

Semi-annual report on monitoring social safeguards No. 11

Project No: 48401-008

Reporting period: January - June 2025

September 2025

KGZ: CAREC Corridors 1 and 3 Connecting Road - Additional
Financing: Phase 2 (Section 1 and Section 2A)

Prepared by the Ministry of Transport and Communications of the Kyrgyz Republic in consortium with Roughton International Ltd. and sub-consultants to RAM Engineering Associates LLC.

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ACRONYMS

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

1. PROJECT BACKGROUND

1. The Government of the Kyrgyz Republic has requested Asian Development Bank (ADB) to identify, formulate and prepare a follow-up loan and / or grant for rehabilitation of CAREC Corridors 1 and 3 connection road. The entire corridor will be funded by different agencies.

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

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

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

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

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

2. PROJECT DESCRIPTION

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

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

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

7. Information about the characteristics of the project road:

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

8. In settlements, the road is increased to a 4-lane configuration with pedestrian walkways.

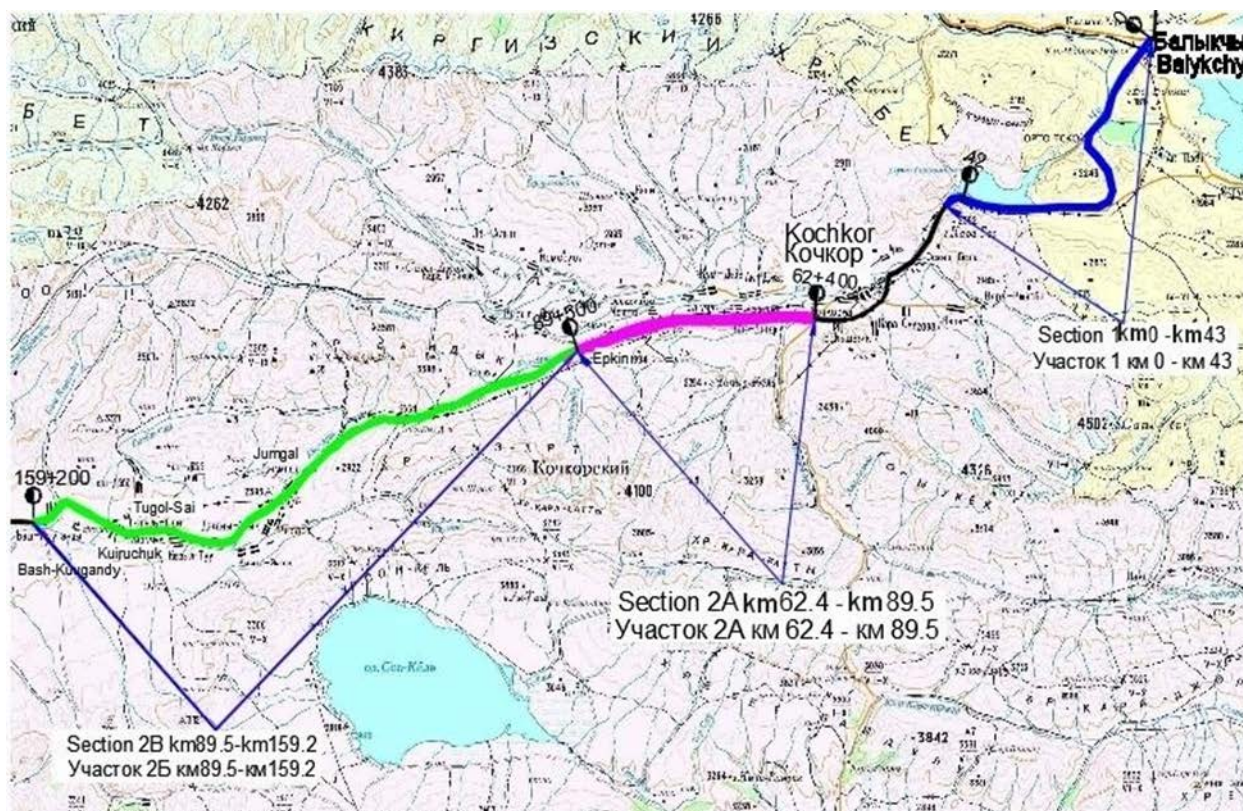
9. Ministry of Transport and Communications of the Kyrgyz Republic (MoTC) - is executing agency, Project Implementation Unit (PIU) is implementing agency, Roughton International Ltd. and sub-consultant RAM Engineering Associates LLC are appointed as Construction Supervision Consultants (CSC) and JV Sinohydro Corporation Ltd. is Contractor.

10. Order to start construction work on non-impact areas (free plots) was issued on June 22, 2020, by MoTC. In areas with identified project household impacts, the construction works have started after Land Acquisition and Resettlement Plan (LARP) implementation in 2021.

11. The LARP was prepared based on detailed design and approved by ADB¹ and Government of the Kyrgyz Republic Order No. 30-r Feb 18, 2021.

12. Project is classified as category "B" in accordance with ADB's SPS (2009) requirements on involuntary resettlement.

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



13. During reporting period, works included construction of shoulders, pavements, stops, exits and lighting in settlements. All construction works are being carried out within the project road RoW without impacting households' lands and assets. Road signage and road markings are being finalized. Detailed designs for eight additional road sites were finalized in June for major repairs with savings.

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

2. SOCIAL SAFEGUARD MONITORING

14. To ensure Project's uninterrupted implementation in accordance with safeguards requirements, social safeguards monitoring shall be conducted by PIU and Supervision Consultant to ensure (i) the Contractor's compliance with Bidding Documents' provisions, (ii) grievance redress mechanism (GRM) is operational and grievances, if any, are addressed in a timely and effective manner.
15. PIU also conducts internal monitoring. Semi-annual social monitoring reports are submitted to ADB.
16. In 2024, construction work on the project sites was almost completed. The semi-annual social monitoring report was prepared, approved by ADB and posted on the website².
17. In the first half of 2025, construction work was carried out to improve the road infrastructure, which included landscaping the roadside and laying lawns (km 62) and installing metal fences on Lot 1.
18. Construction work was carried out within the right-of-way of the project road without impacting land plots and household assets.
19. The contractor plans to complete the work on restoring the dismantled fence around the office of the rural administration in the village of Kok-Zhar in July-August 2025.
20. During the reporting period, monitoring of social safeguard was carried out online.

3. SOCIAL DUE DILIGENCE

21. During project implementation there is a need to relocate utilities and modify some of project sections.
22. Most of these design changes are minor and were resolved as a routine matter. Sometimes design changes carry risks of project impact on households' assets/property. In such cases, in accordance with ADB's SPS (2009), additional studies were conducted, and a Social Due Diligence Report (SDDR) is prepared.
23. Three Social Due Diligence Reports (SDDRs) have been prepared during the project period on June 2025:
- SDDR for relocation of several transmission towers at km 69+090 LHS to km 69+330 RHS was prepared in April-May 2021 and approved by ADB in August 2021;
 - SDDR for design modification at 1 km 2+706 (replacement of traffic circle with T-junction with traffic light control) prepared in January 2023 and approved by ADB in March 2023;
 - SDDR for railway crossing design modification at 1 km 1+346 was prepared in April 2023 and approved by ADB in May 2023.
24. During the project implementation savings under project costs reached approx. \$9.7 million as of December 2023. Recognizing the positive impact of the infrastructure development, the local population situated near the project road have submitted requests for the construction of additional roads connecting to their respective communities. This demonstrates the project's broader influence on local development, prompting a demand for expanded connectivity and accessibility within the region.
25. In coordination with ADB, it was decided to use the saved project funds for capital repair of additional road sections. Additional road sections were identified at the end of February 2024 by agreement of the MoTC and local authorities. Location plans for additional road sites in Appendix 3.

² <https://www.adb.org/projects/documents/kgz-48401-007-smr-16>

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

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

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

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

- Bishkek-Naryn-Torugart road (Tendik- Roundabout section), length 2.9 km (III category road);
- Kochkor-Kommunism road (section Kum-Dobo Komsomol), length 17.16 km (IV category of road);
- Kum-Dobo - Shamshy-Saralasaz highway 3.86 km long (IV category road);
- Kommunism-Ortok road 0.8 km long (IV category of road);
- 0.41 km road to Cholpon v. (IV category of road)

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

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

4. GRIEVANCE REDRESS MECHANISM

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

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

31. All appeals and complaints are registered in electronic log³ and are subject to review within 14 days. Decisions on many appeals are made after analysis of technical capabilities and coordination with PIU MoTC.

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

³ <https://cloud.mail.ru/public/D8m9/7vZfsrnoQ>

5. RECOMMENDATIONS AND NEXT ACTIVITIES

33. Next construction season, the following recommendations for monitoring social safeguards are recommended:

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

Annex 1. Schemes of additional roads

Figure 2. Scheme of Lot-2 additional roads

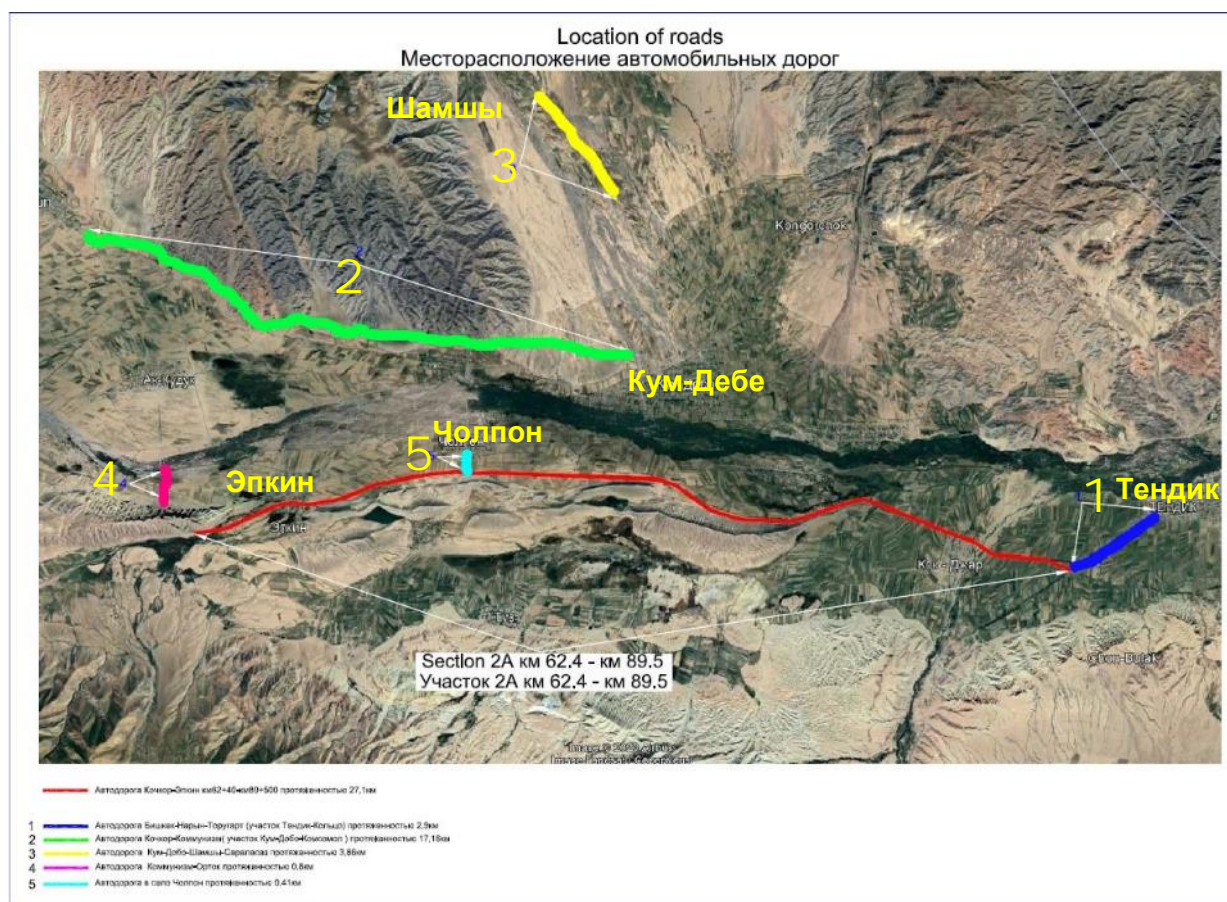


Figure 3. Scheme of lot-1 additional road

