

4.3.3 Construction waste and soil.

230. Construction waste and unsuitable soil are stored and placed exclusively in the agreed and permitted thirty spoil areas (waste dumps). Unsuitable soil is transported to locations approved by the IKRO MNRETS KR. Disposal locations are also approved by local authorities. No cases of waste disposal outside approved sites were recorded during the reporting period.

231. Among the violations of the Waste Management Plan under SSEMP, one can highlight the lack of clear marking of the boundaries of the waste dumps.

232. Large Root Systems: Visual inspections in March 2026 found that large root systems remaining from the 2025 tree felling continue to clutter the road embankment (specifically at km 202+700 and km 203). The Contractor is required to collect and remove these to the designated dumps by April 25, 2026.



Figure 43: Large roots of felled trees left on the side of the road, km 202+700 and km 203+000

233. Milled Asphalt materials: Improper stockpiling of milled asphalt on unprotected bare soil was observed at km 194+600 and km 202+220, posing a risk of soil and groundwater contamination. The Contractor must organise storage in isolated areas (concrete or geomembrane).



Figure 44: Storage of milled asphalt materials at construction sites km 194+600 and km 199+500

234. It is necessary to note the positive waste management process directly at the construction sites; the removal of dismantled culvert parts is carried out in a timely manner (Figure 45).



Figure 45: Removal of dismantled parts of the culvert at km 194

4.3.4 Documentation and control.

235. The Contractor maintains waste accounting logs, and compliance with waste management requirements is monitored through regular inspections conducted by the Contractor's and the Consultant's environmental specialists. Overall, the waste management system is operational; however, further attention is required to ensure proper organization of temporary storage areas and the regularity of waste removal across all project sites.

236. Overall, the Project's waste management approach can be characterised as "in its infancy."

4.4 Health and Safety.

4.4.1 Community Health and Safety.

237. One of the main goals of the project is to enhance safety for both road users and pedestrians in populated areas. The project road passes through villages for approximately 32 km, where special safety measures are included:

- Lighting: Installation of street lighting along 75.2 km.
- Pedestrian infrastructure: Construction of 47 km of sidewalks, installation of barriers, and 104 new bus stops.
- Safe crossings: Nine underpasses for people and livestock are planned, as well as the installation of safety islands and traffic signals (141 sets).
- Inclusion: \$12.5 million has been allocated for safety measures, including the implementation of inclusive projects that take into account the needs of the elderly, women, children, and persons with disabilities.

238. The Contractor hired full-time:

- Lot 1 Safety officer - Omurbek Zhamanakov, and
- Lot 2 Safety officer - Mairambek Kurmanaliev.

239. During the reporting period (January - March 2026), the project transitioned from winter maintenance to active construction. Efforts to minimize anthropogenic impacts on residents included:

- Winter Maintenance: In January and February, the focus was on snow clearing and applying inert materials mixed with technical salt between km 140 and km 215 to ensure safe vehicle movement.
- Dust suppression: Following the official mobilization on March 9, 2026, daily hydro-irrigation resumed. To reduce health risks in populated areas, watering machines are operated daily from 7:30 AM to 7:00 PM. Although dust suppression systems were installed at the CSP production site (Lot 1), the engineer identified the absence of such systems on the 202+220 km section of the CSP production site (Lot 2) as a violation that must be corrected by the end of April.

240. There were no road traffic accidents during the reporting period.

241. The Consultant's Road Safety Specialist, Bolot Toktomushev (mobilised in March 2026), conducts regular site inspections to ensure compliance with the Traffic Management and Safety Plan.

242. The Contractor continues to carry out routine maintenance on the existing road section from km 140.6 to km 215.8.



Figure 46: Suppressing dust in embankment construction areas to prevent poor visibility on the main road



Figure 47: Clearing the road of snow and sprinkling it with inert material along the entire road section

243. Joint monitoring in March 2026 revealed persistent deficiencies on Lot 2 that directly impact resident and traffic safety:

- **Dangerous Detours:** Construction detours were observed to be lower than the main road surface, causing water accumulation (puddles) and creating high risks of icing and accidents.
- **Signaling Equipment:** A shortage of traffic cones and reflective tape was noted at drainage and bridge construction sites.

244. These findings, along with the other requirements, were formally communicated to the Contractor via Official Notice Ref.: KYR003_CRBC_169_SM and Notice No. 170_SM on April 14, 2026. The Contractor is required to remediate these safety violations by April 25, 2026.

245. While a Grievance Redress Group (GRG) is fully operational, no formal grievances were registered during the January - March 2026 period. However, proactive engagement continued; on March 2, 2026, a clarification meeting was held in Saruu village, where the project team confirmed the inclusion of an underground pedestrian crossing at km 173+935 and utility conduits to meet community requests.

4.4.2 Worker Safety and Health.

246. During the reporting period (January – March 2026), occupational health and safety measures were implemented in accordance with the project's OHS Plan and national regulatory requirements. Following the resumption of construction in March, a dedicated OHS specialist, Ainagul Isakova, conducted a comprehensive site monitoring visit from March 23 to 25, 2026, to assess working conditions, worker accommodation, and the functioning of the safety management system across both Lots.

247. The project maintains an incident registration system aligned with international standards, tracking metrics such as Lost Time Injuries (LTIs), First Aid Injuries (FAIs), and the Lost Time Injury Frequency Rate (LTIFR). All data is recorded in dedicated site logs and subject to verification by the Engineer.

248. During the period from January 1 to March 31, 2026, no accidents, injuries, or significant near-miss incidents were recorded.

249. As part of measures to safeguard workers' health, medical offices have been established at the Ak-Terek Camp (km 152+700) and the Chyrak Camp (km 199+460). Medical services at these camps are provided by medical personnel on a part-time basis, ensuring first aid, initial health assessments, and basic medical consultations for workers.



Figure 48: Medical offices in camps

250. All other worker camps and project production facilities are equipped with first-aid boxes stocked in accordance with applicable requirements. These first-aid kits are placed in accessible locations and intended to provide immediate assistance in case of minor injuries or sudden deterioration in health before referral to medical facilities or the arrival of medical staff.

251. However, monitoring in March identified a critical non-compliance: drivers and heavy equipment operators were starting work without mandatory daily pre-shift medical examinations (blood pressure, pulse, and alcohol testing), which must be introduced and recorded by the camp nurse by late April 2026.

252. While camps and production facilities are equipped with first-aid kits, a systemic gap was identified regarding mandatory health screenings. Most personnel have not yet undergone the required medical examinations at the Zhety-Oguz District Territorial Central Outpatient Clinic, as mandated by national law, and kitchen staff (cooks) were found working without valid sanitary health books.

253. The Contractor continues to conduct mandatory safety briefings, including induction training in March 2026, for 47 international workers arriving from Pakistan to the Chyrak camp. The Engineer has noted the need for the Contractor to develop and conduct a practical First Aid training program specifically for road construction risks.

254. The HSE engineer daily checks critical safety equipment (fire extinguishers, sandboxes, other fire-fighting equipment, first aid kits, etc.).



Figure 49: Equipped fire safety boards.

255. Audits of PPE usage in March revealed inconsistent compliance across production bases. While workers at other sites were equipped with helmets and respirators, those at CSPs were frequently observed working without mandatory hearing protection (earmuffs). Additionally, consultants and specialists require seasonal PPE.

256. The following are the non-conformities identified during the inspection.

257. **Medical Examinations:** The majority of employees have not yet completed the mandatory preliminary and periodic medical examinations at the Zhety-Oguz District Territorial Central Outpatient Clinic, as required by national law.

258. **Sanitary Requirements:** It was not possible to confirm if the kitchen staff at the worker camps possess valid sanitary health books.

259. **Health Monitoring:** Drivers and heavy equipment operators were observed starting shifts without mandatory daily pre-trip medical checks (blood pressure, pulse, and alcohol testing).

260. **Insurance:** Documentation confirming employees' life and health insurance was not available for review.

261. These deficiencies are considered systemic and require centralised resolution by the Contractor and its subcontractors through formal contracts with local health authorities.

262. **Safety at Production Sites:** The lack of fencing at bitumen storage pits located in debris-flow hazard zones and the overburdening of subcontractor H&S specialists, who are currently performing dual roles in road safety and site OHS.

263. **Personal Protective Equipment (PPE):** Usage is inconsistent; workers at stone CSPs were frequently observed without mandatory hearing protection (earmuffs), and laboratory staff lacked specialised PPE for chemical and thermal risks.

264. **First Aid and Training:** No practical first-aid training has been conducted for the workforce during the reporting period.

265. **Conclusions and Next Steps:** Monitoring results indicate that the Project's OHS management system is in a transitional phase following winter suspension. The primary risks to worker health are organizational and administrative, including substandard living conditions at some camps, gaps in mandatory medical screening, and the overburdening of subcontractor OHS specialists with dual roles in road safety.

266. By April 2026, the Contractor demonstrated a positive trend in resolving some of the most dangerous physical violations, such as equipping the Chyrak laboratory with proper ventilation and automatic thermostats.

267. Overall, no lost-time injuries (LTI) or accidents were recorded during the January–March 2026 period. However, the identified non-conformities necessitate:

- Strengthening internal oversight and reducing the administrative load on H&S specialists;
- Establishing a systematic approach to medical examinations and personnel insurance;
- Conducting practical first-aid and safety training for all personnel;
- Enforcing 100% PPE compliance, especially hearing protection in high-noise areas.

268. Based on the March inspection findings, the Engineer issued Official Notice Ref.: KYR003_CRBC_170_SM on April 14, 2026, which includes a mandatory Corrective Action Plan (CAP) to improve working conditions and industrial safety.

269. Full implementation of these corrective measures, with most deadlines set for late April 2026, is required to mitigate risks to workers' health and safety as construction volume increases.

4.5 Training.

270. The Contractor's occupational health and safety (OHS) training program consists of the following components:

- Initial orientation to familiarize all workers and staff with OHS is conducted within the

first week of their assignment.

- Short daily thematic briefings (toolbox talks);
- Periodic OHS training sessions are held at least once every six months (see Figure 52).
- Monthly regular meetings to discuss OHS matters.
- Regular inspections to test, maintain, and inspect safety equipment, such as fire shields, fire extinguishers, barriers, work platforms, winches, ladders, lighting, road signs, personal protective equipment (PPE), and other safety devices.

271. The introductory orientations are conducted for each new employee, and records of their completion are documented in the "Register of Introduction Briefings on Occupational Safety."

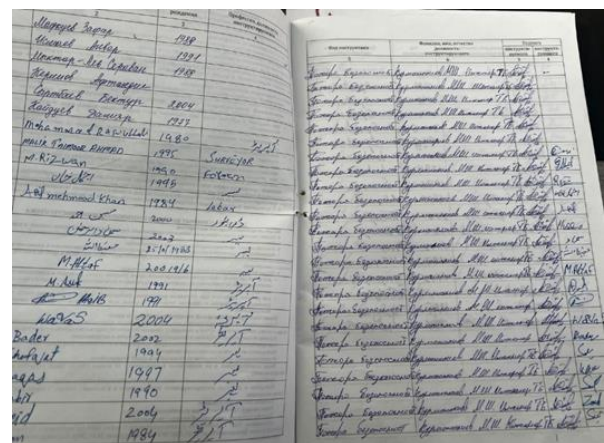
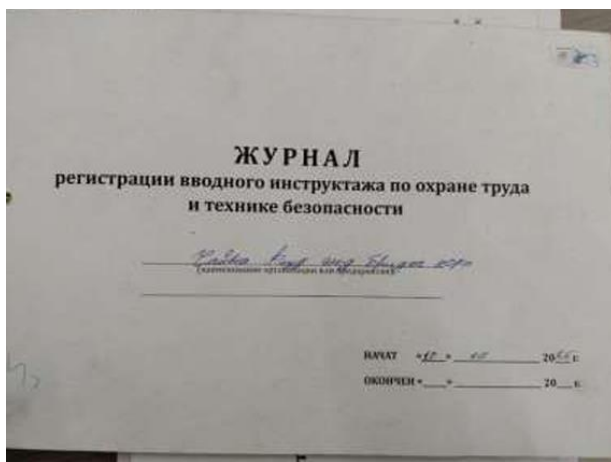


Figure 50: Register of Introduction Briefings on Occupational Safety

272. During the reporting period, employee training on occupational health, safety, and road safety was conducted as part of scheduled inspections and the Contractor's ongoing activities. The training aimed to raise staff awareness of key risks associated with road construction, equipment operation, camp living conditions, and vehicle movement within the project area.

273. From March 23 to 25, 2026, the Consultant's OHS specialist, Ainagul Isakova, conducted a site monitoring visit across Lots 1 and 2 to oversee the implementation of safety protocols and witness ongoing training sessions.

274. A primary focus during this period was the induction of international personnel. At the Chyrak camp (Lot 2), introductory briefings were conducted for 47 workers arriving from Pakistan. To ensure comprehension, the Contractor utilized machine-translated instructions in the Urdu language. Simultaneously, OHS briefings for Chinese personnel were conducted by the Contractor's Chinese specialists and documented in the official safety registers.

275. Below are photographs from the training sessions.

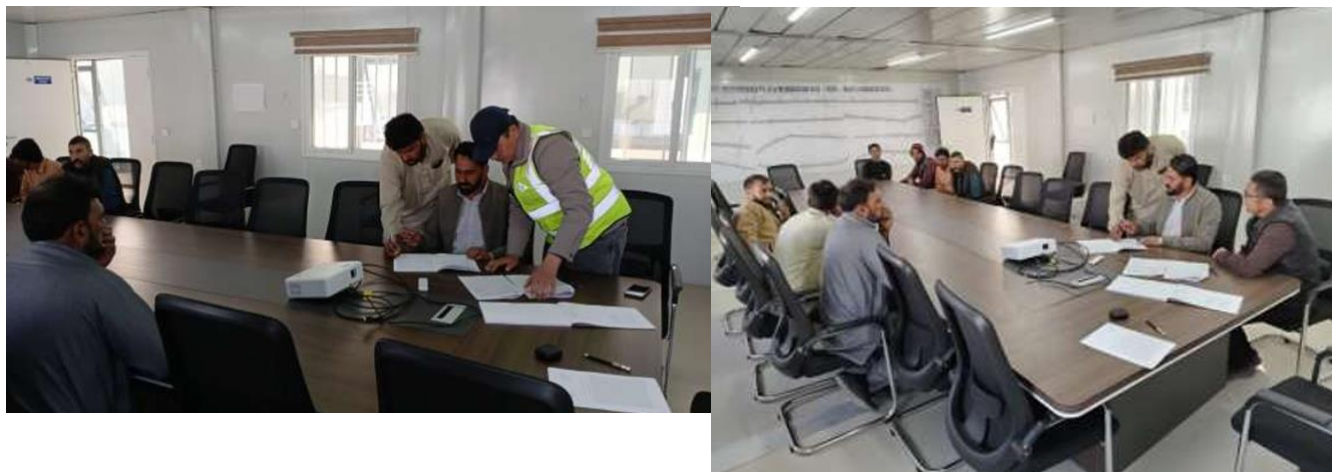


Figure 51: Photo of induction training for Pakistani workers (Lot 2).

276. Current field briefings covered typical risks associated with the resumption of earthworks and bridge construction, safety rules at production bases, and emergency response procedures. Particular attention was paid to the use of personal protective equipment (PPE) for newly mobilized staff.



Figure 52: Photos of ongoing safety and health training sessions (Lot 2)

277. The monitoring visit helped identify critical areas for targeted future training. Specifically, the Engineer has instructed the Contractor to conduct immediate refresher instructions regarding the mandatory use of hearing protection (earmuffs) for workers at stone crushing plants. Furthermore, the Contractor is required to develop a program and conduct practical First Aid training by the end of April 2026 to address the risks of injury during active road works.

278. During the site safety briefings conducted in March 2026, the focus was on the risks associated with the transition from winter maintenance to active earthworks. Drivers and

equipment operators were briefed on safe movement protocols, including speed limits, the use of warning lights, and the maintenance of safety distances in variable spring weather and limited visibility. With the arrival of international personnel, the Contractor utilised translated materials to ensure that all staff understood their responsibilities regarding accident prevention on construction sites and public access roads.

279. These training activities helped refresh staff knowledge after the winter suspension and identified the need for more targeted, site-specific safety instructions. As the project continues to mobilise personnel, the training program will be continuously adjusted and expanded to ensure full integration into the project's safety culture, particularly for international workers.

280. To ensure a proactive approach to risk management, future training modules will be expanded to include high-risk topics such as lifting operations, working at height, and hazardous materials handling. Crucially, the Engineer has demanded the development of a practical First Aid training program, with skill demonstrations, to be conducted by the end of April 2026, to address the absence of such training during the current period. Furthermore, specialised training on the Grievance Redress Mechanism (GRM) will be prioritised to ensure that all personnel are fully aware of formal procedures for submitting and resolving appeals, building on the proactive community engagement already established in areas such as Saruu village. Training and briefings will remain a continuous requirement as construction progresses and work volumes increase across both Lots.

5 SSEMP FUNCTIONING.

5.1 The SSEMP Review.

281. The SSEMP was reviewed and approved in July 2025. The document outlines the measures proposed under the Project to prevent, minimize, or mitigate adverse environmental impacts arising from the Project.

282. The SSEMP is the Contractor's (China Road & Bridge Corporation - CRBC) primary working document for environmental management and monitoring during the construction phase. The plan was developed based on the Environmental Impact Assessment (EIA), the ADB Safeguards Policy Statement, and the laws and regulations of the Kyrgyz Republic.

5.1.1 Structure and scope.

283. The SSEMP has a clearly defined structure, including:

- Introduction (site information, purpose, and structure of the Plan);
- Compliance obligations (recognition of laws, compliance with requirements);
- Organization and personnel;
- Communication and reporting;
- Environmental monitoring: Environmental Management and Monitoring Plan.

284. The SSEMP is supplemented by 13 separate plans (sub-plans), which detail the necessary mitigation measures aimed at minimizing negative impacts. These include: Waste Management Plan, Occupational Health and Safety Plan, Biodiversity Management Plan, Asbestos-Containing Materials (ACM) Management Plan, Construction Vibration Management Plan, and others.

5.1.2 Organization and Responsibility.

285. The Contractor (CRBC) has undertaken to perform the Works in accordance with Kyrgyz legislation and the SSEMP. Key personnel have been appointed.

286. Supervision: The Contractor's Environmental protection officers (Isake Beisheev and Daniyar Kaiduev) and the Contractor's Safety officers (Omurbek Zhamanakov and Mairambek Kurmanaliev) are supervised internally by the Contractor's Project Managers (Sun He and Xie Lei). External oversight and compliance monitoring are provided by the CSC's National Environmental Specialist (Nasiba Akhmatova) and International Environmental Specialist (Olga Syzonenko).

287. Verification of Audits and Field Diaries: The CSC verifies the accuracy of the Contractor's weekly audits and daily field diary entries through the following mechanisms:

- Continuous Presence: The CSC's National Environmental Specialist will be permanently based on the construction site, allowing for daily verification of activities and record-keeping.
- Joint Inspections: As documented in Table 11, the CSC and the PIU conduct regular joint site audits with the Contractor's specialists to verify findings recorded in the diaries.
- Documentary Review: During routine supervision, the CSC formally reviews the Contractor's environmental and OHS supervision logs and monitoring registers to ensure consistency between reported data and actual site conditions.

288. **Formal Feedback:** Any discrepancies or non-compliances identified during these reviews are officially communicated to the Contractor via the Engineer's Instruction letters, requiring documented evidence of corrective actions.

5.1.3 Environmental Management Plan.

289. The Environmental Management Plan (Table 5.1 of the SSEMP) describes mitigation measures for various types of work and potential impacts, indicating locations, timing, and responsible persons.

290. **Air Quality and Noise:** Air and noise monitoring is provided in highly sensitive areas. Measures include wetting the road surface every two hours, speed restrictions, suspension of work during strong winds, and a ban on construction activities near sensitive areas (hospitals, schools, mosques) from 10:00 PM to 6:00 AM.

291. **Water Resources:** The discharge of materials, wastewater, and chemicals onto the soil is prohibited. Watertight concrete septic tanks are provided in camps and production sites. Work near watercourses should be carried out during low-flow periods to minimize impacts (siltation).

292. **Erosion and Reclamation:** To prevent erosion, slope reinforcement with gabions, storm drain lining, and immediate protection of long-term topsoil piles with fast-growing vegetation are provided.

293. **Cultural Heritage:** Work will be carried out strictly in accordance with the "Project for the Protection Zones of Historical and Cultural Heritage Sites." If artifacts are discovered, work must be stopped immediately, and the archaeologist and relevant authorities must be informed.

294. **Tree Felling:** Trees felled must be replaced by new trees at a ratio of 1 to 2.

5.1.4 Environmental Monitoring Plan (EMP).

295. Instrumental monitoring (water quality, air quality, noise, and vibration) will be conducted by an accredited laboratory.

296. **Water Monitoring:** Samples will be taken at 17 points on rivers (50 m upstream and 40 m downstream from the bridges) and in Lake Issyk-Kul to determine suspended solids and total petroleum hydrocarbons.

297. **Noise/Vibration/Air Monitoring:** Measurements will be taken at 22 points, including areas near residential buildings, mosques, schools and hospitals, which are sensitive recipients, and at 23 points near production facilities.

298. **Frequency:** Baseline monitoring (before the commencement of construction work). During construction, measurements will be taken quarterly in the work zones, as well as unscheduled at the request of the population or authorities.

299. **Environmental monitoring:** Conducted by the Engineer's environmental specialist every week (visual inspection) and by the Engineer's international environmental specialist quarterly, using an Environmental Checklist.

5.1.5 Sub-plans of the SSEMP.

300. The SSEMP for the Issyk-Kul Ring Road Improvement Project is supplemented by 13 sub-plans, which aim to mitigate specific environmental and social impacts in more detail.

5.2 Strengthening of the SSEMP in the reporting period.

301. During the current reporting period from January 1 to March 31, 2026, there were no formal revisions or resubmissions of the SSEMP. However, since the official resumption of construction on March 9, 2026, the Engineer and Contractor have treated the plan as a living management tool. In alignment with the Corrective Action Plan (CAP) issued in April 2026, the Contractor has begun incorporating targeted updates to the SSEMP to ensure it remains responsive to emerging site conditions and safety requirements. In April 2026, the Contractor will provide an updated Waste Management Plan (WMP) as an integral part of the SSEMP framework to specifically address identified storage and disposal deficiencies

302. The contractor implemented the following measures to develop an environmental and social management system:

303. Transition to Active Management: Following the winter suspension, the project transitioned back to active construction on March 9, 2026. This phase focused on re-establishing field-level controls and addressing administrative requirements as the Engineer and Contractor personnel fully mobilized.

304. Organizational structure: The governing framework, the Site-Specific Environmental Management Plan (SSEMP), remained in effect following its approval on July 21, 2025. To oversee its implementation, the Contractor maintained a team of qualified specialists, including Environmental Protection Officers and dedicated Safety Officers for both Lot 1 (Omurbek Zhamanakov) and Lot 2 (Mairambek Kurmanaliev) to ensure daily on-site supervision.

305. Training and education: Site-specific safety briefings and thematic "toolbox talks" resumed with the start of the 2026 construction season.

306. Instrumental monitoring: Due to the winter suspension and the official mobilisation of the Engineer occurring only in the second week of March, no new instrumental monitoring of air, water, noise, or vibration was conducted during this quarter. The project continues to rely on the baseline values established in October and November 2025 as the reference benchmark.

307. Visual Awareness and Information: Emergency response posters are posted in the camps, indicating locations where first aid can be obtained and providing unified emergency service numbers (fire, police, ambulance).

308. Identified Illegibility Issues with the SSEMP: During the reporting period, 13 nonconformities were recorded, of which 9 remained open as of the end of March 2026 (see Table 12).

6 GOOD PRACTICE AND OPPORTUNITY FOR IMPROVEMENT.

6.1 Good practice.

309. To ensure the ongoing effectiveness of environmental safeguards, the SSEMP is maintained as a living document and shall be formally updated at least once a year. In addition to the annual review, the following clear triggers will mandate an immediate revision of the SSEMP and its relevant sub-plans:

- Design Changes: Any modifications to the project design that impact the construction footprint or environmental risks.
- Method Changes: Any changes to the agreed construction methods or technologies (e.g., changes in excavation techniques or material processing).
- Incidents: Occurrence of any major environmental or health and safety incident requiring a change in mitigation strategy.
- Repeated Non-compliance: Instances of recurring violations (e.g., persistent waste burning or failure to mark quarry boundaries) that indicate the current management measures are insufficient.
- New Requirements: Introduction of new environmental sub-plans, such as the recently added Traffic Safety Plan or the ongoing development of the Vibration Management Plan.

310. The main directions for improving the environmental management system of the Project are outlined below.

311. Clear structure and division of responsibilities:

- Appointment of dedicated personnel (environmental and social specialists) at project sites;
- Regular monitoring and reporting on environmental and social aspects.

312. Staff training and public awareness:

- Regular training sessions for staff on environmental protection, occupational safety, and traffic rules;
- Public awareness campaigns about project impacts and available grievance mechanisms for the local population.

313. Preventive control measures:

- Development and implementation of SSEMP sub-plans;
- Conducting environmental inspections and corrective actions in case of identified non-conformities.

314. Stakeholder engagement:

- Public consultations with local communities, ensuring open communication and addressing social concerns;

- Collaboration with government bodies, such as local forestry departments, for monitoring compensatory planting efforts.

6.2 Opportunities for Improvement.

315. The Contractor is responsible for ensuring compliance with environmental standards, occupational health, and workplace safety, and it is in their interest to continually improve their environmental and social system. Key areas for improvement are listed below.

316. Strengthening monitoring and reporting:

- **Digital Tools:** The Contractor shall implement digital tools to automate the monitoring of environmental and social indicators, with data accessibility provided to the CSC and PIU for real-time tracking.
- **Registers:** The Contractor is responsible for maintaining and regularly updating online registers for grievances, incidents, and inspection results. The CSC shall verify these registers on a monthly basis to ensure accuracy, while the PIU performs overall oversight of the registration process.
- **Checklists and CAPs:** The CSC (International Environmental Specialist) will conduct quarterly inspections using environmental checklists and prepare Corrective Action Plans (CAPs) based on the findings. The Contractor is responsible for the timely implementation of these CAPs, while the PIU provides overall supervision of the corrective process.

317. Optimizing the training program:

- Expanding the content of training sessions to address identified deficiencies;
- Engaging external specialists to conduct training events.

318. Enhancing community engagement:

- Regular surveys and consultations with local communities to identify and resolve potential issues;
- Expanding programs to support local initiatives, such as access to clean water or road improvements.

319. Improving the effectiveness of compensatory measures:

- Selecting suitable tree species resilient to future climatic conditions (changes in ombroregime and continentality) to ensure high survival rates and long-term ecosystem stability;
- Developing long-term care plans for compensatory trees considering climatic and local characteristics, involving specialized experts;
- Involvement of specialists for diagnostics and prevention of tree diseases on an ongoing basis during the defect liability period.

320. These measures will help strengthen the system's resilience and efficiency, minimize environmental impact, and improve social engagement with the local population.

7 SUMMARY AND RECOMMENDATIONS

7.1 Summary

321. This Conclusions section presents a summary of the key achievements, challenges, and current status of environmental and social management of the Project during the reporting period (January - March 2026), based on the results of monitoring documentation and site inspections.

322. In the reporting period from January to March 2026, the project implementation progressed through two distinct phases: winter road maintenance (snow clearing and sanding between km 140 and km 215) in January and February, followed by the official resumption of principal construction activities on March 9, 2026. By the end of March, cumulative project progress reached 3.29%. The Contractor successfully finalised major administrative permitting requirements during this quarter.

7.1.1 Institutional Development and Compliance with ADB Policy

323. The Project, categorized as Category A due to its location within the Issyk-Kul Biosphere Reserve, its proximity to the Ala-Too core zone, and the presence of 14 historical and cultural heritage sites (HCHS) within 50 meters of the road, is in the early stages of mobilization and preparatory work.

324. During the reporting period, the Contractor maintained a basic organisational structure for environmental, health, and safety management, ensuring the presence of dedicated specialists on both lots. The Site-Specific Environmental Management Plan (SSEMP), approved in July 2025, remains the core structure and is used as a real-time management tool.

325. At the same time, it was revealed that the implementation of the SSEMP provisions and the systematic application of environmental and social management procedures are in the early stages. The Contractor's environmental reporting was fragmented and did not always fully reflect the status of mitigation measures, corrective actions, and monitoring. This indicates the need to further strengthen management and reporting mechanisms in accordance with ADB requirements.

7.1.2 Work Execution and Permitting Documentation

326. During the reporting period (January – March 2026), the Project transitioned from winter suspension to active construction. While January and February were focused on winter maintenance, the official mobilisation for the 2026 construction season occurred on March 9, 2026. Principal works resumed on Lot 2, focusing on earthworks and the preparation of production facilities.

327. Instrumental Monitoring: No new instrumental monitoring of air, water, noise, or vibration was conducted during this quarter. The baseline values established in October and November 2025 remain the reference benchmark for monitoring construction impacts. The first round of operational instrumental monitoring for the 2026 season is scheduled for April/May.

328. Vegetation and Tree Management: The removal of 5,386 trees (2,646 on Lot 1 and 2,740 on Lot 2) was completed in late 2025 in accordance with official permits. However,

March 2026 monitoring identified that large treeroots from the 2025 felling were still cluttering sections of the road embankment (specifically at km 202+700 and km 203), requiring urgent collection and removal.

329. Regarding compensation, a site visit on March 30, 2026, by MoTC KR officials addressed the planting of new trees along the Issyk-Kul shore as part of the restoration strategy.

330. Archaeological Progress: A significant long-term non-compliance was addressed in March 2026 with the formal engagement of a local archaeologist. Between March 29 and 31, field surveys were conducted at designated quarry sites and historical burial mounds along the project corridor, transitioning this requirement from "overdue" to "in progress".

331. Facility and Material Sources: As of March 31, 2026, the Contractor has 19 quarries available for the extraction of construction materials.

332. The development of five camps and two production sites (ACP, CSP, CBP) continued. A key milestone was the mobilisation of 47 international workers from Pakistan to the Chyrak camp in March.

333. Infrastructure improvements included the installation of a dust suppression irrigation system at the CSP production site (km 167+360).

334. Permitting Documentation: This reporting period saw the successful resolution of critical administrative bottlenecks. The Contractor obtained the official Environmental Passport on March 31, 2026 (IKRO MNRETS KR Conclusion No. 01-4/702). This was followed by the finalisation and issuance of the Air Pollutant Emission Permit (No. 001614) on April 6, 2026, effectively regularising the project's industrial operations.

7.1.3 Key Issues and Non-Conformities

335. Despite positive progress, 13 non-conformities were recorded, of which 9 remain open at the end of the reporting period (a closure rate of 31 %).

336. During the reporting period, the identified non-conformities were characterised by a mix of persistent organisational issues and emerging physical risks triggered by the resumption of earthworks and the operation of production sites.

337. The most critical issues identified during the period January – March 2026 include:

338. **Finalisation of preliminary approvals and procedures:** Archaeological investigations remain "in progress": while field surveys of burials and quarry sites were conducted between March 29 and 31, the final report approved by the Ministry of Culture and Tourism of KR is expected no earlier than the end of April, 2026.

339. **Vibration Management:** A critical outstanding requirement is to perform a baseline crack inspection of residential buildings located on the first line of the project road. As of March 31, 2026, the commission involving local authorities has not been established, and the survey has not been conducted, posing a risk of future liability claims.

340. **Strengthening control measures at production sites:** Bitumen Storage pit (km 202+220 RHS): The facility currently fails to meet environmental and industrial safety standards due to a lack of perimeter fencing, unsecured access, and unstable earthen slopes prone to collapse during rainfall.

341. **Dust Suppression:** The CSP at km 202+220 still lacks a dust suppression system, leading to excessive dust emissions.

342. **Drainage:** Numerous culverts and irrigation ditches along the project road are partially or completely clogged with sediment from earthworks, posing a high risk of flooding and embankment erosion.

343. **Waste Management and Pollution Prevention:**

- Milled Asphalt: Large quantities of milled material are currently stockpiled on unprotected soil near agricultural fields (notably at km 194+600 and km 199+500), posing a risk of groundwater contamination.
- Chyrak Camp (km 199+460): Persistent non-compliances include solid waste stored without weather-protective shelters and the absence of hard surfacing in the equipment parking area, leading to soil pollution from oil products.

344. **Occupational Health and Safety:**

- Laboratory Safety: By the end of March 2026, the Contractor fulfilled the requirements to equip the laboratory at the Chyrak camp with supply and exhaust ventilation and to bring concrete testing and electrical systems into compliance.
- Medical Monitoring: There is an urgent need to introduce daily pre-shift health checks (blood pressure and alcohol testing) for drivers and heavy equipment operators, and to ensure all personnel undergo medical examinations at the General Medical Practice Centre of the Zheti-Oguz District.
- PPE and Training: Refresher briefings are required for crushing plant workers regarding the mandatory use of earmuffs. Furthermore, a practical First Aid training program must be developed and conducted by the end of April.
- Personnel Documentation: Subcontractor OHS specialists lack complete regulatory documentation, including formal orders for responsible persons and investigation templates.

345. Overall, the identified issues and non-compliances did not result in irreversible environmental impacts; however, if timely corrective actions are not taken, they could create the preconditions for the accumulation of environmental and regulatory risks in subsequent stages of the project.

7.2 Recommendations

346. To further enhance the effectiveness of the environmental and social management of the Project and address the identified non-compliances, the Contractor is advised to prioritize the following actions:

7.2.1 Critical Outstanding Procedures (Before the Start of Main Works)

347. It is imperative to promptly complete the following activities, which are mandatory conditions for the start of main construction:

348. Archaeological Surveys (HCHS): Mandatory archaeological surveys within a 50-meter zone of 14 Historical and Cultural Heritage Sites (HCHS), as determined by the Ministry of

Culture, must be expedited. The Contractor is required to obtain an open sheet permit from the Ministry of Culture to conduct excavations, and provide the Engineer with excavation reports and Open Sheet permit before commencing construction on the affected areas.

349. Initial Inspection of Residential Buildings: A committee (including local authorities, the Contractor, and the Consultant) must be established, and an initial inspection of residential buildings located near the road must be conducted to identify cracks and damage. This measure is preventative to prevent further complaints about damage from construction vibration.

7.2.2 Internal Documentation

350. Create and maintain an up-to-date centralised register of permitting documentation, indicating its status, expiration dates, and responsible persons.

351. Ensure timely updating and maintenance of environmental monitoring logs (waste accounting, dust suppression, fuel spills, tree felling).

352. Strengthen the Contractor's internal environmental reporting system by regularly recording:

- identified nonconformities;
- corrective and preventive measures;
- the status of their implementation.

353. Ensure systematic communication between the Contractor, Consultant, and the PIU on environmental support and permitting issues.

7.2.3 Enhancing Social Accountability and Grievance Management

354. The Contractor shall install clearly labelled and accessible Grievance Redress Mechanism (GRM) and Worker GRM boxes at all construction camps, production sites, and active work areas to provide a transparent channel for both local communities and project personnel to submit appeals.

355. A specialized training module on the operation of the GRM and the functions of the Grievance Redress Group (GRG) will be conducted in Q2 2026 for the Contractor's management and all subcontractors to ensure they understand the formal procedures for recording and resolving grievances.

356. The Contractor must maintain a consolidated Grievance Register (including worker-specific grievances), which will be verified monthly by the CSC and overseen by the PIU to ensure all issues are addressed within the timeframe required by ADB.

7.2.4 Infrastructure Improvement and Waste Management

357. Bring temporary waste storage sites at the Chyrak camp (km 199+460) into compliance with the SSEMP and national regulations by installing weather-protective shelters, ensuring disposal is restricted to the concreted zone, and providing covered, clearly labelled containers to prevent secondary soil and water contamination.

358. Ensure the regular, documented removal of municipal solid waste by specialised organisations, maintain valid contracts with enterprises such as "Yntymak-Service", and provide disposal receipts to the Engineer.

359. Strengthen controls over hazardous waste, particularly bitumen and milled asphalt (RAP), by reinforcing adjacent earthen slopes to prevent collapse, installing perimeter fencing at bitumen storage pits, and stockpiling milled material only on isolated hard surfaces (concrete or geomembrane) with dedicated drainage to prevent leaching into agricultural land.

360. Intensify dust suppression measures by installing a functioning water irrigation system at the CSP (km 202+220 RHS) and ensuring the regular moistening of internal site and service roads during active construction hours.

361. Clearly mark the boundaries of all quarries (specifically km 199+660) and the eight spoil areas on Lot 2 in accordance with license coordinates and permit documentation to prevent unauthorised land use.

362. Ensure soil protection by providing hard-surface parking (crushed stone, concrete, or asphalt) for heavy equipment and transport vehicles at all camps, particularly the Lot 2 camp at km 199+460, and maintaining a supply of absorbent materials to manage fuel and lubricant spills.

7.2.5 Occupational health and safety, industrial and road safety

363. Ensure the consistent provision and use of Personal Protective Equipment (PPE), including seasonally appropriate clothing for all staff and mandatory hearing protection (earmuffs) for workers at quarries and stone crushing plants.

364. Strengthen medical oversight by requiring all kitchen staff to obtain valid sanitary health books, mandating that consultants and specialists undergo examinations at the General Medical Practice Centre of the Zheti-Oguz District, and introducing daily pre-shift medical checks (blood pressure/alcohol) for equipment operators.

365. Ensure subcontractor H&S specialists are not overburdened with dual roles in road safety, and provide them with technical assistance and finalise all mandatory regulatory orders and accident investigation templates.

7.2.6 Risk Management and Long-Term Improvements

366. Expand the personnel training program to include specialised modules on practical First Aid skills with skill demonstrations, and ensure induction materials for international workers are provided in accessible languages.

367. Incorporate seasonal risk planning by implementing engineering slope stabilisation and debris-flow drainage channels at the km 167+360 production base to mitigate risks during the active snowmelt period.

368. Ensure the systematic reporting of monitoring data, including the timely submission of weekly SSEMP implementation reports and documentation of all environmental permits, to identify negative trends early.

369. Utilise the Corrective Action Plan (CAP) as a primary management tool to close identified non-conformities, treating the resolution of physical violations as a prerequisite for the continued progress of works in high-risk areas..

370. Consider identified nonconformities as a tool for continuous improvement of the environmental management system and enhancing the project's compliance with international requirements.

Appendix 1. Environmental passport

**“КЫРГЫЗ РЕСПУБЛИКАСЫНЫН
ЖАРАТЫЛЫШ РЕСУРСТАРЫ,
ЭКОЛОГИЯ ЖАНА
ТЕХНИКАЛЫК КӨЗӨМӨЛ
МИНИСТРЛИГИНИН ЫСЫК-КӨЛ
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**УЧРЕЖДЕНИЕ “ИССЫК-
КУЛЬСКОЕ РЕГИОНАЛЬНОЕ
УПРАВЛЕНИЕ МИНИСТЕРСТВА
ПРИРОДНЫХ РЕСУРСОВ,
ЭКОЛОГИИ И ТЕХНИЧЕСКОГО
НАДЗОРА КЫРГЫЗСКОЙ
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М.Б. Кышгобаев
«31» 03 2026г.

Заключение

**государственной экологической экспертизы к экологическому паспорту
проекта реконструкции 75,2 км до 4-х полос участка дороги «Барскоон-
Каракол кольцевой автодороги Иссык-Куль»**

На рассмотрение государственной экологической экспертизы в учреждение «Иссык-Кульское региональное управление МПРЭТН КР» представлен экологический паспорт проекта реконструкции 75,2 км до 4-х полос участка дороги «Барскоон-Каракол кольцевой автодороги Иссык-Куль»

Экологический паспорт строительной компании «China Road and Bridge Corporation In Kyrgyzstan» - нормативно-технический документ, включающий сведения о предприятии, использовании предприятием ресурсов (природных, вторичных и других) при реабилитации участка автодороги Барскоон-Каракол.

Проект «Усовершенствование Иссык-Кульской кольцевой автодороги Балыкчы-Барскоон -Каракол, участок 3, км 140,6 – км 215,8», который предусматривает реконструкцию существующей кольцевой автодороги протяженностью 75,2 км от села Барскоон (км 140+600) до города Каракол (км 215+827)¹ в Иссык-Кульской области Кыргызской Республики. Проект финансируется Азиатским Банком Развития.

Иссык-Кульская кольцевая автодорога соединяет города и села южного побережья озера Иссык-Куль с центром Иссык-Кульской области городом Каракол.

Данная дорога соединяет эти населенные пункты с городом Балыкчи, который расположен на западном берегу озера. Через Балыкчи Иссык-Кульская область связана со столицей Кыргызской Республики городом Бишкек, а также с другими городами Центральной Азии и Европы по Коридору 1 ЦАРЭС (Центральноазиатское региональное экономическое сотрудничество).

Экологический паспорт разработан в соответствии с Законом Кыргызской Республики «Общий технический регламент по обеспечению экологической безопасности в Кыргызской Республике» (с изменениями и дополнениями от 01.03.2012 г.) и Порядком составления экологического паспорта для объектов хозяйственной и иной деятельности, утвержденного постановлением Правительства Кыргызской Республики № 357 от 19 июня 2013 года.

Документом, содержащим информацию об уровне использования природопользователем ресурсов (природных, вторичных и др) и степени воздействия его производства на окружающую природную среду, а также сведения нормативах воздействия является экологический паспорт предприятия.

Экологический паспорт является документом по взаиморасчету предприятия с местным фондом охраны природы.

Данные экологического паспорта должны поддерживаться в режиме постоянной корректировки.

В соответствии с Общим техническим регламентом по обеспечению экологической безопасности в КР (№151 от 08.05.2009 г.) и количеством загрязняющих веществ, выбрасываемых в атмосферу, предприятие относится ко II-ой категории опасности КОП = 814.. Максимальный годовой выброс ЗВ составляет 214 тн.

По образованию отходов, предприятие соответствует 2-ой категории.

По сбросам предприятие относится к 2-ой категории опасности, так как отсутствует сброс на рельеф местности и образуемые сточные воды собираются в септик на канализационные очистные сооружения.

Экологический паспорт разрабатывается на четырёхлетний период с момента введения его в действие.

Местоположение и краткая природно-климатическая характеристика района расположения реконструируемой дороги

Проект «Усовершенствование Иссык-Кульской кольцевой автодороги Балыкчы-Барскоон -Каракол, участок 3, км 140,6 – км 215,8», который предусматривает реконструкцию существующей кольцевой автодороги протяженностью 75,2 км от села Барскоон (км 140+600) до города Каракол (км 215+827)² в Иссык-Кульской области Кыргызской Республики. Проект финансируется Азиатским Банком Развития.

Проектная дорога расположена в Джети-Огузском и Ак-Сууйском районах. В Джети-Огузском районе проектная дорога (км 140+605 – км 210+000) проходит через населенные пункты/села Чон- Жаргылчак, Кичи-Жаргылчак, Ак-Терек, Чычкап, Дархан, Саруу, Кызыл-Суу, Оргочор, Шалба, Чырак, Желе-Добо, Кытай,

Кызыл-Дыйкан и Калиновка. В Ак-Суйском районе (км. 210+000- км.215+827) она пересекает небольшую часть города Каракол.

Краткая характеристика хозяйственной деятельности при реабилитации дороги

Проект по усовершенствованию Иссык-Кульской кольцевой автомобильной дороги (ПУИКД) предусматривает реконструкцию 75,2 км существующей Иссык-Кульской кольцевой автомобильной дороги от села Барскоон (км 140+600) до города Каракол (км 215+827)³ в Иссык-Кульской области Кыргызской Республики. В результате реабилитации существующая двухполосная дорога будет расширена до четырех полос. Проект также включает в себя строительство сопутствующих объектов инфраструктуры, таких как мосты, площадки для отдыха, автобусные остановки, уличное освещение и т.д.

Проектные параметры и габариты дороги.

№	Параметр/Индикатор	Значение
1	Категория дороги (ГОСТ Р-52398-2005)	II
2	Расчетная скорость - базовая / в населенных пунктах (контролируемая)	120 (90) / 60 км/час
3	Количество полос движения	4
4	Ширина полосы движения	3.5м
5	Ширина проезжей части	14м (2 x 7.0)
6	Ширина разделительной полосы, включая ограждения	2.6м
7	Ширина обочины (грунтовая - 2,5 м, асфальтовая - 0,5 м)	3м
8	Поперечный уклон тротуара	20%
9	Поперечный уклон обочины	40%
10	Самый крутой склон (пересеченная местность)	40% (50)
11	Тип дорожного покрытия (асфальт), нагрузка на ось/класс	11.5Т/ А2

Конструкция обочины будет различаться в зависимости от того, проходит она через населенный пункт или нет. В районе населенного пункта обочина будет иметь ширину 0,5 м, а в ненаселенных пунктах - 3.0м. Участки дорог в населенных пунктах будут обеспечены уличным освещением и тротуарами, в ненаселенных пунктах тротуаров не будет, уличное освещение будет обеспечено только на перекрестках и мостах.

Ширина полосы отвода автодороги составляет 30-60 метров. Проектом предусмотрены строительство и ремонт следующих инженерных сооружений и коммуникаций, а также параметры объемов работ.

Дорожное покрытие будет иметь толщину 60 см и состоять из четырех слоев:

- (i) Верхний слой (асфальтовое покрытие): щебеночно-мастичный асфальт (ЩМА-22) – 6см;

- (ii) Нижний слой (асфальтобетонное основание): асфальтобетонная смесь типа А32Н – 9см;
- (iii) Слой основания: щебеночно-песчаная смесь (ЩПС) – 20см;
- (iv) Нижний слой основания (подстилающий слой): гравийно-песчаная смесь (ГПС) – 25см.

Обочина дороги будет засыпана гравийно-песчаной смесью и укреплена смесью из фрезерованного асфальтобетона (толщиной 15 см).

Кроме того, проектом предусмотрено:

- замена существующих мостов – 3 шт;
 - новый мост – 1 шт;
 - ремонт моста – 1 шт;
 - замена водовода – 1;
 - Водопропускные трубы: существующее количество водопропускных труб будет увеличено со 148 до 175 для обеспечения адекватного стока воды (талой и дождевой). В качестве адаптационной меры для увеличения стока воды в связи с изменением климата будет построено еще 26 водопропускных труб;
 - Строительство 106 автобусных стоянок
Подземные пешеходные переходы: 8 подземных переходов
- Элементы дорожной безопасности:
- Ограждения парапетные (сапожок)
 - Дорожные знаки – 3 112 шт
 - Шумовые полосы

Реконструкция инженерных коммуникаций: ВЛ-10кВ, ВЛ-0,4кВ, Линия связи, Опоры освещения; ПВХ трубы.

В рамках Проекта предусмотрено устройство полевых лагерей для проживания работников, производственных баз для мобильных ДСУ, АБЗ, ЖБИ для производства строительных материалов, ЩМА, железобетонных изделий.

Лагерь подрядчика расположен в км 152+700 и км 199+660. Промышленная зона подрядчика расположена в км 167+580 и км 202+220.

Водоснабжение и водоотведение лагеря для проживания рабочих и производственной базы осуществляется в соответствии с заключенным Договором на поставку воды х/питьевого назначения и прием сточных вод на городские очистные сооружения.

Электроснабжение предприятия осуществляется от 35/10 Кв ПС «Саруу» и лагерь ДЭП фидер «Ак-Терек» то ПС 110/10 «Барскоон»

Твердые бытовые и производственные отходы по мере накопления вывозятся и утилизируются МП «Жаргылчак» в соответствии с заключенным Договором.

На территории производственной базы и лагеря для проживания расположены следующие здания, сооружения и объекты:

- Асфальтобетонные заводы LB5000

- DG4000T280
- Щёковая дробильно-сортировочные установки PEX – 750 X 1060
- пескомойки
- Бетононосительные установки HZS120
- HZS 120
- административный корпус
- жилые помещения
- столовая
- септик для сбора сточных вод
- цистерны хранения ГСМ АЗС
- стоянка строительной и дорожной техники
- битумохранилища

Характеристика источников выбросов в атмосферу

Основными источниками выбросов загрязняющих веществ в атмосферу в период строительства являются: земляные работы; устройство дорожной одежды; укладка асфальтобетона; работа строительной техники; сварочные работы; работа АБЗ; работа ДСУ; разработка карьеров, котельная.

При производстве земляных работ в атмосферный воздух будут выделяться: пыль породного материала (неорганическая пыль).

При сварочных работах будут осуществляются выбросы оксидов марганца, железа, азота, кремния, углерода и фтороводорода.

С отработанными газами, содержащихся в выхлопных газах автотранспорта, горной техники, выделяются окись углерода, оксиды азота, сажа, диоксид серы, бенз(а)пирен, углеводороды.

ХАРАКТЕРИСТИКА ВОДОСНАБЖЕНИЯ И ВОДООТВЕДЕНИЯ

Вода используется на производственные и хоз-бытовые нужды предприятия:

Производственные нужды (в процессе разработки карьера для орошения добываемых дорожно-строительных материалов, орошение автодорог при строительстве дорог, гидроорошение материалов при дроблении и его сортировке на ДСУ, пескомойке, изготовлении ЖБИ)

Хоз-бытовые нужды (питьевые нужды, принятие душа, столовой, санузлы, уборку помещений).

Водоснабжение и водоотведение предприятия осуществляется в соответствии с заключенным Договором на поставку воды х/питьевого назначения и прием сточных вод на городские очистные сооружения.

Сточные воды на предприятии образуются только при использовании воды для хозяйственно-бытовых нужд работников, проживающих в лагере.

В соответствии с классификацией [Приложение 2 к Закону Кыргызской Республики "Общий технический регламент по обеспечению экологической безопасности в Кыргызской Республике"] предприятия относится ко второй категории опасности по

сбросам: сброс сточных вод осуществляется в накопители с последующим вывозом на городские очистные сооружения.

ХАРАКТЕРИСТИКА ОТХОДОВ ОБЪЕКТОВ ХОЗЯЙСТВЕННОЙ ДЕЯТЕЛЬНОСТИ

В процессе хозяйственной деятельности образуются твердые бытовые и промышленные отходы.

Образующиеся отходы, условно можно разделить на два типа:

- Хозяйственно-бытовые – образованные в результате жизнедеятельности работников (столовая, строительный лагерь, служебные помещения и т.д.);
- Промышленные твердые и жидкие – образованные в результате использования автотранспорта и строительной техники при строительстве дороги, а также вспомогательных производств.

Твердо-бытовые отходы. 84,1 т/год. Класс опасности – V.

Образуются в процессе жизнедеятельности персонала предприятия. Бытовые отходы представляют собой бытовой мусор, включающий в себя отходы бумаги, картона, резину, пластмассу, пищевые отходы и прочее.

Непригодные грунты.

Планируемый объем образования непригодного грунта за весь период работ: **600 000** тн. Грунты образуются в результате уширения дороги и вывозятся в отвал. Ведется учет образования фактических объемов образования непригодного грунта.

Отходы старого асфальтобетона.

Планируемый объем снятого асфальтобетона за весь период работ: **15 000** тн. Отходы старого асфальтобетона будут использоваться на обустройство обочины проектной дороги, и внутри сельских дорог в соответствии с обращением айыл окмоту по согласованию с территориальными органами охраны окружающей среды.

Требование к местам и способам хранения отдельных видов отходов.

Твердые бытовые отходы (ТБО) на территории предприятия должны храниться в специальных (желательно стандартных) металлических, и пластмассовых контейнерах, установленных на площадке с твердым покрытием, огороженной с трех сторон сплошным ограждением, имеющим бортиками. Площадка должна быть обеспечена удобными подъездными путями. Нельзя допускать переполнение контейнеров. Своевременный вывоз их должен осуществляться согласно договору, заключенному со специализированной организацией по вывозу отходов.

НЕ ДОПУСКАЕТСЯ:

- Поступление в контейнеры для ТБО отходов, не разрешенных к приему на

полигоны ТБО, в особенности отходов 1 и 2 классов токсичности;

- Использование ТБО на подсыпку дорог;
- Сжигание ТБО на промплощадках за исключением тех случаев, когда на предприятии специальные печи сжигания, предусмотренные производственным процессом;
- Хранение ТБО в открытых контейнерах более недели (для отходов, в которых содержится большой процент веществ, подверженных гниению, в летнее время этот срок сокращается до 2 дней).

ОЦЕНКА ВОЗДЕЙСТВИЯ НА ОКРУЖАЮЩУЮ СРЕДУ

Оценка воздействия на окружающую среду для реконструкции автомобильной дороги включает анализ потенциальных экологических рисков, связанных с проектом, и разработку мер для минимизации негативных последствий. В процессе реконструкции необходимо учитывать следующие аспекты воздействия:

Воздействие на воздух

- > **Источники загрязнения:** Работы по расширению дороги, строительные и земляные работы могут привести к повышению уровня пыли и выбросам от строительной техники.
- > **Меры по снижению воздействия:** Применение пылеподавляющих мероприятий, таких как полив участков дороги, использование закрытых грузовиков для транспортировки материалов, регулярная очистка дорог.

Воздействие на водные ресурсы

- > **Источники загрязнения:** Потенциальное загрязнение водоемов и водотоков вблизи дороги строительными материалами и отходами.
- > **Меры по снижению воздействия:** Устройство системы водоотводов, предотвращение попадания загрязняющих веществ в водоемы, использование фильтрующих сооружений, организация временных отстойников для стоков.

Воздействие на почву и грунтовые воды

- > **Источники загрязнения:** В процессе земляных работ возможен контакт строительных материалов с почвой, что может привести к эрозии и загрязнению.
- > **Меры по снижению воздействия:** Укрепление откосов, использование защитных сеток, мероприятия по восстановлению почв и зеленых насаждений, защита грунтовых вод от загрязнений.

Воздействие на растительность и животный мир

- > **Источники воздействия:** Строительные работы могут привести к вырубке деревьев, нарушению экосистемы, а также к повреждению мест обитания животных.
- > **Меры по снижению воздействия:** Местный мониторинг флоры и фауны, переселение редких видов животных, использование временных барьеров для защиты животных от попадания на строительные участки, восстановление растительности после завершения работ.

Воздействие на социальную среду

- > **Источники воздействия:** Влияние строительных работ на местных жителей, включая шум, пыль, нарушение транспортного потока, увеличение уровня занятости.
- > **Меры по снижению воздействия:** Обеспечение временных объездных путей

для транспорта, использование строительной техники с низким уровнем шума, информирование местного населения о сроках и этапах работ.

Влияние на культурно-историческое наследие

- > **Источники воздействия:** Возможное повреждение археологических объектов в процессе земляных работ.
- > **Меры по снижению воздействия:** Проведение археологических изысканий до начала строительства, разработка планов защиты культурных объектов, если они будут обнаружены.

Управление отходами

- > **Источники отходов:** Строительные отходы, такие как обломки, упаковки, нефтепродукты от техники.
- > **Меры по снижению воздействия:** Разделение отходов на классы и организация системы их переработки и утилизации, предотвращение попадания отходов в окружающую среду.

Проект реконструкции автомобильной дороги требует реализации комплекса мероприятий по охране окружающей среды. Важно проводить тщательный мониторинг в процессе реализации проекта, чтобы минимизировать негативное воздействие на экосистему региона и обеспечить безопасное и устойчивое развитие транспортной инфраструктуры.

Рассмотрение всех возможных последствий для окружающей среды при реализации проекта реабилитации дороги и ее дальнейшей эксплуатации требуется для определения объема изучения и предлагаемых мер по смягчению негативного воздействия на окружающую среду.

Целью работы является:

- выявление ключевых возможных, как положительных, так и отрицательных воздействий, их масштаб, степень и продолжительность прямого или косвенного воздействия на природные и социальные ресурсы, которые могут возникнуть в ходе реализации и эксплуатации проекта;
- определение реальных мер по смягчению какого-либо воздействия на окружающую среду, применение которых позволит избежать отрицательных последствий или снизить их;
- выявление остаточных явлений от воздействия, то есть тех, для которых смягчение исключено или невозможно и для которых требуется выплата компенсаций.

Рекультивация земель

Важнейшим этапом процесса реализации проекта реабилитации участка автомобильной дороги является рекультивация земель, нарушенных в процессе выполнения дорожно-строительных работ.

Проект рекультивации земель разработан в соответствии с требованием, действующих в Кыргызской Республике нормативных документов:

Указания по составлению проектов рекультивации нарушенных и нарушаемых земель в Кыргызской Республике, ГосНПЦзем 1993г.

Общие требования по рекультивации земель, ГОСТ 17.5.3.04-83.

Постановление Правительства Кыргызской Республики "Об утверждении нормативов возмещения потерь сельскохозяйственного и лесохозяйственного производства, вызванных изъятием сельскохозяйственных и лесных угодий для использования их в целях, не связанных с ведением сельского и лесного хозяйства и правил возмещения потерь сельскохозяйственного производства с зачетом сумм,

затрачиваемых на восстановление угодий".

Рекультивация земель, временно занимаемых для целей капитального ремонта автомобильной дороги выполнена проектом на следующих участках:

- рекультивация временно занимаемых земель под строительную площадку Подрядчика;
- рекультивация других временных площадок различного назначения;
- рекультивация временных подъездных дорог к объектам строительства;
- рекультивация земель, ранее (до спрямления) занятых существующей автомобильной дорогой;

Комплекс работ по рекультивации земель, нарушенных во время реабилитации автомобильной дороги, состоит из двух этапов:

Первый этап – техническая рекультивация, включающая мероприятия по снятию и хранению плодородного слоя почвы, вертикальной планировки поверхности земель после отработки, уполаживание откосов, возвращение плодородного слоя почвы на спланированную поверхность, обработка поверхности почвы плоскорезом;

Второй этап – биологическая рекультивация, включающая мероприятия по восстановлению плодородия нарушенных земель после окончания первого этапа, предпосевная обработка почвы, посев многолетних трав и послепосевная прикатка.

Рассмотрев представленные материалы к экологическому паспорту проекта реконструкции 75,2 км до 4-х полос участка дороги «Барскоон-Каракол кольцевой автодороги Иссык-Куль», учреждение «Иссык-Кульское региональное управление МПРЭТН Кыргызской Республики» выносит положительное заключение

Председатель экспертной комиссии:

Начальник отдела


_____ Р.Кысанов

Член экспертной комиссии:


Специалист


_____ Т.Дюшебаев

Специалист


_____ А.Женишбекова

Независимый эксперт


_____ К.Абдрахманов

Appendix 2. Air pollutant emission permit

КЫРГЫЗ РЕСПУБЛИКАСЫНЫН
ЖАРАТЫЛЫШ РЕСУРСТАРЫ,
ЭКОЛОГИЯ ЖАНА
ТЕХНИКАЛЫК КОЗМОЛ
МИНИСТРЛИГИ



МИНИСТЕРСТВО
ПРИРОДНЫХ РЕСУРСОВ,
ЭКОЛОГИИ И
ТЕХНИЧЕСКОГО НАДЗОРА
КЫРГЫЗСКОЙ РЕСПУБЛИКИ

Управление Иссык-Кульского
наименование структурного подразделения
региональное управление МНР-27 КР
индекс, адрес, телефон
г. Чолпон-Ата

РАЗРЕШЕНИЕ № 001674
на выброс загрязняющих веществ в атмосферу
стационарными источниками загрязнения

1. Наименование хозяйствующего субъекта: China Road and Bridge Corporation in "Проект - реконструкция
2. Вид деятельности: 132 км до 4-й полосы участка дороги"
3. ИНН, адрес субъекта: 04010420010050
4. Место осуществления деятельности: Берскоон-Каракол
(стационарные источники загрязнения)
концевой автомагистрали Иссык-Куль"
5. Нормативный объем выбросов загрязняющих веществ: 1069.75 т/год
6. Количество источников выбросов загрязняющих веществ: 12
Срок действия до: 2004 20 21 г.
Дата выдачи: 06.04 20 26 г.

Руководитель: Муратов М
Ф.И.О. М. П.

Перечень и объем загрязняющих веществ – приложение на 1 листах

Номер регистрации 36

001674

Перечень и объем загрязняющих веществ,
разрешенных к выбросу в атмосферу

№	Наименование загрязняющих веществ	Масса выброса	
		г/сек	т/год
1	Мон неорг. SiO_2 20-26%		99,181
2	Оксид углерода		410,051
3	Углекислый газ		114,78
4	Оксид азота		189,01
5	Сажа		12,85
6	Сернистой ангидрид		94,61
7	Вещ(в) пыли		0,000011
8	Сварочная дымоземь		0,0001
9	Оксид марганца		0,00011
10	Фтористый водород		0,00068
11	Железо		0,000018
12			0,11
13			
14			
15			
16			
17			
18			
19			
20			
Всего:			1069,15

Наименование документа, на основании которого выдано разрешение:

Экспортный паспорт

Разработчик нормативов выбросов: предприятие

Кем утвержден: Ген. Директор
Наименование органа, Ф.И.О. руководителя

Дата утверждения: 18.04 20 26 г.

Руководитель: Муратов М
Ф.И.О.


подпись

Исполнитель: Женишбекова А
Ф.И.О.


подпись

Должность: _____

НАКАЛАЙ ТӨЛӨМГӨ БЕРИЛГЕН КИТАПЦА № 443900008
КВИТАНЦИЯ НА ВЪЗНОС КАЛИЧИВМЕ № 443900008
06 апреля 2026 г./ж.

Кассалык кириттөө ордери № 443900009
Кассовый приходный ордер № 443900009
06 апреля 2026 г./ж.

Салуучунун аталымы
Наименование вносителя Кайдуек Даниер Женишович

№/ЖК/ОКПО
НСН/УИН 20705197700434
КРСӨ каттоо №/Регистр.Н СӨК

«счетко чегерүү үчүн
Для зачисления на счет»

129019507000526
300.00
Сом
Суммасы сан менен
Сумма цифраны

1290195950005312
30.00
Сом
Суммасы сан менен
Сумма цифраны

Алуучу/Получатель
Министерство природных ресурсов, экологии и технического
надзора Кыргызской Рр
4402011000102181
Алуучунун Банки/Банк получателя
Центральное казначейство Мекр

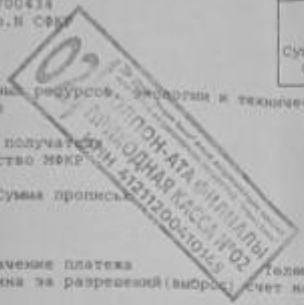
Сумма жазуу түрүндө/Сумма прописью
Тридцать сом 00 тыйын

Сумма жазуу түрүндө/Сумма прописью
Триста сом 00 тыйын

Төлөмдүн багыты/Назначение платежа
Плате по прочей приходной операции

Төлөмдүн багыты/Назначение платежа
Государственная пошлина за разрешений (выбор) Төлөм коду/Код платежа 14222800
994, 6.04.2026. Контактные данные плательщика
счета на оплату от 06.04.2026г.

Мен, ушуд накатай төлөмгө болгон билдирмеде берилген реквизиттер жана маалыматтардын тууралыгын тастыктады
жана ага толук жоопкерчиликти алам. Мен, "Кече мунездөгү маалымат жөнүндө" Кыргыз Республикасынын Ныйзамына
ылайык, Банки менен жеке маалыматтарым Союзка, топтоо, иште чыгуу, системалаштыруу, тактоо, жамлоо, сактоо
жана үчүнчү жактарга берүү жагын кошо алганда, мн алып барында акулдугумду берем.
М.О./М.П. Эсенчи/Бухгалтер Кассир



Счет на оплату №

Дата 06 апреля 2026 года

Госпошлина за выдачу разрешения

Основание: Постановление Правительства КР №159 от 15.04.2019 год

Приказ МИРЭТН КР № 01-01/348 от 29.10.2025 год.

Плательщик Каа-Гүдө Валиур Мешимбеков

Получатель: Ысык-Кульское региональное управление Министерства природных ресурсов, экологии и технического надзора КР.

Адрес город Чолпон-Ата улица Советская 214

ИНН 00306202110080

Р/счет 4402011000102181 код платежа 14222800

МФО (БИК) 440201 (через казначейство) 440001 (через банк)

Банк получатель Центральное казначейство МинФина КР

Сумма к оплате : 300 (триста) сом 00 тыйын

Г.л.бухгалтер

Д.Кайкина

Appendix 3. Official inspection letters and Corrective Action Plan



Date: 14/04/2026, Bishkek

Ref.: KYR003_CRBC_169_SM

To:	Mr. Tuo Ailong, Project Manager China Road and Bridge Corporation 155B/v, Manas str, Bishkek 720014, Kyrgyzstan.	Кому:	Г-ну То Айлууну Руководитель проекта China Road and Bridge Corporation 720014, Кыргызстан, г. Бишкек, ул. Манаса, 155Б/в.
CC:	Mr. T. Sanjar Ibraimov Director of Aslan Development Bank Project Implementation Unit Ministry of Transport and Communications of the Kyrgyz Republic Isanov str 42, Bishkek 720017, Kyrgyzstan	Копия:	Г-н Санжару Ибраимову Руководитель группы реализации проектов Азиатского банка развития Министерство транспорта и коммуникаций Кыргызской Республики 720017, Кыргызстан, г. Бишкек, ул. Исанова, 42
Project:	Issyk-Kul Ring Road Improvement Project Section 3 Grant No.: G0965-KGZ	Проект:	Проект реконструкции Иссык-Кульской кольцевой автодороги, участок 3 Грант №: G0965-KGZ
Contract:	IRRIP/CS-CSC: Construction Supervision Consultant	Контракт:	IRRIP/CS-CSC: Консультант по надзору за строительством
Subject:	Official Notice Regarding Implementation of Corrective Action Plan	Тема:	Официальное Уведомление о Выполнении Плана Корректирующих Действий

Dear Mr. Tuo Ailong,

Уважаемый г-н То Айлуун,

This letter serves as an official notification regarding the critical environmental and industrial safety violations identified during the joint monitoring conducted from March 12 to March 31, 2026.

Despite our previous formal communications and the issuance of Engineer's Instructions No.KYR003_CRBC_85_SM (dated 06.10.2025) and No. KYR003_CRBC_140_SM (dated 10.12.2025), a significant number of these violations remain unresolved. This persistent delay demonstrates a systematic disregard for the Engineer's instructions and the environmental safeguards established for this Project. As this Project is categorized as Category A and is located within the UNESCO Biosphere Territory of Issyk-Kul, the Contractor is held to the highest standards of environmental stewardship.

Key Areas of Non-Compliance:

Your immediate attention is required for the following critical items detailed in the attached Corrective Action Plan (CAP):

1. Bitumen Storage (km 202+220 RHS): The current storage conditions fail to meet safety and environmental standards. Issues include a lack of perimeter fencing, unsecured access for unauthorized persons/animals, and the absence of a designated drainage system. The unstable

Данное письмо служит официальным уведомлением относительно критических нарушений экологических и промышленных стандартов безопасности, выявленных в ходе совместного мониторинга, проведённых в период с 12 марта по 31 марта 2026 г.

Несмотря на наши предыдущие письма и выдачу Инструкций Инженера № KYR003_CRBC_85_SM (от 06.10.2025 г.) и № KYR003_CRBC_140_SM (от 10.12.2025 г.), значительное количество данных нарушений остаются нерешёнными. Данная продолжающаяся задержка демонстрирует систематическое игнорирование Инструкций Инженера, и экологических охранных мер установленных для данного Проекта.

Так как данный Проект отнесён к Категории "А" и расположен на территории Биосферной Территории Иссык-Куль, охраняемой ЮНЕСКО, Подрядчик обязан соблюдать высочайшие стандарты экологической ответственности.

Ключевые Зоны Выявленных Нарушений Требований

Обращаем ваше внимание на следующие критические пункты, изложенные в приложенном Плате Корректирующих Мер (ПКР):

1. Битумохранилище (км 202+220 Правая Сторона):
Нынешние условия хранения не отвечают требованиям безопасности и экологических норм. Нарушения включают в себя отсутствие

IRD Engineering S.r.l.
Head Office
Lungotevere delle Navi, 30
00196 Rome (Italy)

Phone: +39.06.976 11 271
Fax: +39.06.976 11 268
e-mail: irdeng@irdeng.com
web: www.irdeng.com

C.F. # P.IVA: 06293511009
REA 961245 Roma
Cap.Soc. Lit. 300.000,00 Euro



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page 1/3

earthen slopes pose a high risk of collapse and subsequent environmental contamination.

2. Milled Asphalt Disposal (km 194+600 and km 202+220): Asphalt waste is currently stockpiled on open soil without protective barriers or drainage, often in close proximity to agricultural fields. This practice poses a direct risk of soil and groundwater contamination.

3. Site Drainage and Culverts: Multiple culverts and irrigation systems along the project road (km 140.6 – km 215.8) are blocked by sediment and debris from earthworks, creating significant flooding and erosion risks.

4. Camp and Maintenance Facilities (km 200+000): Improper storage of domestic waste and the lack of hardstanding surfaces for equipment parking have led to soil contamination risks.

Contractual and Policy Framework:

The Contractor is reminded of its obligations to implement all measures stipulated in the CAP in accordance with:

- ADB Safeguard Policy Statement (2009): Safeguard Requirement 1 (Environment).
- ADB Environmental and Social Standards (2024): ESS 1, Paragraph 52.
- Site-Specific Environmental Management Plan (SSEMP): Section 6.

Required Actions and Deadlines:

You are hereby instructed to:

- Execute all corrective actions outlined in the CAP by the specified deadlines, with most critical items due by April 20, 2026, and site-wide remediation by April 25, 2026.
- Appoint responsible specialists for each remediation activity.
- Submit a comprehensive completion report to the Engineer, including photographic evidence and supporting documentation, immediately upon completion of the works.

Consequences of Non-Compliance:

Failure to adhere to the deadlines and requirements set forth in the CAP will result in the following actions:

1. Suspension of Works on the affected sections of the project.
2. Imposition of Contractual Penalties and liquidated damages as provided in the Contract.
3. Enhanced Supervision at the Contractor's expense.

ограждения по периметру, открытый доступ для посторонних лиц/животных, и отсутствие проектной дренажной системы. Неустойчивая земляные откосы несут в себе высокий риск обрушения и последующего загрязнения окружающей среды.

2. Утилизация фрезерованного асфальта (км 194+600 и км 202+220): Отхода асфальтового материала в настоящий момент складированы на открытом грунте без защитных ограждений или дренажных систем, часто вблизи к возделываемым полям. Данная практика несет в себе прямой риск загрязнения почвы и грунтовых вод.
3. Дренаж на Участке и Трубы: Многочисленные трубы и объекты ирригационной системы вдоль проектной дороги (км 140.6 – км 215.8) перекрыты наносами и строительным мусором, оставшимися после земляных работ, что создаёт значительный риск затопления и эрозии.
4. Лагерь и Объекты Технического Обслуживания (км 200+000): Ненадлежащее хранение бытовых отходов и отсутствие твёрдых поверхностей для парковки оборудования и техники привели к рискам загрязнения почвы.

Контрактная и Нормативно-Правовая База:

Настоящим Подрядчик уведомляется об обязательствах выполнения всех мер, предусмотренных в Планах Корректирующих Мер в соответствии с:

- Политикой Охранных Мер АБР (2009 г.): Требование Политики Охранных Мер 1 (Окружающая Среда)
- Экологическими и Социальными Стандартами АБР (2024 г.): ЭСС 1, Параграф 52.
- Планом Управления Окружающей Средой на Конкретном Участке (ПУОСКУ): Раздел 6.

Требуемые Действия и Конечные Сроки Выполнения:

Настоящим вам надлежит:

- Выполнить все корректирующие меры, изложенные в Планах Корректирующих Мер к определённым конечным срокам, при этом большинство наиболее критических мер должны быть выполнены до 20 апреля 2026 года, а полное устранение нарушений на всех участках до 25 апреля 2026 года.
- Назначить ответственных специалистов за выполнение каждого действия по устранению нарушений.
- Предоставить полный отчёт о выполнении Инженеру, включая фотосвидетельства и подтверждающую документацию, сразу по выполнении работ.

Последствия Несоблюдения Требований:

Несоблюдение временных рамок и требований, изложенных в ПКМ приведёт к следующим действиям:



We expect your full and immediate cooperation to bring the project into compliance with the environmental and safety standards required by the Asian Development Bank and the national legislation of the Kyrgyz Republic.

1. Остановке Работ на затронутых участках проекта.
2. Применению Контрактных Штрафов и заранее оценённых убытков, предусмотренных Контрактом.
3. Усиленному Надзору за счёт средств Подрядчика.

Мы ждём вашего немедленного и полного сотрудничества в целях приведения проекта в норму в соответствии с экологическими требованиями и требованиями техники безопасности, как того требует Азиатский Банк Развития и национальное законодательство Кыргызской Республики.

Best Regards,

Selcuk Mutlu
Team Leader/Chief Resident Engineer
IRD Engineering S.r.l.

С уважением,

Сельчук Мутлу
Руководитель группы / Главный постоянный Инженер
IRD Engineering S.r.l.

Attachments: Corrective Action Plan in Russian and English

Приложения: План Корректирующих Действий на русском и английском языках

Received by / Получил (а) _____
Signature / Подпись

____/____/ 2026 г.
Date / Дата



Project of «Reconstruction of Issyk-Kul Ring Road, (Section Barskoon – Karakol, km 141,6 – 220)»

Corrective Action Plan

No.	Violation	Risks	Corrective Actions	Requirements of SSEMP/national legislation	Time Schedules	Remarks
1	2		3	4	5	6
1. Project Road (km.140,6 – km.215,8)						
1.1	Water and debris flow culverts (at the inlet and outlet), as well as irrigation ditch systems, are partially or completely clogged with soil and sediment resulting from heavy precipitation, debris flow processes, and earthworks related to the widening of the roadbed (photos 1-10).	Risk of flooding, erosion of the road embankment, and negative impact on the environment	Clean the culverts and irrigation ditches and restore their flow capacity	Contractual Obligations. ESS 3 Environmental and Social Standard of the ADB	Till 25.04.2026	
1.2	Timely removal of large root systems remaining after tree cutting has not been ensured (photos 11-12)	Littering of the area	Organize the collection and removal of the remaining large root systems	SSEMP. Appendix 1	Till 25.04.2026	
1.3	Stockpiling of old asphalt concrete waste on construction sections (photos 13-14).	Cluttering of the construction site	Ensure removal of the waste	SSEMP. Appendix 1	Till 25.04.2026	
2. Production Base km 167+360 RHS						
2.1	The area of production base is not protected against debris and water flows from the slope over the production base. On the slope, over the production base, the existence of formed flow routes is identified, represented by system of erosion channels of varying sizes. Debris flow routes are crossing with the embankment of the road, constructed by the Contractor, which disrupts the natural drainage conditions and creates a risk of flow	The channels have a stable downslope orientation, locally merging with each other, they are characterized by the absence of stabilizing vegetation and the presence of fresh debris material (pebbles, crushed stone, and loam-clay deposits). In the lower slope area, zones of sediment accumulation and evidence of their recent redistribution have been recorded. The presence of fresh	Installment of water detour drainage channels, trays, debris-flow protective barriers with the approval of local directorate of Ministry of Emergency Situations	ESS 3 Environmental and Social Standard of the ADB	Till 25.04.2026	Violations are not resolved since October 2025, although the Instructions of Engineer No. 3 have been received.

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No.	Violation	Risks	Corrective Actions	Requirements of SSEMP/national legislation	Time Schedules	Remarks
	overtopping the road and causing erosion of the roadway. (photos 15, 16). - Down the slope the production base with crushing and screening plant is located, in the area of potential impact of debris flows.	deposits, erosion features, and rut-like landforms indicates the activation of slope and water-mud flow processes during the snowmelt period. - Risks: Risk of flooding and erosion of the territory of the production base and Workers' settlement camps.				
3. Camp of Construction Workers in Chyrak village (km 200+000).						
3.1	Storage of Solid Household Wastes are being executed with the violation of environmental and sanitary requirements: - Weather Conditions protective shelter is absent; - Disposal of wastes outside of concreted zone. (photos 17-18).	- Soil pollution — heavy metals and organic materials are getting into the soil. - Risk for water resources — after the rainfall events, pollutants enter the groundwaters.	Installment of the shelter over the Solid Household Wastes disposal location. Ensure regular removal of wastes according to contract with specialized organization.	SSEMP. Appendix 1 Clause 17.1 . of the Law of the KR «Regarding wastes of the production and consumption » No. 181 dated 15.08.2023	Till 20.04.2026	Violations are not resolved since October 2025, although the Instructions of Engineer No. KYR003_CRBC_140_SM dated 10.12.2025 and No. KYR003_CRBC_140_SM dated 10.12.2025 have been received
3.2	Absence of solid protective pavement of the parking lot for construction and transport vehicles (photo 19).	Pollution of the soil with oil products	Installment of hard protective pavement (crushed stone/concrete/asphalt concrete) on the parking lot.	Appendix 3 and 4 of SSEMP	Till 20.04.2026 Till 20.04.2026	
4. Production Base (km 202+220 RHS)						
4.1	Absence of the dust suppression system on crushing and screening plant (photo 20).	Excessive dust suppression. Negative impact on the environment health of the people u adjacent gardens and crop fields.)	Installment of Water Irrigation System	Article 25 of the Law of the KR “Regarding protection of	Till 20.04.2026	Violations are not resolved since October 2025, although the

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No.	Violation	Risks	Corrective Actions	Requirements of SSEMP/national legislation	Time Schedules	Remarks
4.2	Absence of water irrigation of internal site roads (photos 21-22).		Conduct regular moistening.	Appendix 6 of SSEMP	Immediately	Instructions of Engineer No. KYR003_ CRBC_140_SM dated 10.12.2025 and No. KYR003_ CRBC_140_SM dated 10.12.2025 have been received
4.3	<p>Current state of bitumen storage facility (photos 23-25) does not comply with requirements of environmental and industrial safety, which can lead to pollution of environment and forming of wastes, in particular:</p> <ul style="list-style-type: none"> • Guardrails are absent; • The access is not limited for unauthorized people and livestock; • Designated area, equipped for the safe unloading of bitumen is absent; • Water drainage of rainfall is not conducted. 	<p>Grade slopes are not empowered and are in unstable conditions. There is high risk of their collapse, especially in period of intensive rainfalls and during soil water saturation.</p> <p>As a result, corrupted bitumen will lose its technological traits and shall be considered as a waste, sufficient only for termination, which leads to additional environmental and financial risks.</p> <p>Damaging the environment.</p>	<ul style="list-style-type: none"> – Install fencing to restrict access – Prevent access by unauthorized persons and animals – Provide a designated area for safe bitumen unloading – Carry out slope stabilization works – Establish a proper drainage system – Ensure the site complies with environmental and industrial safety requirements – Urgently implement engineering slope stabilization measures (construction of retaining structures, geogrids, gabions, or other designed solutions) – Carry out grading and compaction of slopes to 	Appendix 4 and 6 of SSEMP	Till 20.04.2026	

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No.	Violation	Risks	Corrective Actions	Requirements of SSEMP/national legislation	Time Schedules	Remarks
			achieve required stability parameters – Install a surface drainage system to prevent erosion and soil saturation – Consider the need to install a protective barrier/screen between the slope and the bitumen storage area – Prior to implementation of permanent measures, apply temporary mitigation measures to prevent slope failure (drainage control, restriction of loads on the slope)			
5. Spoil areas of milled asphalt concrete material storage						
	Conditions for storing milled asphalt concrete material do not comply with environmental requirements (Photos 26–29): The boundaries of the spoil area are not marked; The material is placed in immediate proximity to cultivated fields or directly at their boundary; The material is stored on bare ground without protection against leaching of contaminants into the soil; No drainage system for runoff water is provided;		– Organize storage on an isolated area (concrete surface / geomembrane). – Provide a proper drainage and water detour system. – Clearly demarcate the boundaries of the spoil areas. – Exclude storage in close distance to agricultural land. – Submit to the Engineer a written approval of the selected sites for storage of milled asphalt from the IKRU MNRETS, duly stamped	Appendix 1 of SSEMP	Till 22.04.2026	

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No.	Violation	Risks	Corrective Actions	Requirements of SSEMP/national legislation	Time Schedules	Remarks
Environmental accountability of the Contractor						
	<p>Failure to provide weekly reports on the implementation of the SSEMP.</p> <p>The project is located within the Issyk-Kul Biosphere Territory, a Protected Area, and is classified as Category "A", which requires enhanced environmental monitoring, impact management, and reporting requirements.</p> <p>In accordance with the Contract conditions and the requirements of the ADB, environmental reporting, including reports on the implementation of the SSEMP (Site-Specific Environmental Management Plan), must be submitted on a regular basis and reflect the actual implementation of environmental mitigation measures.</p>	<ul style="list-style-type: none"> - It is a breach of contractual obligations; - Indicates non-compliance with ADB requirements; - Does not allow verification of SSEMP implementation; - Creates risks of environmental non-compliance, implementation of penalties and fines and suspension of works/financing; 	<p>Ensure the preparation and submission of actual Weekly environmental accountability regarding the implementation of the SSEMP, supported by photo evidences and audits documentation.</p>	<p>SSEMP Section 3.1 Clause 101</p>	<p>Every week</p>	

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Photo 1. Water culvert pipe, on km .141+140 LHS. Outlet



Photo 2. Debris flow passage on km.151+020 RHS. inlet



Photo 3. Debris flow passage on km.151+020 LHS. outlet



Photo 4. Debris flow passage on km151+260 RHS. inlet



Photo 5. Water culvert pipe on km140+760, outlet



Photo 6. Water culvert pipe on km195+830 LHS, outlet.

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Photo 7. Water culvert pipe on km188+400 LHS, outlet



Photo 8. Water culvert pipe on km198 LHS, outlet



Photo 9. Water culvert pipe on km200+ RHS. inlet



Photo 10. Water culvert pipe on km200+ RHS. Outlet



Photo 11. Km. 203. Big roots of cut trees, left on the edge of the road



Photo 12. Km. 202+700. Big roots of cut trees, left on the edge of the road

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Photo 13. Wastes of shoveled asphalt on the construction sites.



Photo 14. Storage of wastes of shoveled asphalt on the construction sites

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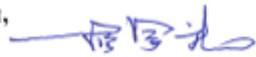


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Appendix 4. Contractor's work program



中国路桥工程有限责任公司吉尔吉斯斯坦办事处
CHINA ROAD & BRIDGE CORPORATION KYRGYZSTAN OFFICE

<p>CRBCKG/B-K/Engineer/2025/062 October 1, 2025</p> <p>To: IRD ENGINEERING S.R.L. Attn: Mr. Selcuk Mutlu, Team Leader</p> <p>CC: ADB PIU MOTC KR Mr. S. Ibrahimov – Head</p> <p>Project: Reconstruction of 75.2 km to 4 lanes of the Barskoon-Karakol Road section of the Issyk Kul Ring Road</p> <p>Subject: Program of Work.</p> <p>Dear Sir,</p> <p>With reference to your various letters please find attached the program of work and the teams responsible for its execution.</p> <p>This program is for your review and approval, in areas with resettlement and other issues work will not be started until they are cleared.</p> <p>Thank you for your kind co-operation.</p> <p>Sincerely yours,</p> <p>Tuo Ailong  Project Manager</p>	<p>CRBCKG/B-K/Инженер/2025/062 26-сентября 2025 года</p> <p>Руководителю группы IRD ENGINEERING S.R.L. г-ну Сельчук Мутлу</p> <p>Руководителю ГПП Министерства транспорта и коммуникаций КР г-ну Ибраимову С.</p> <p>Проект: Реконструкция 75,2 км до 4-х полос участка дороги Барскоон-Каракол кольцевой автодороги Иссык-Куль</p> <p>Тема: Программа работы.</p> <p>Уважаемый г-н,</p> <p>С учетом ваших многочисленных писем, настоящим прилагается программа работ и бригады, ответственные за ее выполнение. Данная программа для Вашего рассмотрения и одобрения, в местностях с переселением и другими вопросами работы не будут начаты до их разрешения.</p> <p>Благодарим Вас за сотрудничество.</p> <p>С уважением,  Менеджер проекта То Айлуи</p>
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Reconstruction of 75.2 km to 4-lanes of Barskoon-Karakol Road Section (km 141.6-220) Section 3 of the Issyk-Kul Ring Road

ID	Task name	Duration	Start	Finish	2026												2027												2028												
					8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8
0	Reconstruction of 75.2 km to 4-lanes of Barskoon-Karakol Road Section (km 141.6-220) Section 3 of the Issyk-Kul Ring Road	938 d	'25 Sep 1	'28 Sep 1	[Gantt bar from Sep 1, 2026 to Sep 1, 2028]																																				
1	1 Lot1 (K140+600-K182+860)	938 d	'25 Sep 1	'28 Sep 1	[Gantt bar from Sep 1, 2026 to Sep 1, 2028]																																				
2	1.1 Pre-construction project	250 d	'25 Sep 1	'26 Jun 30	[Gantt bar from Sep 1, 2026 to Jun 30, 2027]																																				
3	1.1.1 Concrete mixing station construction	30 d	'25 Sep 1	'25 Sep 30	[Red bar from Sep 1, 2026 to Sep 30, 2026]																																				
4	1.1.2 Laboratory construction (including certification and calibration of test instruments)	40 d	'25 Sep 1	'25 Oct 10	[Red bar from Sep 1, 2026 to Oct 10, 2026]																																				
5	1.1.3 Stone rolling yard construction	45 d	'25 Sep 1	'25 Oct 15	[Red bar from Sep 1, 2026 to Oct 15, 2026]																																				
6	1.1.3.1 Construction of Zhashichang (temporary construction and equipment installation)	20 d	'25 Sep 1	'25 Sep 20	[Red bar from Sep 1, 2026 to Sep 20, 2026]																																				
7	1.1.3.2 Stone rolling yard production line debugging (including sand and gravel ratio)	25 d	'25 Sep 21	'25 Oct 15	[Red bar from Sep 21, 2026 to Oct 15, 2026]																																				
8	1.1.4 Asphalt mixing station construction	241 d	'25 Sep 10	'26 Jun 30	[Gantt bar from Sep 10, 2026 to Jun 30, 2027]																																				
9	1.1.4.1 Asphalt storage pool construction	52 d	'25 Sep 10	'25 Oct 31	[Red bar from Sep 10, 2026 to Oct 31, 2026]																																				
10	1.1.4.2 Asphalt mixing building production line construction	98 d	'25 Nov 1	'26 Mar 31	[Red bar from Nov 1, 2026 to Mar 31, 2027]																																				
11	1.1.4.3 Asphalt mix ratio test and certificate application	91 d	'26 Apr 1	'26 Jun 30	[Red bar from Apr 1, 2027 to Jun 30, 2027]																																				
12	1.2 Roadbed engineering	613 d	'25 Sep 1	'27 Aug 20	[Gantt bar from Sep 1, 2026 to Aug 20, 2027]																																				
13	1.2.1 Clean the subgrade and excavate the discarded	582 d	'25 Sep 1	'27 Jul 20	[Gantt bar from Sep 1, 2026 to Jul 20, 2027]																																				
14	1.2.1.1 K140-000-K165+000	582 d	'25 Sep 1	'27 Jul 20	[Gantt bar from Sep 1, 2026 to Jul 20, 2027]																																				
15	1.2.1.2 K165+000-K182+860	542 d	'25 Sep 1	'27 Jun 10	[Gantt bar from Sep 1, 2026 to Jun 10, 2027]																																				
16	1.2.2 Structure removal	574 d	'25 Sep 1	'27 Jul 12	[Gantt bar from Sep 1, 2026 to Jul 12, 2027]																																				
17	1.2.3 Asphalt pavement milling	554 d	'25 Oct 20	'27 Aug 10	[Gantt bar from Oct 20, 2026 to Aug 10, 2027]																																				
18	1.2.4 Roadbed fill (including working layer)	613 d	'25 Sep 1	'27 Aug 20	[Gantt bar from Sep 1, 2026 to Aug 20, 2027]																																				
19	1.2.4.1 K140+600-K165+000	613 d	'25 Sep 1	'27 Aug 20	[Gantt bar from Sep 1, 2026 to Aug 20, 2027]																																				
20	1.2.4.2 K165+000-K182+860	552 d	'25 Sep 1	'27 Jun 20	[Gantt bar from Sep 1, 2026 to Jun 20, 2027]																																				
21	1.3 Culves and passage engineering	517 d	'25 Sep 15	'27 May 30	[Gantt bar from Sep 15, 2026 to May 30, 2027]																																				
22	1.3.1 Culvert prefabricated	206 d	'25 Sep 30	'26 Jun 15	[Gantt bar from Sep 30, 2026 to Jun 15, 2027]																																				
23	1.3.1.1 d1.0m round tube culvert prefabricat	176 d	'25 Oct 10	'26 May 26	[Gantt bar from Oct 10, 2026 to May 26, 2027]																																				
24	1.3.1.2 d1.5m round tube culvert prefabricat	155 d	'25 Oct 10	'26 May 5	[Gantt bar from Oct 10, 2026 to May 5, 2027]																																				
25	1.3.1.3 3*2.5 Underground pedestrian passage prefabricated	155 d	'25 Oct 12	'26 May 7	[Gantt bar from Oct 12, 2026 to May 7, 2027]																																				
26	1.3.1.4 2*2 culvert prefabricated	159 d	'25 Oct 12	'26 May 11	[Gantt bar from Oct 12, 2026 to May 11, 2027]																																				
27	1.3.1.5 4*2.5 box culvert prefabricated	173 d	'25 Oct 12	'26 May 25	[Gantt bar from Oct 12, 2026 to May 25, 2027]																																				
28	1.3.1.6 0.5*0.5 culvert cover prefabricated	114 d	'25 Oct 5	'26 Mar 20	[Gantt bar from Oct 5, 2026 to Mar 20, 2027]																																				
29	1.3.1.7 1*1 culvert cover prefabricated	206 d	'25 Sep 30	'26 Jun 15	[Gantt bar from Sep 30, 2026 to Jun 15, 2027]																																				
30	1.3.1.8 4*3 culvert cover prefabricated	41 d	'25 Oct 5	'25 Nov 14	[Gantt bar from Oct 5, 2026 to Nov 14, 2026]																																				
31	1.3.1.9 2*6*3 culvert cover prefabricated	32 d	'25 Oct 5	'25 Nov 5	[Gantt bar from Oct 5, 2026 to Nov 5, 2026]																																				
32	1.3.2 Culvert cast-in-place and installation	517 d	'25 Sep 15	'27 May 30	[Gantt bar from Sep 15, 2026 to May 30, 2027]																																				
33	1.3.2.1 K163+000-K165+000 main line and sidewalk	32 d	'25 Sep 20	'25 Oct 21	[Gantt bar from Sep 20, 2026 to Oct 21, 2026]																																				
34	1.3.2.2 K165+000-K168+000 section main line and sidewalk	36 d	'25 Sep 30	'25 Nov 4	[Gantt bar from Sep 30, 2026 to Nov 4, 2026]																																				
35	1.3.2.3 Main line and sidewalk of K175+000-K178+000 section	36 d	'25 Sep 30	'25 Nov 4	[Gantt bar from Sep 30, 2026 to Nov 4, 2026]																																				

Winter shutdown period: from December 20 to February 10

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Reconstruction of 75.2 km to 4-lanes of Barskoon-Karakol Road Section (km 141.6-220) Section 3 of the Issyk-Kul Ring Road

ID	Task name	Duration	Start	Finish	2026												2027												2028											
					8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7
112	2.3.2.1 Main line and sidewalk of K182+860-K184+860 section	32 d	'25 Oct 3	'25 Nov 3	Culvert Team 3																																			
113	2.3.2.2 Main line and sidewalk of K184+860-K187+860 section	36 d	'25 Oct 13	'25 Nov 17	Culvert Team 3/4																																			
114	2.3.2.3 Main line and sidewalk of K187+860-K190+860 section	36 d	'25 Oct 13	'25 Nov 17	Culvert Team 1/4																																			
115	2.3.2.4 Main line and sidewalk of K190+860-K192+860 section	46 d	'25 Oct 18	'25 Dec 2	Culvert Team 2																																			
116	2.3.2.5 Main line and sidewalk of K192+860-K197+860 section	40 d	'25 Nov 8	'25 Dec 17	Culvert Team 3/4																																			
117	2.3.2.6 Main line and sidewalk of K197+860-K204+860 section	228 d	'25 Sep 10	'26 Jun 17	Culvert Team 3/4																																			
118	2.3.2.7 Main line and sidewalk of K204+860-K209+860 section	170 d	'25 Oct 5	'26 May 15	Culvert Team 3/4																																			
119	2.3.2.8 Main line and sidewalk of K209+860-K215+860 section	517 d	'25 Sep 15	'27 May 30	Culvert Team 3/4																																			
120	2.4 Drainage prevention	698 d	'26 Jun 1	'28 Aug 12																																				
121	2.4.1 Ditch	516 d	'26 Jun 1	'28 Feb 12																																				
122	2.4.1.1 Ditch prefabricated	454 d	'26 Jun 1	'27 Oct 20													Prefabricated Team 1																							
123	2.4.1.2 Ditch installation	507 d	'26 Jun 10	'28 Feb 12																									Structure Team 1/2											
124	2.4.2 Curb	698 d	'26 Jun 1	'28 Aug 12																																				
125	2.4.2.1 Curb prefabricated	577 d	'26 Jun 1	'28 Apr 13																									Prefabricated Team 1											
126	2.4.2.2 Curb installation	689 d	'26 Jun 10	'28 Aug 12																									Structure Team 1/2											
127	2.5 Bridge and aqueduct engineering	284 d	'25 Nov 30	'26 Nov 1																																				
128	2.5.1 K199+697.55 Bridge	208 d	'25 Nov 30	'26 Aug 17	Bridge Team 1																																			
129	2.5.2 K199+697.55 aqueduct demolition and reconstruction	206 d	'26 Mar 10	'26 Oct 1	Bridge Team 1																																			
130	2.5.3 K209+534.5 Bridge	208 d	'26 Mar 1	'26 Sep 24	Bridge Team 1																																			
131	2.5.4 K209+534.5 aqueduct demolition and reconstruction	206 d	'26 Apr 10	'26 Nov 1	Bridge Team 1																																			
132	2.6 Pavement engineering	755 d	'26 Mar 10	'28 Jul 17																																				
133	2.6.1 Sub-Base	414 d	'26 Mar 10	'27 Jun 19													Earthwork team 1/2																							
134	2.6.2 Base	596 d	'26 Mar 12	'28 Feb 11																									Base team 1											
135	2.6.3 The floor below the pavement	631 d	'26 Jun 2	'28 Jun 7																									Asphalt Team 1											
136	2.6.4 Pavement upper layer	223 d	'27 Oct 6	'28 Jul 7																									Asphalt Team 1											
137	2.6.5 Shoulder	623 d	'26 Jul 20	'28 Jul 17																									Asphalt Team 1											
138	2.7 Road ancillary project	865 d	'25 Nov 1	'28 Aug 20																																				
139	2.7.1 Electric power and water pipe removal	452 d	'25 Nov 1	'27 May 12	Affiliated relocation team 1																																			
140	2.7.2 Overhead cables and water pipe installation	502 d	'25 Dec 1	'27 Jul 31	Affiliated relocation team 1																																			
141	2.7.3 Bus station and ancillary facilities	654 d	'26 Jul 20	'28 Aug 17																									Affiliated relocation team 1											
142	2.7.4 Parking area and ancillary facilities	623 d	'26 Aug 20	'28 Aug 17																									Affiliated relocation team 1											
143	2.7.5 Lighting Engineering	142 d	'28 Apr 1	'28 Aug 20																																				
144	2.7.6 Traffic signal facilities	508 d	'26 Sep 20	'28 May 25																									Affiliated relocation team 1											
145	2.7.7 Parapet	149 d	'28 Mar 5	'28 Jul 31																									Affiliated relocation team 1											
146	2.7.8 Road Marking	122 d	'28 Apr 1	'28 Jul 31																									Affiliated relocation team 1											
147	2.7.9 Traffic sign	137 d	'28 Apr 1	'28 Aug 15																									Affiliated relocation team 1											
148	2.8 Final inspection report	59 d	'28 Jul 5	'28 Sep 1																																				

Winter shutdown period: from December 20 to February 10

Активация
Чтобы активировать этот раздел "Планирование"

Appendix 5. Photographic material



Фото 1. Работа ДСУ на производственной базе на км 167+360



Фото 2. Система гидроорошения на ПГУ установлена в приемном бункере, а также на конвейерных линиях.



Фото 3. Участок 2. Земляные работы по устройству насыпи 197+400-198+200 LHS



Фото 4. Участок 2. Участок 2. Земляные работы по устройству насыпи 197+400-198+200 RHS



Фото 5. Расчистка и корчевание, км 204+880 LHS



Фото 6. Расчистка и корчевание, км 198+400 LHS



Фото 7. Расчистка и корчевание, км 210+500 RHS



Фото 8. Эскавация, км.196+097



Фото 9. Установка лотков, км 187+460LHS



Фото 10. Эскавация, км.



Фото 11. Эскавация км. 196+425



Фото 12. Фрезеровка асфальта, км 200



Фото 13. Фрезеровка асфальта км.203+300



Фото 14. Фрезеровка асфальта км.203+300



Фото 15. Км 212+611, монтаж в/пр сооружения



Фото 16. Гидроизоляция швов, км 204+400



Фото 17. Бетонирование фундамента, 211+191



Фото 18. Водопропускная труба, на км.141+140 LHS. Выход



Фото 19. Селепропуск на км.151+020 RHS. ВХОД



Фото 20. Селепропуск на км.151+020 LHS. ВЫХОД



Фото 21. Селепропуск на км.151+260 RHS. ВХОД



Фото 22. Водопрпускная труба на км 140+760, ВЫХОД



Фото 23. Водопрпускная труба, на км.195+830 LHS, выход.



Фото 24. Водопрпускная труба, на км.188+400 LHS, выход



Фото 25. Водопрopusкная труба, на км.188+400 LHS, выход



Фото 26. Водопрopusкная труба, на км.198 LHS, выход



Фото 27. Водопрopusкная труба, на км.200+ RHS. вход



Фото 28. Водопрopusкная труба, на км.200+ RHS. Выход



Фото 29. Осмотр археологом участка на км.143+245



Фото 30. Осмотр археологом участка под карьер на км.152+440 на наличие ОИКН. С.Ак-Терек



Фото 31. Осмотр археологом участка под карьер на км.152+820 на наличие ОИKN. с.Ак-Терек



Фото 32. Осмотр археологом участка под карьер на км.167+360 на наличие ОИKN.



Фото 33. Осмотр археологом, км 169, мемориаль-ный памятник Карга-Аке



Фото 34. Осмотр археологом, км 172+500, современные захоронения



Фото 35. Осмотр археологом, км 172+600, современные захоронения



Фото 36. Осмотр археологом участка под карьер на км.174+400 на наличие ОИKN.



Фото 37. Осмотр археологом, км 175+620, современные захоронения



Фото 38. Осмотр археологом участка под карьер на км.175 на наличие ОИКН.



Фото 39. Осмотр археологом участка с современным захоронением на км.177+810 слева от дороги на расстоянии 78 м.



Фото 40. Осмотр археологом участка под карьер на км.178+800 на наличие ОИКН.



Фото 41. Лагерь строителей и офис в с.Ак-Терек, км. 152+700



Фото 42. Лагерь строителей и офис в с.Чырак, км. 200+000



Фото 43. Участок 2, производственная база, на км.202+220



Фото 44. Лагерь строителей и офис в с.Чырак, км. 200+000. Контейнеры для сбора отходов.



Фото 45. Лагерь строителей и офис в с.Ак-Терек, км. 152+700. Контейнеры для сбора отходов.



Фото 46. Участок 1. Ежедневный вывоз ТБО с Лагеря на км. 152+700



Фото 47. Лагерь строителей в с.Чырак, хранение ТБО не соответствует экологическим и санитарным нормам. 12 марта 2026 г.



Фото 48. Лагерь строителей в с.Чырак, хранение ТБО не соответствует экологическим и санитарным нормам 26 марта 2026 г.



Фото 49. гидроорошение подъездной дороги к карьеру на км 194.



Фото 50. Гидроорошение участков дороги с км.182+860-км.215,8.



Фото 51. Гидроорошение участков дороги с км.182+860-км.215,8.



Фото 52. Гидроорошение участков дороги с км.182+860-км.215,8.



Фото 53. Гидроорошение участков асфальтового покрытия, перед его вскирковкой



Фото 54. Производственная база, км.202+220 RHS, пылевыведение при работе ДСУ



Фото 55. Производственная база, км 202+220 RHS, отсутствие гидроорошения внутрипроизводственных дорог



Фото 56. Производственная база, км 202+220 RHS, отсутствие гидроорошения внутрипроизводственных дорог.



Фото 57. Вывоз демонтированных частей водопропускного сооружения на км. 194



Фото 58 Вывоз демонтированных частей водопропускного сооружения на км. 194



Фото 59. Складирование фрезерованного асфальта на строительных участках.



Фото 60. Складирование фрезерованного асфальта на строительных участках



Фото 61. Км. 203. Крупные корневища вырубленных деревьев, оставленные на обочине дороги



Фото 62. Км. 202+700. Крупные корневища вырубленных деревьев, оставленные на обочине дороги

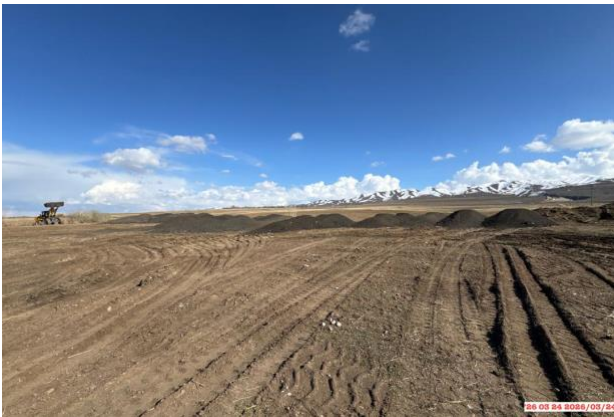


Фото 63. Отвал асфальта на км.194+600, складирован на грунтовой поверхности без обустройства защиты от загрязнения, не обеспечен водоотвод. Границы отвала не обозначены



Фото 64. Отвал асфальта на км.194+600. Асфальт складирован в непосредственной близости с посевным полем.



Фото 65. Отвал асфальта на км.199+500, складирован на грунтовой поверхности без обустройства защиты от загрязнения, не обеспечен водоотвод.



Фото 66. Отвал асфальта на км.199+500. Асфальт складирован на границе с посевным полем. В результате складирования повреждено ограждение



Фото 67. Отвал асфальта на км.199+500. Границы отвала не обозначены.



Фото 68. Визит замминистра МТД и ГРП на участок. Обсуждение вопроса посадки деревьев вдоль побережья оз.Иссык-Куль



Фото 69. Визит замминистра МТД и ГРП на участок. Обсуждение вопроса посадки деревьев вдоль побережья оз.Иссык-Куль



Фото 70. Производственная база км.167+360, не обеспечен селеотвод от базы.



Фото 71. Лагерь в с.Чырак, км 200+000. Парковка для техники и автотранспорта не имеет твердого покрытия,



Битумохранилище на производственной базе км.202+220



Битумохранилище на производственной базе км.202+220



Битумохранилище на производственной базе км.202+220



Карьер на км.202+220



Битумохранилище на производственной базе км.202+220. Обеспечен водоотвод от битумохранилища



Битумохранилище на производственной базе км.202+220. Обеспечен водоотвод от битумохранилища

Appendix 6. Quarry development permission (km 208+100)

**КЫРГЫЗ РЕСПУБЛИКАСЫНЫН
ЖАРАТЫЛЫШ РЕСУРСТАРЫ,
ЭКОЛОГИЯ ЖАНА ТЕХНИКАЛЫК
КӨЗӨМӨЛ МИНИСТРЛИГИНИН
КЫРГЫЗ ГЕОЛОГИЯ КЫЗМАТЫ**



**КЫРГЫЗСКАЯ ГЕОЛОГИЧЕСКАЯ
СЛУЖБА МИНИСТЕРСТВА
ПРИРОДНЫХ РЕСУРСОВ, ЭКОЛОГИИ
И ТЕХНИЧЕСКОГО НАДЗОРА
КЫРГЫЗСКОЙ РЕСПУБЛИКИ**

720040, Кыргыз Республикасы,
Бишкек ш., Эркиндик бул., 2,
тел.: 90-40-40, факс: 30-07-06
к/с № 4402031101021555 (бюджеттик эсеп)
к/с № 4402031102000750 (атайын эсеп)
Банк: КР ФМ Борбордук казыналыгы
БИК 440001
ИНН 02104202110080, ИУРК 31144551
www.geology.kg, e-mail: geologykr@gmail.com

720040, Кыргызская Республика,
г. Бишкек, бул. Эркиндик, 2,
тел.: 90-40-40, факс: 30-07-06
р/с № 4402031101021555 (бюджетный счет)
р/с № 4402031102000750 (специальный счет)
Банк: Центральное казначейство МФ КР
БИК 440001
ИНН 02104202110080, ОКПО 31144551
www.geology.kg, e-mail: geologykr@gmail.com

№ _____
29.12.2025 г. № 14-8/13750



**Министерство
транспорта и коммуникаций
Кыргызской Республики**

На основании решения Комиссии по вопросам лицензирования недропользования Кыргызской геологической службы (далее - КГС) Министерства природных ресурсов, экологии и технического надзора Кыргызской Республики от 14 января 2026 года протокол №01-Н-2025, согласно ч.4 ст.35 Закона «О недрах» Кыргызской Республики, КГС дает временное разрешение Министерству транспорта и коммуникации Кыргызской Республики на временную разработку инертных материалов на один карьер для реконструкции автодороги «Барскоон – Каракол», *при этом отметить о накладке на биосферную территорию «Иссык-Куль».*

**Координаты угловых точек карьера на км 208+100
Объем добычи – 430 000 м³**

№	X	Y	№	X	Y
1	14277390	4703348	7	14277690	4702994
2	14277514	4703387	8	14277590	4702994
3	14277616	4703422	9	14277466	4703018
4	14277617	4703313	10	14277420	4703103
5	14277638	4703211	11	14277415	4703227
6	14277669	4703122			

Размер площади: 8.81 га

При этом, Министерству транспорта и коммуникаций необходимо:

- предоставлять в КГС отчеты о проведенных работах и объемах добычи по форме 5-ГР до 1 марта последующих годов;
- соблюдать требования законодательства Кыргызской Республики в сфере недропользования, в области экологической и промышленной безопасности;
- проводить разработку без права на реализацию инертных материалов;

Управление лицензирования недропользования
Канетова А. 904040 (1044)
№ 05-6/374, 26.01.2026



Кол койгон: Калилов Р.К., 26.01.2026

- по окончании работ провести техническую и биологическую рекультивацию.

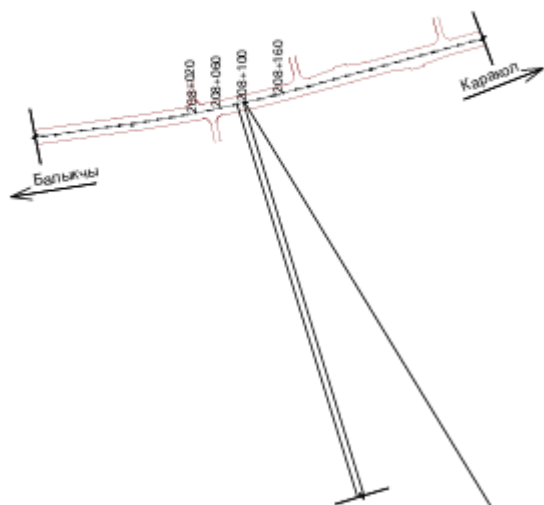
Заместитель директора

Р.К. Калилов

Управление лицензирования недропользования
Канетова А. тел.: 904040 (1044)
№ 05-6/374, 26.01.2026



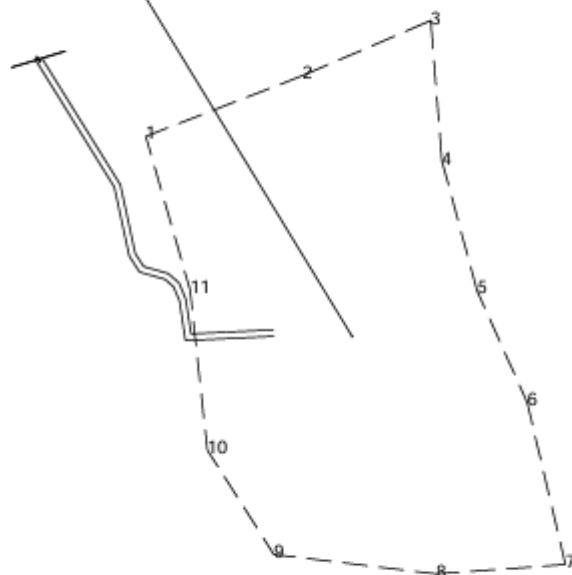
Кол койгон: Калилов Р.К., 26.01.2026



Координаты угловых точек карьера на
КМ208+100

№	X	Y
1	14277390	4703348
2	14277514	4703387
3	14277616	4703422
4	14277617	4703313
5	14277638	4703211
6	14277669	4703122
7	14277690	4702994
8	14277590	4702994
9	14277466	4703018
10	14277420	4703103
11	14277415	4703227

S=8.81Га. Объем добычи-430000m3



Изм. Кол. уч.	Лист Надок.	Подпись	Дата	Реконструкция автомобильной дороги Балычы-Боконбаев-Каракол	Стадия	Лист	Листов
				Участок №3 км 141.6- км 220			
				План карьера на ГК 208-100			

Кыргыз Республикасынын жаратылыш ресурстары,
экология жана техникалык көзөмөл министрлигинин
Ысык-Көл регионалдык башкармалыгы

КОРУТУНДУ № 334-1/2025

(Корутунду уруксаат берүүчү документ болуп эсептелбейт)

Жер участкасуна курулуш курууга

23- декабрь 2025-ж.

1. Объектинин аталышы, берилүүчү жер участкасу, кайсы ведомствого таандык:
Жолдун курулушуна материал алууга карьер ачуу, Жети-Өгүз айыл өкмөтүнүн жери.
2. Жайгашкан жери: Жети-Өгүз району, Ырдык айылы, контур № 815.
3. Тыянак берилүүчү негизги документтер:
Чайна роуд энд бридж компаниясынын 17.12.2025ж. кайрылуусу.
4. Жер участкасунун текшерилиши: ордунан
Комиссия мүчөлөрү: айыл өкмөттүн кызматкерлери жана компаниянын экологу менен.
5. Жер участкасунун мүнөздөмөсү
А) Жердин көлөмү (аянты): S= 8,81 га
Б) Жер бетинин түзүлүшү: түз жер
В) Жердин кыртышы: таштуу топурак.
Г) Жер астындагы суулар: белгисиз
Д) Жердин саздактуулугу: жок
Е) Тигилген бак-дарактар, өсүмдүктөр: --
Ж) Канал, арык жана колго чейинки ардык: --
6. Мурун жер участкасун пайдалангандыгы: баш жер
7. Жер участкактун айланасындагы тиешелүү жерлер: Түштүктөн а/о жери
Түндүктөн а/о жери Батыштан жол а/о жери
8. Шамаалдын багыты: батыштан,чыгыштан
9. Айлана чөйрөгө кылган таасири : Жаратылыш коргоо мыйзамын бузбаса, жерди туура пайдаланса
айлана чөйрөгө зыян келтирбейт.
10. Суу кайсы жерден алынат: керектелбейт
11. Объектинин канализациясы: керектелбейт.
12. Киринди суулардын кошулган жери (талапка жооп бере алабы):
13. Объектинин жылуулук энергиясы: керектелбейт.
14. Объектинин экологиялык экспертизасы жөнүндө: өтө элек.

КОРУТУНДУ:

Жер участкасу: Жалпы аянты S=8,81 га

Экологиялык шарттар боюнча:

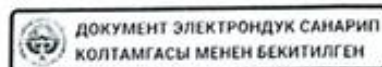
Долбоорлору экологиялык экспертиза өткөндөн кийин гана курууга болот.

Тыянактын аныгы мөөнөтү: 23.12.2026ж

Башкармалыктын башчысынын орун басары:

М.К.Муратов.

Аткарган: С.А.Сооронбаев.



№ 01-4/2953, 24.12.2025

Кол койгон: Муратов М.К., 24.12.2025