Semi-annual Environmental Monitoring Report

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Semi-annual Environmental Monitoring Report
July to December 2025

Kyrgyz Republic:

CAREC Corridors 1 and 3 Connector Road, Section 2B Epkin-Dyikan [Bashkugandy], Km: 89+500 – 159+200 Project

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Prepared for:

Ministry of Transport and Communications of the Kyrgyz Republic

Approved by: [Name and signature of Executive Agency staff]

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
MPL	-	Maximum permissible level
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
NTAETS	-	Naryn Territorial Administration for Environmental and Technical Safety under MNRETS 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
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 Semi-Annual Environmental Monitoring Review for the CAREC Corridors 1 and 3 Connector Road Section 2B Epkin (Km: 89+500) - Dyikan (Bashkugandy) (Km: 159+200) Project.

2. This report is the 14th SAEMR for the project, covering the six months of project work conducted from July to December 2025.

1.2 Headline Information

3. During the reporting period, construction works were carried out in two main directions: on the Epkin–Dyikan road (km 89+500 – km 159+200) and on the additional rural roads. On the Epkin–Dyikan section, the main pavement layers and asphalt concrete surfacing were completed 100%. The Contractor's activities were focused on the installation of road furniture (parapets, traffic signs, bus shelters), slope protection works, and the construction of drainage systems. In December 2025, due to deteriorating weather conditions and snowfall, the section was shifted to winter maintenance mode, including snow removal and salting of the carriageway to ensure safe and uninterrupted traffic flow.

4. On the additional rural access roads, major rehabilitation works commenced in August 2025 on access roads in Kuyruchuk, Kyzart, Lama, and Ak-Chiy villages, with a total length of 10.823 km. The Contractor implemented the full construction cycle, from site clearing and earthworks to asphalt paving. By the end of the reporting period, the lower asphalt layer (9 cm thick) had already been laid on several sections (Kuyruchuk and Ak-Chiy). At the same time, approximately 3.4 km of road in Lama village remains unfinished, which requires priority attention in the first half of 2026.

5. Throughout the reporting period, uninterrupted operation of the Contractor's production site (km 148+630) was ensured. The production site at km 106+300 was completely dismantled in May 2025, and in July 2025 the 1.924 ha site was rehabilitated and restored to its original condition. The production site at km 148+630 remained the main operational facility, comprising the asphalt concrete plant, crushing and screening plant, concrete batching plant, and the camp. In December 2025, the Contractor rectified the systemic sanitary and fire safety deficiencies identified at this site. A total of 17 quarries were allocated for the needs of the Project; during the reporting period, two new quarries (No. 16 and No. 17) were approved and commissioned in the area of km 128+005 to support works on the rural roads (see report sections 2.3.2 – 2.3.5).

6. The Report provides information on the current Project status and on the environmental measures undertaken to prevent anthropogenic impacts on the environment. Observations, corrective actions, and mitigation measures are based on monthly inspection visits to the Project road section, construction camps, and production sites by the Consultant's specialists. All identified non-compliances are systematized in Section 3.3, and inspection reports were officially submitted to the Contractor for corrective actions and are presented in Appendix 1 to this Report.

7. During environmental inspections conducted by the Consultant, a limited number of non-compliances with SSEMP requirements were identified, mainly related to conditions in construction camp and at production site. The key remarks concerned fire safety, waste and wastewater management, storage of gas cylinders, and access control at camp territory. All

identified non-compliances were officially communicated to the Contractor, who reported their full rectification by the end of the reporting period. Overall, out of six identified issues, five were closed, representing an 83% non-compliance closure rate and confirming a positive trend in the Contractor's responsiveness.

8. At the same time, one open and critical issue remains - compensatory tree planting. A spring inspection showed that 71% of the saplings planted in 2024 failed to survive due to inadequate maintenance. The Contractor confirmed its intention to carry out mass replanting in April 2026, with a follow-up inspection scheduled for March 2026. This activity remains the only long-term corrective measure under continuous monitoring.

9. In September–October 2025, instrumental environmental studies were carried out under the Project, including monitoring of ambient air quality, surface water quality, noise and vibration levels, and meteorological conditions. The works were conducted by the Department of Environmental Monitoring under the MNRETS KR and the accredited laboratory ProfiLab LLC. The monitoring results confirmed compliance of noise levels (47–64 dBA), vibration levels (91–94 dB), and water quality with the applicable national sanitary and environmental standards. Ambient air quality was assessed as satisfactory, despite borderline nitrogen dioxide values (See report sections 4.1.1 – 4.1.3).

10. Strengthening the Contractor's environmental management system was achieved through the implementation of the Training Plan for CR No. 5 workers on occupational safety and industrial sanitary hygiene for the second half of 2025 and the ensured daily presence on site of the Contractor's environmental officer and health and safety officer. During the reporting period, the Contractor's Occupational Health and Safety Engineer conducted 12 operational briefings (toolbox talks) and 6 targeted briefings covering fire, industrial, and transport safety; working conditions; personal protective equipment; sanitation; accident analysis; and emergency response (see Section 4.6.3 of the report).

11. Overall, the reporting period is characterized by a sustained positive trend in compliance with environmental and social requirements, a high level of construction readiness, prompt rectification of most identified non-compliances, and strengthening of the Contractor's internal environmenta system. Taking into account the established Contract completion date of 31 August 2026, the Contractor's efforts in the first half of 2026 should be focused on completing the remaining 3.4 km of road in Lama village, finalizing all finishing and landscaping works, rehabilitating disturbed areas, and correcting the compensatory planting program prior to final handover of the Project.

12. The Post-construction Environmental Audit Report will be prepared in July 2026.

2. PROJECT DESCRIPTION AND CURRENT ACTIVITIES.

2.1 Project Description.

2.1.1 Project Section Location and Basic Design.

13. 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 asked the Asian Development Bank (ADB) to assist in financing the implementation of the CAREC Corridors 1 and 3 Connector Road Section 2B Epkin (Km: 89+500) - Dyikan (Bashkugandy) (Km: 159+200) Project.

14. The CAREC Corridors 1 and 3 (Epkin Road Section (km 89 + 500) - Dyikan (Bashkugandy) (km 159 + 200) 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 CAREC corridors 1 and 3, 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.

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

- Reduction of the passenger and freight transport cost between the southern and Issyk-Kul and Naryn regions by providing direct access.
- Reduction of transport costs due to reduced route and improved road conditions.
- Increased local and international traffic.
- Additional income opportunities for residents.
- Creation of new jobs.
- Good condition of vehicles /Reduced operating costs

16. CAREC Corridor 1 connects the Russian Federation and Europe with the PRC; it is the only north-south highway that provides access from the central part of the Kyrgyz Republic to the rest of the country and beyond. Likewise, CAREC Corridor 3 connects the Russian Federation and Europe with Central East and South Asia. This is the only direct link between the southern and northern parts of the country, linking two large economic and agricultural centers - Bishkek capital and the country's second largest town, Osh. Joining these two CAREC corridors will link the southern regions (Batken, Jalal-Abad, and Osh) with the northern regions (Chui, Issyk-Kul, Naryn, and Talas) via a faster and safer alternative route and facilitate further access to international markets.

17. In connection with contractual changes, the original contractor was changed to perform construction work on the project section. The current contractor is China Railway No.5 Engineering Group Co., Ltd.; the contract was signed on September 23, 2021; the contract work commenced on January 15, 2022.

18. The project road Epkin (89 + 500 km) - Dyikan (Bashkugandy) (159 + 200 km) is a 70-kilometer highway from east to west. This section follows the existing road to Bashkugandy (km 159). The section belongs to the Naryn region, crosses a small western part of the Kochkor district but most of it is located in the Jumgal district. The road is in poor condition; the surface is uneven with numerous potholes covered with frequent transverse and longitudinal cracks, often with a network of cracks. There are forage and irrigation ditches, lowlands and hills with pastures along the project road section. The road follows the Jumgal River and crosses the Tugol-Sai River. The map of the project road is shown in Figures 1 and 2. Nearby villages located along the road section are listed in Table 1.

19. The road runs through the Kochkor valley, ascends to about 2600 m, which highest point is on the Kyzart Pass, after which it descends to the Jumgal depression. The section runs west to Bashkugandy village, passes through a series of settlements interspersed with agricultural fields with a two-lane roadway configuration. These western parts of the Kochkor district represent vast agricultural land for agriculture and livestock husbandry. The high-mountainous part is the border between the Kochkor and Jumgal districts, as well as the border of the water-parting lines of the Chui and Jumgal rivers. This high point of the road is a pass point between mountain ranges running parallel east to west of Naryn Region. The area is characterized as hilly and mountainous and covered with grasses suitable for grazing.

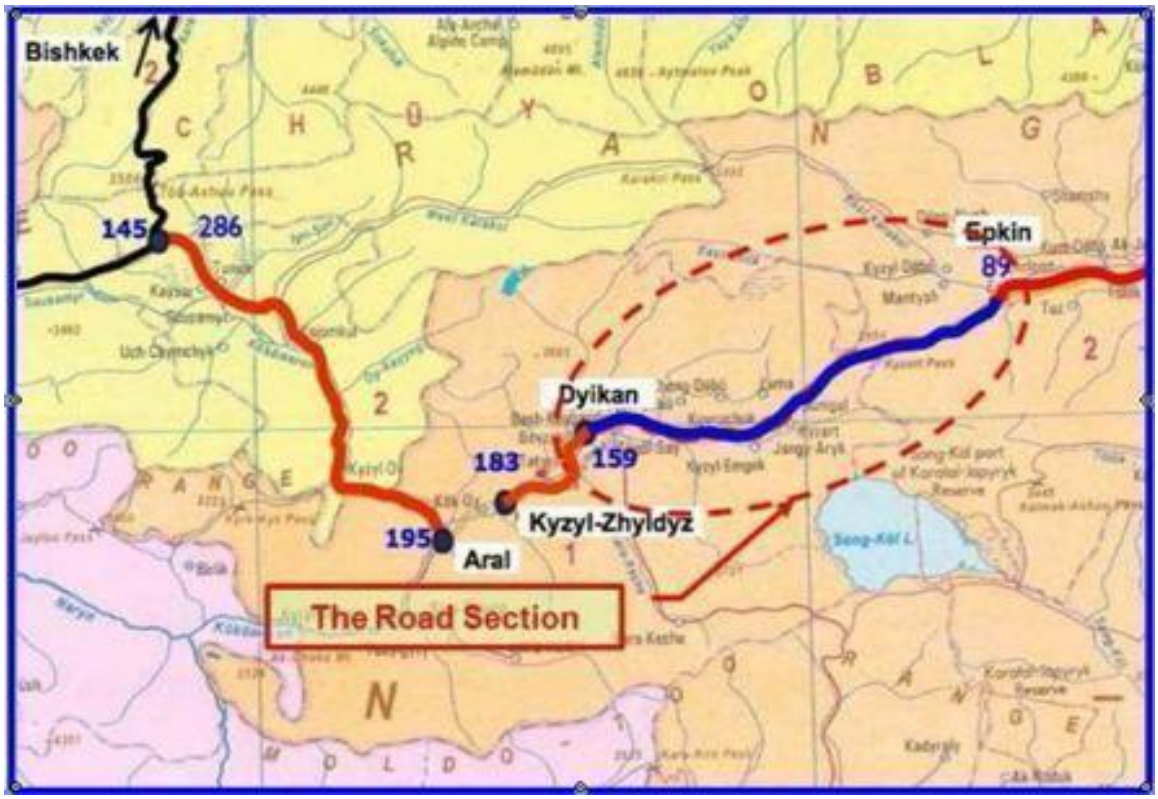


Figure 1: Map of Epkin-Dyikan (Bashkugandy) Location

Figure 2: Topographic map of the area where the road section Epkin-Dyikan (Bashkuugandy) is located.

Table 1 Names of Villages along the Project Road Section

Region	District	Village	Section/km
Naryn	Kochkor (western part)	Epkin	89+500
	Jumgal	Jumgal	127+240 – 129+500
		Kuyruchuk	141+750 – 144+800
		Tugol-Sai	149+500 – 151+100
		Bashkugandy	159+000

20. Geotechnical conditions for subgrade construction on the road section between Epkin and Dyikan is favorable. The basic direction of the 70 km long road is laid mainly on the existing roadbed with gravel fill, in some places with asphalt pavement. The pavement is asphalt, mainly of 5–6 cm thick, rarely 9–10 cm. The pavement base is constructed of gravel, pebble and crushed stone soil with sandy loam and sandy aggregate.

21. The main works include earthworks, construction of culverts, reconstruction of the bridge in Tugol-Sai village (km 148+850) and asphalt pavement. In order to improve drainage systems, the work includes the reconstruction and replacement of most of the deteriorated irrigation culverts, as well as the new drainage structures construction.

22. Construction work is carried out mainly within the existing road's right-of-way, thus minimizing environmental impact. The Project includes a number of related activities, such as development of quarries, operation of the concrete plant and crushing and screening plants, the construction of a camps for workers and storage areas, etc.

23. In accordance with the Terms of Reference, the road pavement is designed for an initial design life of 10 years with options for structural overlay for a design life of 15 and 20 years.

2.1.2 Work Scope under Contract.

24. Details of the designed project road section:

- To restore and lay the project road to Technical Category II from Epkin (km 89+500) to Bashkugandy (km 159+200) in accordance with the National Standard of Kyrgyzstan with geometric and structural requirements with an estimated speed of 90 km/h outside settlements and 60 km/h in villages.
- Reconstruction, repair and/or replacement of bridges and culverts.
- Construction of side drains and other drainage structures.
- Provision of retaining walls and riverbed protection measures, if necessary.
- Provision of proper road signs and markings.
- Provision of protective guard-rails.

25. The road was designed in accordance with the Kyrgyz geometric design standard for Category II, and, as such must be sufficient to effectively withstand transport loads throughout the projected service life. In fact, it will be a two-lane road consisting of the width of the roadway (the sum of the width of the lanes) and the width of the shoulder. The design elements for the project road's cross section are as follows:

- Number of lanes: 2
- Lane width: 3.5-3.75 m
- Carriageway width: 7.00-7.50 m
- Shoulder width: 3.25–3.75 m (of which 0.50–0.75 m asphalted)
- Total road width: 15.00 m

26. Detailed engineering designs have been prepared based on topographic surveys and geotechnical studies, as well as road surface, drainage structure and bridge conditions. International standards were applied to compensate for any deficiencies in national standards. The ADB-financed road section (Epkin-Bashkugandy) is a two-lane road with a pavement width of 6-8 meters (m), and mostly asphalt pavement in poor condition. About 70% of asphalt areas are in poor condition with potholes, cracks and broken edges, and some areas are already deteriorated down to gravel. The average roughness index is 8.33 m/km.

27. Operation of heavy and noisy machines in the vicinity of settlements was conducted during the daytime. No-vibration compaction method was utilized in residential areas and in close vicinity to cultural and historical heritage sites along the road.

28. The contract for the provision of construction supervision services was concluded between Gentek International Engineering and Consulting Limited and the Ministry of Transport and Communications of the Kyrgyz Republic on August 1, 2018.

29. 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 m^3;
- Binder with 9 cm thickness – 62 225 m^3;
- Wearing layer with 6 cm thickness – 41 738 m^3;
- Base, with 20 cm thickness – 148 771 m^3;
- Lower shoulder with 20 cm thickness – 70 648 m^3;
- Upper shoulder with 15 cm thickness – 61 301 m^3
- Subbase with 25 cm thickness – 361 612 m^3

Table 2: Project Details

From	To	Total Road Length (69.7 Km)	
Km 89+500	**Km 159+200**	**Type of work**	**Volume**
Excavation to dump	406 818 m^3	Unsuitable material from cuts	269 291 m^3
		Rock material from cuts	136 860 m^3
		Unsuitable demolition material	667 m^3
Embankment	533 250 m^3	Common material from cuts	174 697 m^3
		Rock embankment from cuts	9 100 m^3
		Common material from the quarry	186 663 m^3
		Subgrade material from borrow	157 290 m^3
		Standard material for road signs and backfill	5 500 m^3
Subbase C grade, 0/40 fraction	364 667 m^3	Thickness on main road = 25 cm	361 612 m^3
		Thickness on ramps = 25 cm	3 055 m^3
Lower shoulder C4 grade, 0/70 fraction	71 063 m^3	Thickness on main road = 20 cm	70 648 m^3
		Thickness on ramps = 15 cm	415 m^3

From	To		Total Road Length (69.7 Km)			
Km 89+500	**Km 159+200**		**Type of work**		**Volume**	
Upper shoulder C10 grade, 0/40 fraction	62 131 m^3		Thickness on main road = 15 cm		61 301 m^3	
			Thickness on ramps = 5 cm		830 m^3	
Base I grade, 0/30 fraction	149 681 m^3		Thickness on main road = 20 cm		148 771 m^3	
			Thickness on ramps = 15 cm		910 m^3	
Asphalt pavement	103 963 m^3		Binder Thickness = 9 cm		62 225 m^3	
			Wearing layer Thickness = 6cm		41 738 m^3	
Drainage	Open drain		Closed PVC drain		Closed drain, non-PVC	
	Excavation for 20 258 m^3		1 363 m		3 000 m	
Sulphate-resistant culverts, B30	D = 1.0 m	D = 1.5 m	D = 2.0x1.5 m	D=2.0x2.0 m	D=3.0x2.5 m	D=2x3.0x2.5 m
	1 130 m	898 m	25 m	27 m	10 m	11 m
Reinforcement	42.91 t		Bridge		28.87 m	

2.2 Project Contracts and Management.

30. Figure 3 shows a scheme of project activities' organizational structure and management. Table 3 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 4 and 5.

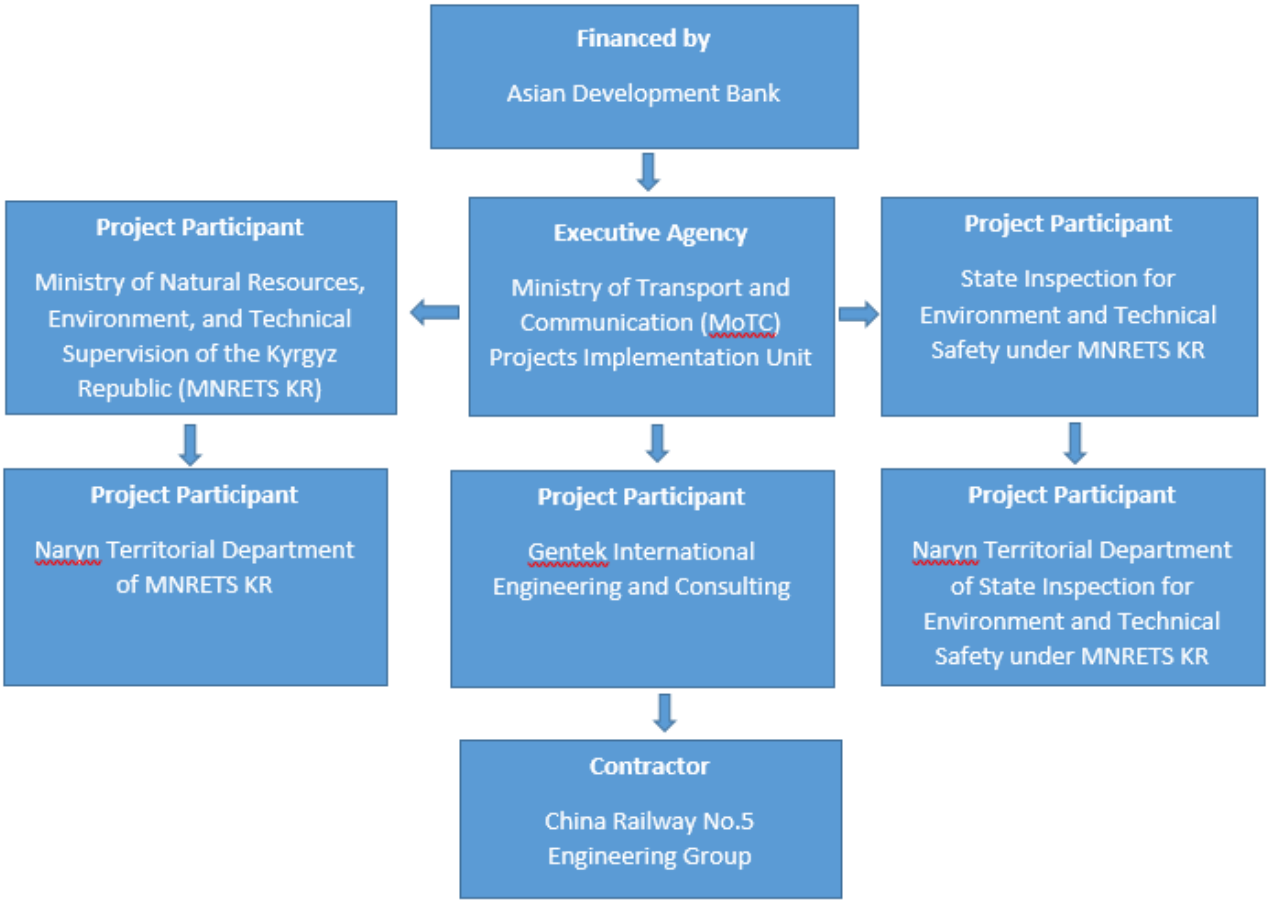


Figure 3: Project Organizational Structure and Management

Table 3: Main organizations involved in the project

№	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	Gentek Consulting Company	International Environmental Specialist	Olga Syzonenko	olga.syzonenko82@gmail.com
5	Gentek Consulting Company	National Environmental Specialist	Talantbek Jumaliev	take0978@mail.ru
6	Contracting company: China Railway No. 5 Engineering Group Co., Ltd	Environmental Specialist	Nurlan Nurdinov	nnurdinov78@mail.ru

Table 4: List of Key Consultant's Employees

International Employees	
Senior Highway Engineer / Team Leader	Selcuk Mutlu
Pavement and Materials Engineer	Mehmet Tokgoz
Structural Engineer	Sabir Mehrabov
Road Safety Engineer	Ercan Duymaz
Social Development and Resettlement Specialist	Saim Tuzlu
Contract Specialist	Rufat Mammadov
Environmental Specialist	Olga Syzonenko
Quality Assurance Engineer	Alvan Jamalov
National Employees	
Highway Engineer/Deputy Team Leader	Omurbek Shekeev
Pavement and Materials Engineer	Alymkulov Ulanbek
Structural Engineer	Nasyr Moldogaziev
Quality Assurance Engineer	Taalaibek Abdyrazakov
Quantity Engineer	Joodar Alymkulov
Road Safety Engineer	Suiunbek Tokobaev
Social and Resettlement Specialist	Omorbekov Azamat
Environmental Specialist	Talantbek Jumaliev
Hydrological Drainage Specialist	Talantbek Ashymbekov

Table 5: List of Key Contractor's Employees

№	Position	Professional qualifications	Personnel
	International Employees		
1	Project Manager	Road and Bridge Engineering	Chen TieLian
2	Executive Deputy Manager	Road and Bridge Engineering	Hu Huihui
3	Site Deputy Manager	Road and Bridge Engineering	Su Chenghong
4	Civil Engineer	Transportations and Civil Engineering	Du Moufu
5	Structural Engineer	Road and Bridge Engineering	Li Hong
6	Equipment Plant Engineer	Mechanic Engineering	Li Xiaoke
7	Engineering Department	Engineering	Zhang Zhongyi
8	Materials Engineer	Engineering	Zhai Penghui
9	Commerce Department	Engineering	Liu Linhai
10	Surveyor	Engineering	Yu Jiansong

11	Earthwork Team	Engineering	Zhao Xin
12	Pavement Team	Engineering	Yang Tongfeng
	Local Employees		
13	Environmental Specialist	Ecology and Nature Management	Nurlan Nurdinov
14	HSE Engineer	Engineering	Bulanbek Djumaliev
15	Social Development and Public Relations Specialist	Road Engineering	Maksat Kamchybekov
16	Archaeologist	History & Archaeology	Orozbek Soltobaev
17	Traffic safety engineer	Engineering	Abylabekov Kozhomkul

31. Table 6 below shows the details of the contract of the contracting company responsible for the road construction work.

Table 6: Project Contracts and Management

Project	Kyrgyz Republic: CAREC Corridors 1 and 3 Connector Road Project
Contractor	China Railway No.5 Engineering Group Co. Ltd.
Road Section:	89+500 km - 159+200 km, total length 69.7 km
Donor:	Asian Development Bank.
Contract signing date:	23.09.2021
Executive Agency	Ministry of Transport and Communications of the Kyrgyz Republic (MoTC KR)
Commencement Notification	15.01.2022
Planned completion date	31.08.2025
Completion period - days	2,5 years (30 months) or (900 days)
Time Extension - days	1324 days
Warranty period - days	3,5 years
Contract Amount	US$ 42 662 423.84
The intermediate payment minimum amount, USD (2%)	2 % of the Accepted Contract Amount.
The total advance payment amount	15 % Percentage of the Accepted Contract Amount payable in the currencies and proportions in which the Accepted Contract Amount is payable
Bank guarantee amount	The performance security will be an unconditional bank guarantee of 10 % of the Accepted Contract Price.
Third party insurance amount	1,000,000 US Dollars per occurrence, with the number of occurrences unlimited
Insurance submission deadlines a) insurance certificate b) relevant policies	Periods for submission of insurance: 28 days 28 days
Penalties for late completion of work	0.05 % of the Contract Price per day, in the currencies and proportions in which the Contract Price is payable.
Maximum amount of penalties for delay	10.0 % of the Contract Price.
Reimbursement of depreciation and prepayment	30 %
Limitation on deduction of money	10 % of the accepted Contract amount
Retention rate	10 % of the amount of the Interim Payment Certificates

2.2.1 Project Management.

32. Relevant institutions working with the project include:

- Ministry of Finance of the Kyrgyz Republic (MF 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).

33. MoTC KR is responsible for developing the transport sector and is the project's Executing Agency (EA). It has overall responsibility for planning, design, implementation, and monitoring. PIU works under MoTC KR and performs tasks assigned by MoTC KR.

34. MF KR is the authorized government body responsible for coordinating with ADB and other donors regarding foreign aid issues.

35. 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.

36. 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.

37. DDPSSES 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 Road Construction Works.

38. Work on the main road is complete. Auxiliary work to equip the main road and work on additional rural access roads remains.

39. During the reporting period, the following works were carried out on the main road, additional rural access roads, and at the production site:

40. **Works on the Main Road** (Section 2B, km 89+500 – km 159+200(CAREC Corridors 1 and 3 Connector Road, Section 2B Epkin – Dyikan [Bashkugandy], km: 89+500 – 159+200 Project):

- Construction of closed drainage systems using geotextiles;
- Installation of concrete channels and reinforced concrete flumes (LR-6);
- Construction of rubble concrete and concrete retaining walls;
- Rip-rap works for slope protection;
- Installation of prefabricated concrete kerbs;
- In-situ concrete works for parapet joints (B-35);
- Installation of pedestrian guardrails;
- Installation of signal posts;
- Installation of snow fences;
- Construction and installation of bus stops and shelters;
- Construction of a public toilet;
- Road maintenance works, including snow clearance and salt spreading.

41. **Works on Additional Rural Access Roads** (access roads to Kuyruchuk, Kyzart, Lama and Ak-Chyi villages):

- Clearing and grubbing of roadside strips;
- Excavation of unsuitable material and formation of embankments;
- Subgrade preparation and compaction;
- Installation of concrete pipes and construction of reinforced concrete box culverts;
- Installation of reinforced concrete flumes and concrete channels;
- Rip-rap works for slope and drainage protection;
- Laying of the Subbase and crushed stone Base Course;
- Application of the Prime Coat;
- Laying of asphalt concrete layers (Binder Course and lower Wearing Course).

42. **Works at the Production Site** (km 148+630):

- Crushed stone production at the crushing plant (km 148);
- Technical maintenance of crushing plant equipment;
- Production of concrete and precast elements for pipes, flumes and structures at the precast plant;
- Preparation and production of asphalt concrete at the asphalt concrete plant;

43. Between July and December 2025, construction activities covered a wide range of construction activities covered a wide range of sections along the main road and additional rural access roads:

44. **The Main Road** (CAREC Corridors 1 and 3 Connector Road, Section 2B Epkin – Dyikan [Bashkugandy], km: 89+500 – 159+200 Project):

- **km 116 - km 121:** In-situ concrete B-35 works for parapet joints, installation of prefabricated concrete kerbs, construction of concrete channels (B35), and rubble concrete retaining walls.
- **km 127 - km 129:** Provision and construction of enclosed bus-stops and shelters.
- **km 140 - km 143:** Installation of new signal posts, reinforced concrete flumes, and prefabricated concrete kerbs.
- **km 146 - km 153:** Installation of pedestrian guardrails, signal posts, and construction of a **two-hole toilet** at km 146+560.
- **km 157 - km 159:** Construction of rubble concrete retaining walls, installation of signal posts, and snow fences.

45. **Additional Rural Access Roads.** Active works were carried out on the internal roads of settlements (access roads to the main highway):

- **Kuyruchuk village (km 143 section):** Works on local sections from km 0+000 to km 1+532. Activities ncluded excavation of unsuitable soil, formation of embankments, installation of pipes and concrete channels, and asphalt paving.
- **Kyzart village (km 137 section):** Works on local sections from km 0+020 to km 1+830. Activities included clearing and grubbing, earthworks, and installation of prefabricated concrete box culverts.
- **Lama village (km 128 section):** Works on local sections from km 0+000 to km 2+400. Subgrade preparation (scarifying and shaping), roadbed levelling and compaction, and installation of culvert pipes. The work is not yet complete and will continue in the first half of 2026.
- **Ak-Chyi Village (km 92 section)**: Works on local sections from km 0+000 to km 0+545. Activities included clearing and grubbing, removing unsuitable soil, forming embankments, installing pipes and concrete trays, and paving.

46. **Operation of the Production Site at km 148+630.**

47. Table 7 provides information on the status of overall completion of the Project.

Table 7: Status of Overall Completion of the Project.

No.	Description	Unit	Total qnty	Qnty Completed	% Of completed	Completed Length (km/total length)	Remaining qnty	% of remaining
01	Archaeological work	no.	81	81	100%		0	0%
02	Embankment	m3	374 100	320 760	86%		53 340	14%
03	Cut excavation	m3	338 200	235 470	70%		102 730	30%
04	Subgrade	m3	295 707	185 100	63%		110 607	37%
05	Subbase	m3	289 392	255 100	88%		34 292	12%

No.	Description	Unit	Total qnty	Qnty Completed	% Of completed	Completed Length (km/total length)	Remaining qnty	% of remaining
06	Base	m3	149 700	159 300	106%	69.7/69.7=100%	-9 600	-6%
07	Binder coarse	m3	66 670	66 588	100%	69.7/69.7=100%	-177	0%
08	Wearing coarse	m3	41 740	41 960	101%	69.7/69.7=100%	-220	-1%
09	Shoulders	m3	133 200	131 165	98%		2 035	2%
10	Culvert (at the main road)	psc.	119	119	100%		0	0%

48. Below are the photo materials of the work being carried out.

Figure 4: Pedestrian crossing marking, km 149+180

Figure 5: Installation of cubstones, km 143+114 – km 143+615, LHS.

Figure 6: B25 concrete pouring for retaining wall, km 157+340 – km 157+360, RHS.

Figure 7: Installation of waveform guardrail, km 124+230 – km 124+460, LHS.

Figure 8: Asphalting of a bus stop, km 92+080, LHS.

Figure 9: Subgrade on the section km 1+000 – km 1+500 of the additional rural access road to the village of Kyzart (km 137).

Figure 10: Subgrade on the section km 1+000 – km 1+532 of the additional rural access road to the village of Kuyruchuk (km 143).

Figure 11: Cast-in concrete B35 ditch, km 114+950 – km 115+220 RHS.

Figure 12: Signal posts installation, km113+080 - km113+130 LHS.

49. Table 8 shows the statistics on the main construction work planned and performed according to the schedule.

Table 8: Planned & actual main work item quantities.

Work Item	BOQ Quantity	Planned Quantity	Actual Quantity	Planned %	Actual %	Variance %	Planned Completion Date
Drainage							
Culverts (m)	1 688.27	1 688.27	1 734	100%	100%	2.71%	01.08.2023
Open Drain (m^3)	20 258.00	2450	2450	12.09%	12.09%	0%	01.05.2024
Subsurface Drain (m)	4 363.00	3683	3683	84.41%	84.41%	0%	
Retaining Walls							
Concrete Walls (m^3)	232.00	43.43	43.43	18.72%	18.72%	0%	
Earthworks							
Clear & Grub (ha)	40.97	12.91	12.91	31.52%	31.52%	0%	31.07.2023
Cut Excavation (m^3)	338 226.09	232 913.00	232 913.00	68.86%	68.86%	0%	31.08.2023
Embankment (m^3)	374 076.35	340 425.55	340 425.55	91.00%	91.00%	0%	31.08.2023
Subgrade (m^3)	285 707.34	198 752.23	198 752.23	69.56%	69.56%	0%	13.10.2023
Pavement							
Sub base (m^3)	292 447.30	240 534.98	240 534.98	82.25%	82.25%	0%	13.10.2023
Base (m^3)	149 681.00	160 322.60	160 322.60	107.11%	107.11%	0%	26.10.2023
Low. Shoulder (m^3)	71 063.00	70 615.34	70 615.34	99.37%	99.37%	0.00%	06.11.2023
Up. Shoulder (m^3)	62 131.00	45 552.54	45 552.54	73.32%	73.32%	0.00%	10.05.2024
Shoulder Total (m^3)	133 194.00	116 167.88	116 167.88	87.22%	87.22%	0.00%	20.06.2024
Binder (m^3)	61 965.00	62 285.82	62 285.82	100.52%	100.52%	0.00%	20.06.2024
Wearing (m^3)	41 998.00	41 998.00	41 998.00	100.0%	100.0%	0.00%	29.04.2024
Asphalt Total (m^3)	103 963.00	103 970.31	103 970.31	100.01%	100.01 %	0.00%	31.05.2024
Bridge 1 over the Tugol-Sai River							
Foundation (%)				100%	100%	0%	03.07.2024
Substructure (%)				100%	100%	0%	31.07.2024
Superstructure (%)				100%	100%	0%	31.07.2024

50. The work program was revised and confirmed with the Engineer on November 28, 2024. The Contractor completed the main works on the Project and submitted the Work Programme for the remaining works in July 2025, which is presented in Appendix 2 to this report.

51. During the reporting period, the project was at a stage close to completion. The overall physical progress reached **95 %** at that time.

52. The main works related to pavement laying on the primary project road had already been completed. During this period, the Contractor's activities focused on the remaining auxiliary, finishing, and additional works.

53. **Completion of Key Elements:** A number of critical works, including the main pavement layers and culverts, were completed at 100%:

- Construction of the roadbed foundation was completed at **106%**.
- Installation of the lower and upper asphalt layers was completed at **100%**.
- Installation of **119 culverts** along the main road was completed at **100%**.
- Asphalt pavement works (overall cost category) were completed at **100%**.

54. **Outstanding Works to be Completed:** As of the end of December 2025, a number of construction, engineering, and finishing works under the CAREC Corridors 1 & 3 Connector Road Project, Section 2B, remain incomplete or only partially completed and must be addressed prior to final acceptance and handover of the Project.

55. Earthworks and slope shaping: The Contractor is required to complete excavation of earth ditches at several locations along the main road, including sections km 89+000 – km 89+800 LHS, km 90+000 – km 90+700 RHS, and other sections up to km 151+000 – km 151+13) RHS. Final levelling and shaping of embankment slopes have not been completed at certain sections (including km 89+500 – km 89+900 RHS, km 90+700 – km 100+000 LHS, and km 157+200 – km 158+100 LHS/RHS).

56. Slope protection and culverts: Reinforced concrete slope protection at culvert inlets and outlets has not been completed at various culverts on the main road (e.g., km 89+950 and km 90+770) and at all required culverts on ramps, for which a joint inspection is required to clarify the full list. In addition, excavation works and cutting of slopes around retaining walls at km 115+420 – km 115+495 LHS remain incomplete.

57. Drainage and engineering elements: Concrete channels behind parapets have not been constructed, particularly at sections with super-elevation where parapets are installed. Gateways (sluice gates) on canals have not been installed at km 141+000 - km 142+000 RHS (4 units).

58. Pavement defects: At km 139+380 - km 139+500 LHS, accumulation of drained bitumen on the SMA pavement has been recorded; restoration of the road surface is required (works postponed).

59. Pedestrian infrastructure and road furniture: Pedestrian roads in settlements have not been completed, including additional sidewalks in Tugolsai; several sections remain unfinished. Various road signs are missing or require replacement (e.g., R.S. 5.15.3 at km 111+500, R.S. 2.4 at km 119+700, etc.).

60. Safety barriers and parapets: Provision and installation of new reinforced concrete parapets of the "Sapozhok" type are required from km 97+000 to km 99+000, including clearing excess material and repairing uneven surfaces. Installation of metal guardrails remains incomplete at certain locations (e.g., km 106+360 RHS and km 107+120 LHS); end caps and reflectors are missing.

61. Lighting and electrical safety: Street lighting in settlements has not been connected. Protective fences around transformers have not been installed in Jumgal, Kuyruchuk, and Tugolsai villages.

62. Completion of construction work on an additionalrural access road in the village of Lama (km 128): The work was not completed during the reporting period and will continue from March 20, 2026. The remaining section is 3.4 km.

63. Architectural and landscaping elements: Installation of the Stella monument at Kyzart Pass (km 111+650 RHS) has not been completed; site cleaning and finishing works are still required. Final site cleaning and finishing works have not been completed at multiple locations (including km 93+300 RHS, km 93+900 - km 94+100 RHS, and km 157+000 - km 159+050 LHS/RHS), including removal of temporary structures, waste disposal, final grading, landscaping, and surface cleaning.

64. Rehabilitation of quarries and spoil areas: Rehabilitation of quarries has not been completed at several sites, including km 91+680 RHS, km 92+630 RHS, and other sections up to km 140+990 LHS. In addition, rehabilitation of temporary spoil areas formed during construction works is required, including restoration of landform, surface levelling, and, where necessary, revegetation.

65. Compensatory tree planting: A separate outstanding issue remains the implementation of the compensatory tree planting program. Inspections established that a significant proportion of the saplings planted in 2024 did not survive. The Contractor is required to carry out replanting of non-surviving trees in spring 2026, with adjustments to species selection, planting schedules, irrigation regimes, and post-planting care. These activities are subject to re-inspection and confirmation by the Engineer.

66. A substantial volume of works remains outstanding on the Project, primarily related to slope protection, drainage, road furniture, pedestrian infrastructure, and site finishing. In addition, rehabilitation of borrow areas, reserve areas, and spoil heaps is required, as well as implementation of the compensatory tree planting program in spring 2026.

67. In August 2025, the Contractor submitted the work program for the additional rural access roads (Table 10).

68. **Additional Rural Access Roads**

69. On **18 July 2025**, ADB approved the reconstruction of additional rural access roads financed through project savings. On **30 July 2025**, the Contractor's contract was amended accordingly. Reconstruction works are scheduled to begin in **August 2025**, once all contractual procedures are finalized.

70. This change reflects additional requirements identified during the detailed design stage and includes works reasonably necessary to complete the permanent infrastructure.

71. The reconstruction of additional rural access roads covers a total of **10.823 km** across four locations:

- Access road Kuyruchuk – Shilvili (1.562 km), Kyzart Ayil District, Jumgal District – Category IV
- Access road to Kyzart Village from the Epkin - Bashkuugandy project road (2.915 km), Kyzart Ayil District – Category IV
- Access road to Lama Village (5.801 km), Jumgal Ayil District, Jumgal District – Category IV
- Access road to Ak-Chyi Village from the project road (0.545 km), Cholpon Ayil District, Kochkor District – Category IV

72. **Extension of completion date:** The proposed revised completion date is **31 August 2026**.

73. The extension is justified by the Contractor's revised work program, which demonstrates the critical impact of the rural road construction on the overall schedule.

74. Reconstruction works will be carried out within the existing right-of-way without road widening, thereby minimizing environmental impacts. The scope of work is presented in the table below.

Table 9: Information on the work scope for additional rural access roads

№	Village Name	Length (m)	Cut Excavation	Embankment	Subbase (t=15 cm)	Base (t=15 cm)	Upper Shoulder (t=6+4 cm)	Binder Course (W=6m, t=6 cm)	Wearing Course (W=6m, t=4 cm)	Prime Coarse (m^2)
1	Ak-Chyi	545	500	545	645	630	150	180	120	3,000
2	Lama	5,801	2,500	5,801	7,095	6,930	1,650	1,980	1,320	33,000
4	Kyzart	2,915	1,500	2,915	3,870	3,780	900	1,080	720	18,000
5	Kuyruchuk	1,562	1,000	1,562	1,935	1,890	450	540	360	9,000
6	A) Culvert d=1,000 mm in 35 sections (L=10 m, total length=350 m (excluding wingwalls) B) Culvert d=500 mm in 35 sections (L=10 m, total length=350 m (excluding wingwalls) C) R/c chute, total length=10,000 m									

75. The project for the repair of the additional rural access roads, implemented under the "CAREC Transport Corridors 1 and 3 Connector Road Project, Section 2B: Epkin–Dyikan [Bashkuugandy]," is classified as **Environmental Category B** in accordance with the Asian Development Bank (ADB) classification system.

76. The environmental and social requirements necessary for implementing these works are detailed in the SSEMP, which forms an annex to the Supplementary Initial Environmental Examination (SIEE).

77. **Environmental Requirements of the SSEMP During Construction:** The main environmental impacts are associated with the construction stage (increased dust, noise, and emissions)

78. **Air, Noise, and Vibration Management**

- **Work-hour restrictions:** Construction activities must be limited to **08:00–19:00** within 500 meters of settlements.
- **Noise control:** The 70 dBA noise limit must be strictly observed near the construction site. For sensitive receptors (schools, mosques, residential houses), temporary restrictions must be applied when noise exceeds permissible levels.
- **Dust suppression:** The Contractor must develop and submit a **Dust Suppression Plan** for approval. Watering of gravel/dirt surfaces must be carried out every two hours during dry and windy weather. A strict **speed limit of 30 km/h** is required on rehabilitation sections to reduce dust.
- **Equipment:** All machinery must be in good technical condition. Use of equipment producing excessive emissions (e.g., visible exhaust smoke) is prohibited. Engines may not idle for more than 3 minutes when not in operation.
- **Production sites:** ACP and CSP must be located at least **300 meters downwind** from settlements and residential buildings.

79. **Protection of Water Resources and Soil**

- **Water bodies:** Interference with natural river flows or irrigation canals must be avoided. Discharge of sediment-laden construction water directly into surface water bodies is prohibited.
- **Structures:** Works on culverts must be scheduled during periods of low or no flow (mid-May to mid-September) to minimize environmental impacts. Temporary bypass channels must be arranged if necessary.
- **Material management:** Fuel storage areas and chemical handling sites must be located away from watercourses and placed on impermeable, bunded concrete pads to contain spills and prevent soil or water contamination.
- **Soil protection:** Topsoil must be stripped and stored for reuse. Long-term topsoil stockpiles must be immediately protected from erosion by planting fast-growing vegetation. Heavy machinery must remain within the existing road corridor to avoid soil compaction.
- **Waste disposal:** Unsuitable materials must be disposed of at the designated spoil disposal sites already approved under the main project.

80. **Environmental Monitoring:** Environmental monitoring is carried out jointly by the CSC and the MoTC PIU.

- **Frequency:** Monitoring of air quality, noise, and surface water will be conducted quarterly at sensitive locations.
- **Parameters:** Air quality (CO, NOx, SO2, particulate matter/dust), noise/vibration levels, and surface water quality (turbidity, BOD5, oil products) will be monitored.
- **Trees:** Inspections of trees within embankment areas must be conducted (the embankment must not exceed 30 cm at the base of the trunk).
- **Reinstatement:** Upon completion, the Contractor must fully restore all disturbed areas (removal of waste, surface reshaping, spreading of topsoil).

81. **Social Requirements of the SSEMP During Construction:** Social requirements mainly focus on ensuring public and worker safety, health, and community information.

82. **Occupational Health and Safety (OHS)**

- **Worker protection:** The Contractor must provide personal protective equipment (PPE) such as safety boots, helmets, gloves, goggles, and hearing protection.
- **Hygiene and training:** Clean drinking water must be provided. All workers must receive training on sanitation, occupational hygiene, and safety procedures.
- **Construction camp:** Sanitary facilities and waste bins must be provided and maintained to prevent disease outbreaks. Adequate drainage must be ensured to avoid stagnant water.
- **Disease prevention:** Workers must be informed about HIV/AIDS and STI risks to promote safe practices and preventive behavior.
- **Medical services:** First-aid facilities must be available at construction sites.

83. **Traffic Management and Access to Properties**

- **Traffic management:** A Traffic Management Plan must be prepared before works begin and information must be shared with local authorities.
- **Access provision:** Safe passage must be ensured for people whose access to homes or land may be temporarily restricted during construction.
- **Public safety:** Adequate protection measures must be provided for the local population, including safety fencing and marking hazardous zones.

84. **Grievance Redress Mechanism (GRM)**

- The existing GRM under the main project must be used for submitting complaints and inquiries.
- The GRM must cover social, environmental, and other concerns.
- Stakeholders must be fully informed of their rights and grievance procedures, verbally and in writing.
- The process includes two levels: local (ayil okmotu) and central (MoTC PIU), with specific timelines (7 days to submit, 15 days for response).

85. **Cultural Heritage**

- If any signs of cultural heritage (CH) or chance archaeological finds (bones, ceramic fragments) are discovered, works must be **immediately stopped**.
- The Contractor must notify the CSC and PIU, which will inform the Ministry of Culture.
- Work may resume **only after** receiving official clearance and the archaeologist's conclusion.

86. Work on additional rural access roads commenced on 1 August 2025.

87. A full cycle of road construction works was carried out on additional rural access roads, including the installation of road surfaces.

88. **Kuyruchuk Village (km 143 section):**

89. Earthworks. Works commenced in August 2025 and involved:

- Soil Excavation: Excavation and removal of unsuitable material from cuttings to spoil yards was conducted on sections from km 0+000 to km 1+532.
- Embankment Construction: The formation of embankments was carried out using both common material from borrow pits and rock fill.

90. Drainage and Artificial Structures. During August and September, the Contractor focused on ensuring proper water drainage:

- Box Culverts: Installation and assembly of prefabricated reinforced concrete box culverts (B-30) were completed at km 0+734.
- Concrete Works: Foundations for pipes and culverts at km 0+474 were cast using sulphate-resistant concrete (B-25), followed by the application of protective coatings.
- Backfilling: Backfilling of installed pipes and culverts was performed using imported borrow material with subsequent compaction.

91. Pavement Construction: By the end of the period, the Contractor completed the structural layers of the roadbed:

- Subbase: A 25 cm thick gravel subbase was laid on sections from km 0+000 to km 1+000.
- Base Course: Construction of a 20 cm thick crushed stone base course (Class I) was carried out in November 2025.
- Asphalt Paving (Binder Course): The lower layer of the pavement, consisting of 9 cm thick coarse-graded asphalt concrete, was paved and compacted on the section from km 0+000 to km 1+300.

92. Ancillary Works

- Sidewalks: Providing, placing, and compacting sidewalk pavement and subbase occurred at km 1+143.
- Road Furniture: The work included the provision and installation of prefabricated

concrete kerbs (type BP 100.20.8) and pedestrian guardrails in areas adjacent to the village road.

93. By the end of November 2025, the full cycle of road works in Kuyruchuk village was nearly complete, including the installation of a 9-centimeter asphalt layer over a 1.3 km stretch of the access road.

Figure 13: Access road Kuyruchuk – Shilvili (1.562 km)

94. **Kyzart Village (km 137 section):**

95. Earthworks

- Site Clearing: Clearing and grubbing of roadside strips were performed on the sections from km 0+260 – km 1+200 and km 2+400 – km 2+915.
- Excavation and Embankment: The contractor executed the excavation of unsuitable material and rock, along with the formation of embankments using imported borrow pit material.
- Demolition: At km 0+841.89, works were conducted to demolish and dispose of old concrete pipes, headwalls, and wingwalls.

96. Drainage and Structures

- Culvert Installation: Prefabricated reinforced concrete box culverts (rectangular pipes) were installed at km 1+660 and km 2+606.
- Foundation Excavation: Soil excavation for pipe foundations was carried out at depths exceeding 2 meters at the km 1+830 section.
- Backfilling: After the structures were installed, they were backfilled with imported material and compacted to the required density.

97. Pavement and Surfacing. The pavement layers were constructed sequentially as follows:

- Subbase: A 25 cm thick Gravel Subbase was laid on the section km 2+300 - km 2+915.
- Base Course: A 20 cm thick Crushed Stone Base Course was completed throughout the section km 2+000 - km 2+915.
- Asphalt Paving: In November 2025, the contractor finished laying a 9 cm thick coarse-graded asphalt concrete (Binder Course) on the section km 1+500 - km 2+500.

98. Road Furniture

- Safety Elements: Metal pedestrian guardrails were installed at the bus stop locations at km 137+014 and km 137+112, including the necessary foundation excavation and concreting.

99. The works in Kyzart village were comprehensive, successfully transitioning the road from the preparatory phase to a nearly completed state with the first layer of asphalt pavement fully in place.

Figure 14: Access road to Kyzart Village from the Epkin - Bashkuugandy project road (2.915 km)

100. **Lama Village (km 128 section):**

101. Earthworks and Site Preparation

- Clearing and Grubbing: Systematic roadside vegetation clearing was carried out throughout September and October 2025.
- Excavation and Embankment: Excavation of unsuitable material (excavation to spoil) with transportation to the spoil yard was conducted, along with the formation of embankments using imported borrow pit material.
- Subgrade Preparation: Scarifying, leveling, and compaction of the existing roadbed were performed to prepare for the subsequent pavement layers.

102. Artificial Structures and Drainage. Drainage works were conducted at several local sections of the village road:

- Pipe Installation: Excavation and installation of prefabricated reinforced concrete culvert pipes were completed at km 0+270 and km 0+895.
- Box Culverts: Prefabricated concrete box culverts (rectangular pipes) were installed at the km 1+580 section.
- Backfilling: After the installation of structures at km 0+270 and km 0+895, backfilling was performed using imported material followed by compaction.
- Foundation Excavation: In November, soil excavation for the foundations of additional drainage structures was carried out at km 1+460.

103. According to daily schedules, activities covered the section from km 0+000 to km 2+400. Work will continue from March 20, 2026.

Figure 15: Access road to Lama Village (5.801 km)

104. **Ak-Chyi Village (km 92 section):**

105. Earthworks and Preparation

- Clearing and Grubbing: Roadside clearing and grubbing were conducted on the section from km 0+000 to km 0+545.
- Soil Excavation: Unsuitable material was excavated from cuttings and transported to the spoil yard.
- Subbase Construction: A 25 cm thick Gravel Subbase was laid and compacted.

106. Drainage Systems

- Pipes and Culverts: Excavation for foundations (at depths exceeding 2 meters) and the installation of prefabricated reinforced concrete pipes were completed.
- Side Drains: Soil excavation for drainage ditches and water outflow structures was carried out.

107. Pavement (Road Layers): By mid-November 2025, the Contractor proceeded to the final stages of the pavement structure:

- Bituminous Treatment: Application of a Prime Coat using cutback bitumen at a rate of 0.71 kg per sq. m.
- Asphalt Paving: Paving and compaction of 9 cm thick coarse-graded asphalt concrete (Binder Course).

108. Road Furniture

- Bus Stops: At km 92+080 (LHS), works were carried out for the provision and construction of an enclosed bus shelter, including foundation excavation, filling, and structural assembly.

Figure 16: Access road to Ak-Chyi Village from the project road (0.545 km)

109. The Contractor provided the Engineer with the Work Program for the additional rural access roads within the framework of this project (Table below).

Table 10: Contractor's Work Program for the additional rural access roads

№	Work Description	Period	Start	End
1	Village road	218 days	01/08/2025	31/05/2026
2	**The road of Kuyruchuk**	32 days	01/08/2025	13/09/2025
3	Subgrade	12 days	01/08/2025	18/08/2025
4	Culvert	8 days	01/08/2025	12/08/2025
5	Subbase	7 days	19/08/2025	27/08/2025
6	Base	5 days	29/08/2025	04/09/2025
7	Asphalt	2 days	10/09/2025	11/09/2025
8	Shoulder	2 days	12/09/2025	13/09/2025
9	**The road of Kyzart**	60 days	13/08/2025	03/11/2025
11	Subgrade	20 days	29/08/2025	24/09/2025
10	Culvert	30 days	13/08/2025	22/09/2025
12	Subbase	10 days	25/09/2025	08/10/2025
13	Base	7 days	09/10/2025	17/10/2025
14	Asphalt	7 days	20/10/2025	28/10/2025
15	Shoulder	4 days	29/10/2025	03/11/2025
17	**The road of Lama**	148 days	03/10/2025	28/04/2026
16	Subgrade	30 days	09/10/2025	19/11/2025
18	Culvert	20 days	03/10/2025	30/10/2025
19	Subbase	17 days	11/11/2025	03/12/2025
20	Base	12 days	20/03/2026	06/04/2026
21	Asphalt	10 days	08/04/2026	21/04/2026

№	Work Description	Period	Start	End
23	Shoulder	5 days	22/04/2026	28/04/2026
22	**The road of Ak-Chyi**	35 days	20/03/2026	07/05/2026
24	Subgrade	7 days	20/03/2026	30/03/2026
25	Culvert	7 days	20/03/2026	30/03/2026
26	Subbase	5 days	20/03/2026	30/03/2026
27	Base	5 days	23/04/2026	29/04/2026
28	Asphalt	4 days	01/05/2026	06/05/2026
29	Shoulder	1 day	07/05/2026	07/05/2026
30	The line of road	15 days	27/04/2026	15/05/2026
31	The light of road	52 days	20/03/2026	31/05/2026

110. During the reporting period, the Contractor faced several significant challenges ranging from supply chain disruptions to technical infrastructure conflicts. Below is the detailed analysis of these issues:

111. **Critical Material and Equipment Shortages**

- Cement Supply Delays: The Kant Cement Plant consistently failed to deliver cement on schedule, causing repeated interruptions to structural works such as retaining walls and drainage ditches.
- Precast Channel Scarcity: Local manufacturers were unable to meet the requirements for semicircular precast sections (Φ980mm). The Chayek Precast Plant allocated its entire output to a different project, while the Balykchy plant suspended production due to equipment failure. This forced the Contractor to propose modifying the design to use available rectangular or trapezoidal channels.

112. **Labor and Administrative Barriers**

- Competition for Resources: The launch of the China-Kyrgyzstan-Uzbekistan Railway Project and other major infrastructure works created a severe shortage of available local labor.
- Visa and Quota Delays: Changes in Kyrgyz visa policies transferred immigration procedures to the Ministry of Foreign Affairs, extending visa processing times from 5 days to over 30 days. Additionally, delays in approving labor quotas hindered the timely deployment of key personnel.

113. **Technical and Infrastructure Conflicts**

- Power Line Interference: During streetlight installation, it was discovered that the local power company (RES) had installed overhead power lines directly above planned pole locations without prior notice. This created electrocution hazards and rendered pre-designed foundation positions unworkable, requiring the relocation of poles by 3–5 meters.
- SMA Issues: On the section between km 139+380 and km 139+500, a mechanical failure at the mixing plant led to the omission of cellulose fibers in the Stone Mastic Asphalt (SMA). This resulted in "drained bitumen" or asphalt bleeding after the road opened to traffic. The Contractor had to apply limestone powder as a temporary mitigation measure to absorb excess bitumen.

114. These factors, taken together, made it impossible to complete all the work by the original deadline (August 2025), and therefore, the Contractor was officially approved to extend the deadline until September 30, 2025.

115. High dust formations due to dry weather heavily impact air quality and increase traffic risks. Therefore, dust suppression is carried out to mitigate impact and risks in the areas where construction works are being carried out and on the roads near the settlements along the project site. The plan is attached in Appendix 3.

116. Considering that the main works are 100% completed, dust suppression is only required on the accesses leading to the ACP, CSP, and quarries. In this regard, the number of water tank trucks was reduced by 3 times compared to the previous year.

117. In August 2025, major repairs to additional rural access roads began, and the Contractor resumed full dust suppression. Dust suppression is applied to the unpaved road surface every 2 hours during dry, windy weather. A strict speed limit of no more than 30 km/h has also been established on additional rural access roads to control dust. In addition, in the second half of 2025, environmental instrumental monitoring of air quality was conducted, confirming that particulate matter (PM) levels remained within acceptable limits (not exceeding the MPC).

118. During the reporting period, two water trucks were used to suppress dust on a daily basis from 7:30 a.m. to 7:00 p.m.

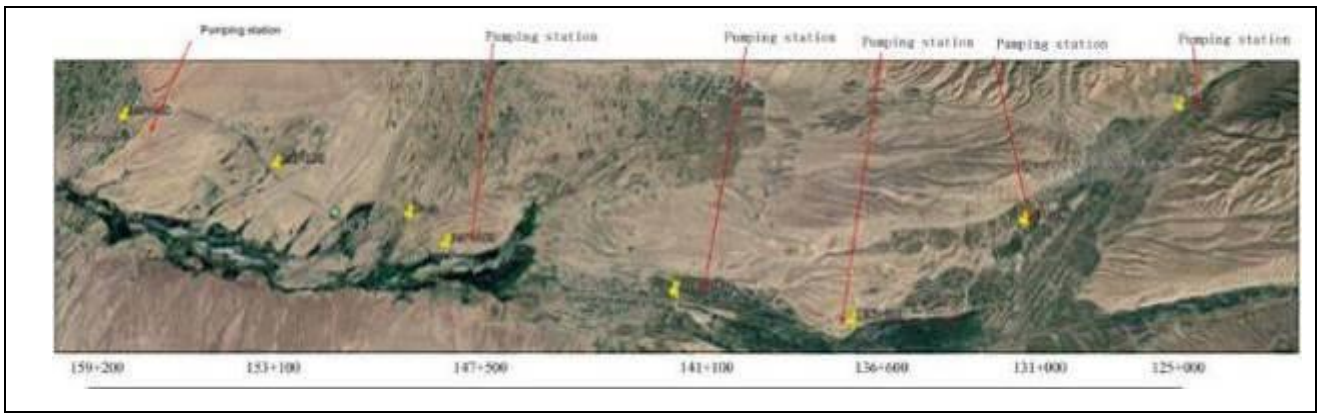


Figure 17: Water intake points for dust suppression along a project road.

119. The water used for dust suppression is taken from the points of Chalai river, Kyzart river, and Kara suu in the vicinity of the Uzun-Bulak and Ak-Uchuk villages, Kyzart Pass and Construction sites. The contractor's dust suppression of the project site was sufficient.

Figure 18: Dust suppression during intersection earthwork construction on km 137+062 (LHS).

2.3.2 Quarries.

120. On the project road (Epkin-Dyikan section, km 89-159), 15 sites were allocated for quarries. During the reporting period, two more quarries were allocated sites to carry out work on additional rural access roads. The Contractor received all the necessary permits/approval from local authorities (Permission from local authorities to use the allocated plot of land) and the MNRETS KR (permit - selection of a site by ecologists, Temporary permit for quarrying). The MOTC KR received an entrusted permit for all quarry sites from the SCIESU under GKR.

121. During the reporting period, work was conducted to register and launch new extraction areas in the vicinity of km 128+005 (RHS):

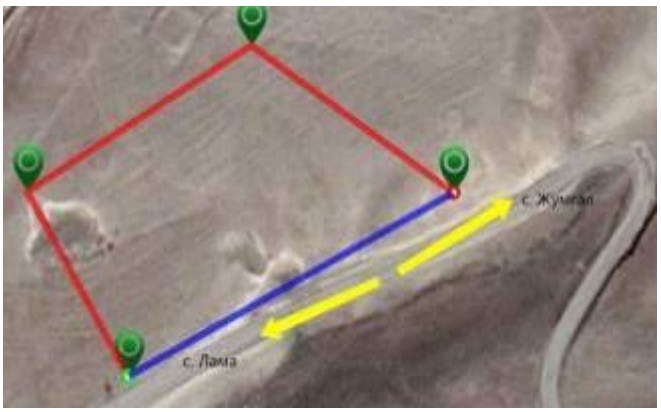
- km 128+005, RHS – 1,530 m and km 128+005, RHS – 3,640 m: Relevant documents for these sections were previously submitted to the Project Implementation Unit (PIU) of the MOTC KR.
- Approval: In November 2025, Temporary Permit No. 05-6/9119 (dated November 18, 2025) was officially received for these expansion areas.

122. The quarries are in satisfactory condition. During the reporting period, the following were in operation:

- one quarry from July to November: km 148+630 (near the village of Tugol-Sai)
- two quarries in November: km 128+005 (1,530 m) and km 128+005 (3,640 m).

123. GIS locations of quarry sites are shown below.

Quarry № 16 (km 128+005 RHS, 1,530 m)



Quarry № 17 (km 128+005 RHS, 3,640 m)

Quarry № 12 (km 148+630 RHS, 1,800 m)

Figure 19: GIS locations of the quarries' areas.

124. The main characteristics of the quarries are shown in Table 11.

Table 11: Characteristics of Quarries.

№	Km	LHS\RHS	№ Разрешения	Location of quarries	Area (ha)	Production volume, (m^3)	Note
1.	91+680	RHS-71 m	№ 04-9/12238 dated 03.10.19	Cholpon v.	11.2	100 000	Not being developed
2.	92+630	RHS-525 m	№ 04-9/12238 dated 03.10.19	Cholpon v.	15.6	200 000	Not being developed
3.	94+080	RHS-39 m	№ 04-9/12238 dated 03.10.19	Cholpon v.	1.04	60 000	Not being developed
4.	100+790	RHS-54 m	№ 04-9/12238 dated 03.10.19	Cholpon v.	1.8	150 000	Not being developed
5.	106+350	LHS-78 m	№ 04-9/12238 dated 03.10.19	Cholpon v.	2.5	80 000	Not being developed
6.	106+420	RHS-250 m	№ 04-9/12238 dated 03.10.19	Cholpon v.	3.3	150 000	Not being developed
			№ 05-5/323 dated 23.01.24г		0.61	91 500	
7.	110+900	RHS-94 m	№ 04-9/12238 dated 03.10.19	Cholpon v.	2.1	100 000	Not being developed
			№ 05-5/323 dated 23.01.24		5.3	106 000	
8.	112+870	RHS-27 m	№ 03-6/6540 dated 20.07.20	Semiz-Bel v.	5.8	56 000	Not being developed
9.	133+000	RHS-320 m	№ 04-04/10138 dated 02.08.18	Jany-Aryk v.	0.93	150 000	Not being developed
10	135+280	LHS-25 m	№ 04-04/10138 dated 02.08.18 № 03-6/2323 dated 04.03.20	Jany-Aryk v.	7.2	200 000	Not being developed
11	140+990	LHS-212 m	№ 04-04/10138 dated 02.08.18	Kuyruchuk v.	6.5	97 164.92	Not being developed

№	Km	LHS\RHS	№ Разрешения	Location of quarries	Area (ha)	Production volume, (m^3)	Note
12	**148+630**	RHS-1,800 m	№ 04-04/10138 dated 02.08.18	Tugol-Sai v.	18360	80 0534.9	**Being developed**
			№ - 01-6/1721 dated 25.03.23		7.5	139 718.24	
13	119+300	RHS-542 m	№ - 01-6/1721 dated 25.03.23	Jumgal v.	9.632	770 568.9	Not being developed
14	104+158	RHS-274 m	№ 05-5/4548 dated 19.10.23	Cholpon v.	4.16	128 085.2	Not being developed
15	100+800	RHS-400 m	№ 91 dated 06.04.2023	Cholpon v.	9.6	98 142.0	Not being developed
16	**128+005**	RHS-1,530 m	№ 05-6/9119 dated 18.11.25	Jany-Aryk v.	1.0	30 000	**Being developed**
17	**128+005**	RHS-3,640 m	№ 05-6/9119 dated 18.11.25	Jany-Aryk v.	1.0	30 300	**Being developed**

125. The quarries used during the reporting period are highlighted in bold. The CSC confirms that the quarries are being used in accordance with the national legislation.

2.3.3 Storage Areas (Spoil Areas).

126. All spoil areas used by the previous Contractor after the termination of the Contract were handed over to the local authorities (Ayil Okmotu) under the Handover and Acceptance Certificate. With the resumption of road construction by the new Contractor, the same spoil areas are used on the road section. Table 12 lists the characteristics of the areas approved for dumping.

Table 12: Storage Areas.

№	Object location		Village area	Remarks
	Km	Distance from the road		
1	158+400	317 m RHS	Bash-Kuugandy	
2	158+540	108 m RHS	Bash-Kuugandy	
3	158+550	5 m LHS	Bash-Kuugandy	
4	157+300	150 m LHS	Bash-Kuugandy	
5	155+800	320 m RHS	Bash-Kuugandy	
6	154+800	186 m LHS	Tugol-Sai	
7	152+760	940 m LHS	Tugol-Sai	Denied
8	152+760	87 m LHS	Tugol-Sai	
9	151+140	11 m RHS	Tugol-Sai	
10	150+960	66 m LHS	Tugol-Sai	
11	150+840	104 m RHS	Tugol-Sai	

№	Object location		Village area	Remarks
	Km	Distance from the road		
12	150+100	30 m RHS	Tugol-Sai	
13	149+200	20 m RHS	Tugol-Sai	
14	149+000	RHS	Tugol-Sai	Private land
15	148+200	35 m RHS	Tugol-Sai	
16	147+540	LHS	Kuyruchuk	
17	143+610	421 m – 694 m RHS	Kuyruchuk	
18	140+990	122 m LHS	Kuyruchuk	
19	138+600	45 m LHS	Kuyruchuk	
20	136+940	435 m RHS	Dzhany-Aryk	
21	132+860	315 m RHS	Dzhany-Aryk	
22	130+840	31 m RHS	Dzhany-Aryk	
23	121+620	49 m LHS	Dzhany-Aryk	
24	120+310	37 m LHS	Dzhany-Aryk	
25	117+520	78 m LHS	Dzhany-Aryk	
26	113+970	50 m LHS	Cholpon	
27	110+660	85 m RHS	Cholpon	
28	100+940	91 m LHS	Cholpon	
29	106+720	55 m LHS	Cholpon	
30	106+540	49 m RHS	Cholpon	
31	93+980	66 m RHS	Cholpon	
32	91+360	45 m RHS	Cholpon	
33	98+190	21 m LHS	Cholpon	
34	103+060	16 m RHS	Cholpon	
35	112+600	45 m LHS	Semiz-Bel	
36	113+970	33 m LHS	Semiz-Bel	
37	115+850	60 m LHS	Semiz-Bel	

127. The following spoil areas were used during the reporting period:

- km 93+980: 66 m RHS,
- km 120+310: 37 m LHS,

- km 140+990: 122 m LHS.

128. The Contractor has concluded/received agreements with the owners of these land plots for the use and disposal of unsuitable material. In the future, these land plots will be suitable for commercial use.

2.3.4 Production Sites Territory.

129. During the reporting period, the Contractor used one production site, located at km 148+630 in the Kuyruchuk Ayil Okmotu, near the village of Tugol-Sai. The second production site, at km 106+300 in the Cholpon Ayil Okmotu, was decommissioned in May 2025.

130. Permits for the use of the territory of the first production site (km 148+630) with an area of 6.9 hectares were received in 2021 from the Kuyruchuk Aiyl Okmotu and are presented in Appendix 4 of this report (letter № 01-1/434, conclusion № 6). The Contractor has obtained the necessary permits from the Kuyruchuk Aiyl Okmotu and the Naryn Territorial Department of the MNRETS KR

131. The following buildings and structures are located on the production site (km 148+630): the asphalt concrete plant, the crushing and screening plant (Crusher), the storage area for bulk materials - crushed stone and sand, the concrete unit, the bitumen pit, the hangar for fuels and lubricants storage, the transformer substation, the checkpoint, the platform for garbage containers, outdoor toilets, a sump, a dormitory for the asphalt concrete plant workers, and the crushing and screening plant.

132. The bitumen pit is equipped with a reinforced concrete liner and a floor to prevent the infiltration of petroleum products into the soil.

133. During joint visual environmental inspections of the Consultant and the Contractor conducted on 25 - 26 September 2025 and 25 - 26 November 2025, a number of recurring and systemic non-compliances with the requirements of the SSEMP and the ADB Safeguard Policy Statement were identified at the Contractor’s production site (km 148+630):

134. Violations of fire safety requirements:

- The Fire shield near the fuel storage warehouse and the refuelling point was not equipped with the required fire-fighting tools (September 2025).
- The Fire shield near the laboratory was completely empty, and the panel near the refuelling point at the production site remained not fully equipped (November 2025).

135. These violations posed an increased risk of fire, particularly given the presence of fuel tanks and refuelling equipment, but were corrected by the Contractor in December 2025.

136. The production site (km 148+639) is located following the requirements of Appendix xiii of SSEMP ‘Material Processing Plants/Equipment and Storage Facilities.’ Following SSEMP requirements, these objects are located at least 500 m from nearby houses and, to avoid potential contamination, at least 50 m from water sources.

Figure 20: Asphalt concrete plant at the production site (km 148+630).

Figure 21: Camp site (km 148+630).

Figure 22 Crusher at the production site (km 148+630).

Figure 23: Bitumen pit at the production site (km 148+630).

137. The second production site (km 106+300) was used by the Contractor until May 2025 and was dismantled during May 2025. .

Figure 24: The territory of the dismantled production site (km 106+300).

138. Following the completion of work at this site and the subsequent redistribution of resources, the Contractor (who received a contract in the Ak-Tala District of the Naryn Region, financed by the State Budget), carried out a phased dismantling of all temporary structures at the production site at km 106+300. The dismantling stages are presented below:

139. Dismantling the Crusher and equipment removal: The Crusher was dismantled in its entirety in compliance with safety and environmental requirements. All Crusher components (conveyors, crusher, screening screens, and support structures) were sorted, loaded, and transported to another project site in the Ak-Tala District of the Naryn Region for further use.

140. Clearing the aggregate storage area: Residual aggregate and sand were removed to the production site at km 148+630; the site surface was graded and cleared of loose materials. Partial surface compaction was performed to prevent dust formation.

141. Dismantling of the fuel storage hangar: The hangar was dismantled in stages: the metal frame was removed, wall and roof sheets were dismantled, sealed, and residual oil products were removed to the production site at km 148+630; the area was inspected for contamination (fuel and lubricant stains). All usable components were transported to another project site in the Ak-Tala district of the Naryn region, and waste was transferred to the Tugol-Sai settlement landfill under an agreement with the Tugol-Sai rural administration (Order No. 13 b dated April 18, 2022).

142. Dismantling of the transformer substation: The substation was disconnected from the grid by authorized specialists. After the power was disconnected, the following items were dismantled and transported to another project site in the Ak-Tala district of the Naryn region:

- Transformer equipment;
- Support structures;

- Distribution cabinets.

143. Removal of waste containers and site cleanup: The solid waste containers were removed to the production site at km 148+630, the site was cleared, and the solid waste was transferred to the Tugol-Sai settlement landfill under an agreement with the Tugol-Sai Ayil Okmotum (Order No. 13 b dated April 18, 2022).

144. Dismantling of outdoor toilets: The sanitary structures were dismantled. The Chaek Municipal Enterprise cleaned the cesspools and removed the liquid waste to the treatment facility located in the village of Chaek for further processing and disposal.

145. Final site cleanup: After dismantling all temporary structures, the contractor performed:

- final site cleanup of construction debris;
- surface leveling;
- removal of contaminants associated with the operation of the production facility;
- preparation of the site for return to its original condition.

2.3.5 Camps.

146. During the reporting period, the Contractor used one camp, located at km 148+630. The second camp, at km 106+300 on the territory of the Cholpon Ayil Okmotu, was dismantled in June 2025.

147. The first camp for the Contractor's workers is located at km 148+630 on the municipal territory of the Kuyruchuk Ayil Okmotu. Permits to operate the territory as a camp were obtained from the Kuyruchuk Ayil Okmotu (see Appendix 4).

148. The territory of the Contractor's camp has been built up entirely. The camp is located on 2 hectares. The camp area includes offices, a kitchen, canteen, Consultants' residential rooms, laboratory, a dormitory for the Contractor's workers, a Contractor's office, an equipment maintenance workshop, a parking lot for cars and trucks, a line maintenance hangar, security room, transformer, temporary garbage bins, a decantation tank, and toilet and shower.

149. The total number of employees living in the camp is 25.

150. Drinking water for both the first and second camps is supplied in 18-liter bottles from the Balykchy city by the «Shoro» Company.

151. In the camp, sewage is collected in stationary septic tanks. As the septic tank is filled, the sewage is removed by the Chaek Municipal Enterprise and taken to the authorized wastewater treatment plant in Chaek Village for further treatment and disposal. Chaek Municipal Enterprise is the only specialized enterprise in the project area with an authorized wastewater treatment plant. Solid waste from the two camps is transported to the landfill in Tugol-Sai village on the basis of the agreement. The landfill of Tugol-Sai village is in use; the village government approved it with signed Order № 13b dated 18.04.22).

152. During joint visual environmental inspections of the Consultant and the Contractor conducted on 25 - 26 September 2025 and 25 - 26 November 2025, a number of recurring and systemic non-compliances with the requirements of the SSEMP and the ADB Safeguard Policy Statement were identified at the Contractor's camp (km 148+630):

153. Improper wastewater management and sanitary conditions:

- The septic tank receiving wastewater from the shower facility was overflowing and partially blocked by household waste.
- Contaminated water from the shower was being discharged directly onto the terrain,

bypassing the septic tank, resulting in soil contamination and violations of sanitary standards.

- In November 2025, additional issues were recorded, including broken faucets, burst pipes, and continuous water leakage, which led to the formation of puddles and waterlogged areas within the site.

154. Improper waste management and site cluttering:

- Accumulation of household and construction waste near the garbage collection area.
- Lack of regular cleaning of the camp territory.
- Cluttering of certain areas with construction materials and scrap metal. These factors deteriorated sanitary conditions and created risks of environmental contamination.

155. Improper storage of gas cylinders: Gas cylinders at the production site were not protected from direct sunlight and adverse weather conditions in both September and November 2025. This was contrary to safety requirements and created a potential risk of explosion and fire.

156. Lack of access control and intrusion of livestock: In November 2025, a cow was observed freely moving within the camp and production site territory.

157. As of the end of December 2025, the Contractor officially confirmed that all non-compliances identified at the production site had been rectified. Corrective actions included full equipping of fire-fighting panels, repair of wastewater and plumbing systems, removal of accumulated waste and cleaning of the camp territory, covering and safe storage of gas cylinders, and restriction of access to prevent intrusion of livestock.

158. These corrective measures were reflected in the Contractor's Monthly Environmental Report for December 2025 and are subject to confirmation during subsequent routine environmental inspections.

159. The second camp (km 106+300) was dismantled in June 2025. Reclamation work on the area (1,924 hectares) was carried out in July 2025.

160. The dismantling works were carried out in a phased manner and included the removal of all temporary structures and engineering facilities located within the camp area. In particular, the warehouse and maintenance area, Contractor's offices, kitchen and canteen, workers' dormitory, guard room, as well as auxiliary facilities, including the parking area, generator, water tank, temporary waste bins, septic tank, toilet and shower units, were dismantled.

161. Following the dismantling of the temporary buildings and structures, the Contractor arranged for the removal and transportation of dismantled materials, equipment and waste to authorized disposal and storage sites. All temporary utility networks, including electricity supply, water supply and sewerage systems, were disconnected and dismantled in accordance with established procedures.

162. As part of site reinstatement, grading of the area was carried out, residual construction materials and waste were removed, and the land plot was restored to a condition as close as possible to its original state. Particular attention was paid to environmental aspects, including the prevention of soil and environmental contamination during the dismantling works.

163. The dismantling of the camp at km 106+300 was completed in compliance with the requirements of the Contract documentation, the conditions of the permits issued by local authorities, and the environmental standards of the Project, ensuring a safe and orderly decommissioning of the temporary construction infrastructure.

Figure 25: The territory of the dismantled construction camp at km 106+300.

2.4 Project Design Changes Implemented and Proposed During the Reporting Period.

164. During the reporting period a number of design changes were initiated and reviewed, driven by actual site conditions, requests from local authorities, and the need to adapt the Project to hydrological and planning requirements.

165. **Change in alignment of the rural road in Lama Village (km 3+340 – km 3+740):** At the request of the Administration of Lama Village, the Contractor proposed to modify the alignment of the rural road section from km 3+340 to km 3+740 from the originally designed curved alignment to a straight alignment.

166. This change implied abandoning the existing design alignment and constructing the road along a new route. The Contractor recommended straightening this section and officially requested the Engineer to confirm the feasibility of the proposed modification.

167. The Engineer, after reviewing the proposal, stated that such a change constitutes a potential Contract variation requiring:

- a separate environmental impact assessment;
- a detailed analysis of additional costs;
- an assessment of additional time required for implementation;
- approvals from the Employer and the Asian Development Bank (ADB).

168. **Adjustment of the design solution for the culvert on the Kyzart rural road (km 0+841.89):** Based on the results of a joint inspection by the Engineer and the Contractor, it was established that the culvert originally designed at km 0+841.89 on the Kyzart rural road

does not ensure the conveyance of the design maximum discharge. At the same time, the existing culvert was found to be in a satisfactory technical condition.

169. The Contractor proposed to:

- retain the existing culvert;
- carry out its repair and extension;
- dismantle and reconstruct the headwalls on both sides;
- bring the structure into compliance with the requirements of the local watercourse and the new road alignment.

170. The corresponding working drawings were submitted to the Engineer for review and approval.

171. The Engineer agreed with this approach, subject to:

- submission of a detailed cost estimate for all repair and rehabilitation works;
- mandatory inspection of the load-bearing elements of the existing culvert during dismantling;
- immediate notification of the Engineer in the event that defects affecting the structural capacity of the culvert are identified.

172. Until the above information was provided, no final decisions on these changes had been made.

2.5 Description of Any Changes to Agreed Construction Methods.

173. No changes were made in the agreed construction methods within the reporting period.

3 ENVIRONMENTAL SAFEGUARD ACTIVITIES.

3.1 General Description of Environmental Safeguard Activities.

174. During the reporting period, the consultant's local environmental specialist monitored the project site. Inspections of the condition of the project road, quarry sites, spoil areas, and the area of the production site and the contractor's camp were conducted. The CSC's international environmental specialist did not visit the project site during the reporting period.

175. Based on the results of the visual environmental monitoring, the CSC issued official instruction letters to the Contractor (Appendix 1). These notices set out specific requirements for correcting the identified non-compliances, specify deadlines for completion, and prescribe measures necessary to prevent the recurrence of non-compliance with the requirements of the SSEMP and ADB's Safeguard Policy. More detailed information is provided in Section 3.3 of this report.

176. During the reporting period, there were no problems with dust on the road and no complaints about dust from residents of settlements and road users.

177. During the reporting period, no requests or complaints regarding environmental protection were registered. At the same time, six requests were received from local self-government bodies (aiyl okmotu) and residents of the settlements, mainly related to ensuring access to residential houses and agricultural lands, preserving irrigation networks, and improving pedestrian infrastructure within the construction zone of the Epkin - Dyikan road and additional rural access roads. More detailed information is provided in Section 3.6 of this report and in the Semi-Annual Social Monitoring Report.

178. Given that the main work on the Epkin - Dyikan road is 100 % complete, dust suppression is only required on additional rural access roads and on the approaches to the production site and quarries. Therefore, the number of water trucks has been reduced by a factor of three compared to the previous year.

179. During the reporting period, two water trucks were used daily from 7:30 to 19:00 to suppress dust.

180. During the reporting period, no tree-cutting work was carried out. Tree-cutting work was completed entirely in the previous reporting periods.

181. Within the framework of the project “CAREC Corridors 1 and 3 Connector Roads (Section 2B ‘Epkin [km 89] – Bashkuugandy [km 159] Road)”, a total of 1,103 trees were felled along the project road between 2018 and the end of 2023. Prior to the commencement of tree felling, the Contractor obtained all the required permits from the Naryn Regional Department of the of MNRETS KR.

182. In April 2024, the Contractor carried out compensatory tree planting based on the established compensation ratio of 1:2. In accordance with the compensation planting calculation, the Contractor was required to plant 2,206 trees. An additional 90 trees were planted as a reserve in case of partial mortality of seedlings. The total number of trees actually planted amounted to 2,296 trees.

183. In May 2025, the Consultant’s Environmental Specialist, jointly with the Contractor’s Environmental Engineer, conducted a spring inspection of the sites where seedlings had been planted in 2024 under the Contract. The purpose of the inspection was to assess the survival rate of the planting material and the Contractor’s compliance with its compensatory planting obligations.

184. The inspection results showed that the overall survival rate of the seedlings was unsatisfactory. On average, 71% of the trees planted in 2024 did not survive, which is equivalent to 1,636 seedlings out of 2,296. Accordingly, these trees are subject to replacement through repeat compensatory planting.

185. Species-based analysis revealed a substantial difference in survival rates between coniferous and deciduous trees. Coniferous species demonstrated a significantly higher survival rate (on average 77%), whereas the survival rate of deciduous species, in particular poplars, amounted to only 24%. This indicates that the applied irrigation and maintenance regime was adequate for coniferous species but insufficient for deciduous trees, which require more intensive and regular watering under the conditions of the project area.

186. The main causes of the low survival rate of the seedlings were identified as insufficient and untimely irrigation during the 2024 growing season, as well as mechanical damage caused by livestock in certain planting areas.

187. During the reporting period, no inspections were conducted to recalculate the seedling survival rate.

188. Detailed results of the spring inspection, including data by site and species composition, are presented in the Table below.

Table 13: Tree survival rates, spring 2025

Tree species	Planted trees	Unrooted trees	Tree survival rate
Poplar pyramidal	2,095	1,589	24 %
Pine tree	31	11	65 %
Larch	110	31	72 %
Tien Shan fir	60	5	92 %
Total	2,296	1,636	29 %

189. Photographic materials illustrating the condition of the plantings at the time of inspection are provided below.

Figure 26: State of compensatory trees, autumn 2025

190. Taking into account the possibility of additional mortality of young trees during the winter period, the final assessment of seedling survival will be conducted in March 2026, after the end of the cold season. This will allow an objective and final picture of the condition of the compensatory plantings to be obtained.

191. In order to fulfill the compensatory obligations and restore the lost green areas, the Contractor shall:

- carry out repeat planting of the non-surviving seedlings in April 2026;
- develop and approve a long-term Seedlings Watering Plan throughout the Guarantee Period, taking into account the needs of deciduous species;
- ensure physical fencing of the planting areas to prevent damage by livestock;
- organize regular monitoring of seedling survival with proper documentation of the results.

192. The Contractor is recommended to focus on repeat compensatory replanting of trees at the existing planting sites without undertaking additional planting at new locations, and to ensure fencing of the planting areas to prevent damage to the seedlings by livestock.

Archaeological Objects of Historical and Cultural Heritage.

193. Archaeological research was fully completed in the second quarter of 2022.

194. The Contractor has submitted a detailed report describing all the findings identified on the historical and cultural heritage sites (HCHS) during this survey.

195. To prevent any potential direct or indirect impact on historical and cultural heritage sites located along the construction areas of the project road, after the completion of excavation works, information boards were installed at 16 archaeological sites. These boards are in three languages (Kyrgyz, Russian, and English) and provide information about the monuments' type, name, chronological attribution, and protected zones. This fully complies with the requirements of the national legislation, specifically the Law of the Kyrgyz Republic "On the Protection and Use of Historical and Cultural Heritage" dated July 26, 1999, No. 91 (as amended on March 18, 2017, No. 47).

Figure 27: Information board of the Historical and Cultural Heritage Site (HCHS)

3.2 Site Audits.

196. Table 14 shows on-site inspections/audits carried out by the Consultant and Contractor's environmental specialists at the project site during the reporting period.

Table 14: Inspections/Audits of the project area.

№	Date of Visit	Auditor name	Purpose of Inspection/Audit	Summary of any Significant Findings
1	21-22.07.25	Jumaliev T. Nurdinov N.	Visual inspection to ensure compliance with environmental requirements at	1. The production site (km 148+630) are not equipped with fire shields; 2. The septic tank from the shower is

№	Date of Visit	Auditor name	Purpose of Inspection/Audit	Summary of any Significant Findings
			construction sites, quarries, dumps, campgrounds, and production areas. The visit was conducted jointly with the Contractor's environmental specialist.	overflowing, and the water is discharged directly onto the terrain; 3. Household and other hazardous waste are not removed timely at the camp area at km 148+630.
2	18-19.08.25	Jumaliev T. Nurdinov N.	Visual inspection to ensure compliance with environmental requirements at construction sites, quarries, dumps, campgrounds, and production areas. The visit was conducted jointly with the Contractor's environmental specialist.	1. Gas cylinders from the kitchen are not protected from direct sunlight; 2. The septic tank from the shower is overflowing, and the water is discharged directly onto the terrain.
3	25-26.09.25	Jumaliev T. Nurdinov N.	Visual inspection to ensure compliance with environmental requirements at construction sites, quarries, dumps, campgrounds, and production areas. The visit was conducted jointly with the Contractor's environmental specialist.	1. The production site (km 148+630) are not equipped with fire shields; 2. The septic tank from the shower is overflowing, and the water is discharged directly onto the terrain; 3. Household and other hazardous waste are not removed timely at the camp area at km 148+630; 4. Gas cylinders from the kitchen are not protected from direct sunlight.
4	09-10.10.25	Jumaliev T. Nurdinov N.	Visual inspection to ensure compliance with environmental requirements at construction sites, quarries, dumps, campgrounds, and production areas. The visit was conducted jointly with the Contractor's environmental specialist.	1. The production site (km 148+630) are not equipped with fire shields; 2. The septic tank from the shower is overflowing, and the water is discharged directly onto the terrain; 3. The faucets are broken, the pipes are burst, and water is leaking constantly, forming a puddle; 4. Gas cylinders from the kitchen are not protected from direct sunlight; 5. Livestock was observed entering the camp area.

197. The number of visual inspections was reduced due to the completion of the main work on the project.

198. Findings observed during the Consultant's audit were communicated to the contractor for corrective actions. Six non-conformities were identified; 5 were corrected (closed), and 1 violation remained open/current from the previous period.

199. The status of non-compliance and corrective actions is also shown in Table 16 and Figure 28.

200. Table 15 summarizes the findings observed during the formal audits conducted by the Consultant and Contractor's environmental specialists and the status at the end of December 2025.

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

201. 6 findings were observed; 5 closed, and 1 remained open/ongoing. The table below provides a summary overview of Non-compliances and Corrective Actions.

Table 15: Overview of findings observed during July - December 2025.

№	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 December 2025
1	Fire safety equipment	SSEMP, 6.4 EMP; Appendix (xii) – Camp and Workshop Management Plan; Gentek Ref.: CR5-933 (08.10.2025); CR5-945 (28.11.2025)	Provide fully equipped fire-fighting panels at all camps and production sites; comply with national fire safety legislation	Fire-fighting panel near laboratory empty; panel near refuelling point and warehouse not fully equipped (km 148+630)	Fire shields fully equipped; missing extinguishers and tools installed	Contractor's Ref.# CR5-ED-964. Dated: 02.01.2026	**Rectified**
2	Waste management and camp cleanliness	SSEMP; Appendix (ix) – Solid and Liquid Waste Management Plan; Gentek Ref.: CR5-933 (08.10.2025)	Maintain camp cleanliness; organize regular waste collection and disposal	Accumulated household and construction waste near garbage platform	Camp territory cleaned; regular waste removal arranged	Contractor's Ref.# CR5-ED-964. Dated: 02.01.2026	**Rectified**
3	Wastewater management	SSEMP; Appendix (xii) – Camp and Workshop Management Plan; Gentek Ref.: CR5-933 (08.10.2025); CR5-945 (28.11.2025)	Ensure wastewater is discharged into septic tanks; prevent soil pollution	Septic tank overflow; shower water draining onto terrain; broken faucets and burst pipes	Plumbing system repaired; wastewater redirected to septic tanks	Contractor's Ref.# CR5-ED-964. Dated: 02.01.2026	**Rectified**
4	Gas cylinder storage	SSEMP; Appendix (xii) – Camp and Workshop Management Plan;	Shield gas cylinders from direct sunlight and adverse weather; ensure	Gas cylinders not covered at camps and production site	Cylinders covered and relocated to sheltered areas	Contractor's Ref.# CR5-ED-964. Dated: 02.01.2026	**Rectified**

№	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 December 2025
		Gentek Ref.: CR5-933 (08.10.2025); CR5-945 (28.11.2025)	safe storage				
5	Camp access control / livestock intrusion	SSEMP; Appendix (xii) – Camp and Workshop Management Plan; Gentek Ref.: CR5-945 (28.11.2025)	Restrict access of animals to camp territory; ensure sanitary conditions	Livestock grazing within camp territory	Camp access controlled; livestock removed; fencing arranged	Contractor's Ref.# CR5-ED-964. Dated: 02.01.2026	**Rectified**
6	Compensatory tree planting	SSEMP, 3.1 – Environmentally vulnerable areas Gentek Ref.: April 28, 2025 /852 Gentek Ref.: May 13, 2025 /854	Implement compensatory measures to restore the number of green plantations by planting new tree saplings as construction work on the project site is completed. Plan for planting new tree saplings at a ratio of 1:2, meaning that for every tree cut down, the planting of 2 new trees is planned, of the same species or a different species, in suitable locations.	Of the 2,296 tree saplings planted in 2024, 1,636 were found to have failed to survive. This means that the survival rate is 71%, which is significantly lower than expected.	The contractor will further check the situation and promises to replant the trees that did not take root next year during the appropriate season. In April 2026, the Contractor must carry out a replanting of trees, prepare and ensure the execution of a long-term Seedlings Watering Plan throughout the Guarantee Period and provide planting territory fencing.	Contractor's Ref.# CR5-ED-847. Dated: 22.05.2025	**Ongoing issue** - an open question. Re-inspect in March 2026 and replace non-surviving trees in April 2026. As well as prepare and ensure the execution of a long-term Seedlings Watering Plan throughout the Guarantee Period and provide planting territory fencing.

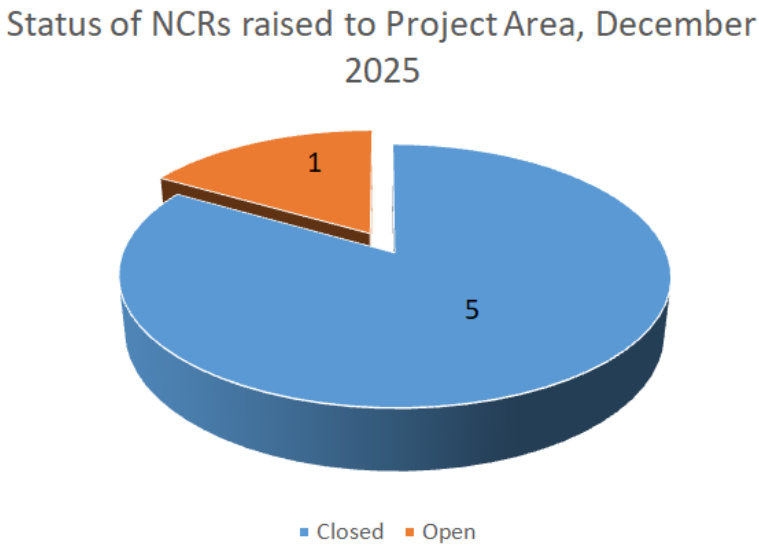


Figure 28: Status of Non-compliances and Corrective Actions.

Table 16: Summary of Issues Tracking Activity for the Current Period

Total Number of Issues for Project	6
Open/ongoing issues in this Reporting Period	1
Closed Issues in this Reporting Period	5
Percentage of Closed Issues	83 %

3.3.1 Overview and Description of Issues Observed During the Reporting Period.

202. During the reporting period (December 2025), a number of non-compliances with the requirements of the Site-Specific Environmental Management Plan (SSEMP) and applicable best practice guidelines were identified as a result of visual environmental monitoring conducted by the CSC. The main observations were related to the organization of conditions at construction camps and production sites, as well as issues concerning fire safety, waste management, wastewater management, and storage of hazardous materials.

203. In particular, deficiencies in fire safety provisions were recorded, including unequipped fire-fighting panels near the laboratory and in the vicinity of the refuelling point and warehouse at the camp area (km 148+630). In addition, shortcomings in waste management and camp sanitation were noted, manifested by the accumulation of household and construction waste near designated garbage collection areas.

204. Significant observations were also related to water supply and drainage systems at the camps. Cases of septic tank overflow, discharge of shower wastewater directly onto the terrain, as well as broken faucets and burst pipes causing constant water leakage and formation of puddles were identified. These issues posed a risk of soil contamination and deterioration of sanitary conditions for personnel.

205. Special attention during the monitoring was paid to the safe storage of gas cylinders. It was established that gas cylinders at the camps and production site were not protected from direct sunlight and adverse weather conditions, which is contrary to SSEMP requirements and industrial safety standards.

206. A breach of camp access control was also identified, expressed in the uncontrolled intrusion of livestock into the camp territory (a cow was observed grazing within the camp). This circumstance indicated an insufficient level of fencing and access control and also created risks for sanitation and personnel safety.

207. A separate unresolved issue as of the end of the reporting period remains the matter of compensatory tree planting. Inspections established that out of 2,296 saplings planted in 2024, 1,636 failed to survive, indicating a low survival rate and the need for additional corrective measures. The Contractor confirmed its intention to replant the saplings that did not take root during the next appropriate planting season, with a re-inspection scheduled for March 2026 and replacement planting planned for April 2026.

208. As of the end of December 2025, the Contractor officially notified the Engineer that all operational non-compliances identified during the period (fire safety, waste management, wastewater management, gas cylinder storage, and camp access control) had been rectified, as reflected in the Monthly Environmental Report for December 2025. These corrective actions are subject to confirmation during subsequent routine environmental inspections.

209. Thus, during the reporting period, the majority of the issues were of an organizational, domestic, and operational nature at construction camps and production sites and were rectified by the Contractor within the established timeframe. The only ongoing issue remains the implementation of the compensatory tree planting program, which requires additional monitoring and corrective actions in 2026.

3.4 Trends.

210. The analysis of the environmental monitoring results for the reporting period indicates a steady trend toward improved compliance with the requirements of the Site-Specific Environmental Management Plan (SSEMP) at the construction camps and production sites of the Project. Compared to previous periods, the nature of the identified non-compliances was predominantly operational and organizational (fire safety, camp sanitation, waste and wastewater management, and gas cylinder storage), with no serious or systemic violations recorded that could have led to significant adverse environmental impacts.

211. A positive trend is observed in the Contractor’s responsiveness to the Consultant’s remarks. All non-compliances identified during the reporting period were officially acknowledged by the Contractor and, according to the submitted reporting materials, were rectified within the established timeframes. This demonstrates a gradual improvement in the management of environmental aspects of the Project and strengthening of internal control mechanisms by the Contractor.

212. At the same time, a persistent problematic trend remains with regard to the implementation of the compensatory tree planting program. The low survival rate of the saplings planted in 2024 indicates the need to adjust approaches to species selection, planting schedules, irrigation regimes, and post-planting care. This issue is of a long-term nature and requires enhanced monitoring and the introduction of additional corrective measures in 2026.

213. Overall, the general trend of the Project’s environmental performance during the reporting period is assessed as positive: most non-compliances are local and reversible in nature and are addressed through routine corrective actions. Nevertheless, to further improve the Project’s environmental performance, attention should be focused on preventing the recurrence of operational non-compliances in camps and on systematically resolving the issue of compensatory greening.

3.5 Unanticipated Environmental Impacts or Risks.

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

215. There were no unanticipated environmental impacts or risks during the reporting period.

3.6 Summary of Appeals and Grievances

216. A Grievance Redress Group (GRG) within the framework of the Grievance Redress Mechanism (GRM) at the project site is established before the commencement of construction work. The GRG includes representatives of local government bodies, Contractor, Consultant, and PIU.

217. No appeals or grievances regarding environmental protection issues were registered during the reporting period.

218. During the reporting period, seven requests were received from local governments. Most of the requests concerned access to residential and agricultural properties, as well as the preservation of irrigation networks, which are critical for local communities in the Epkin - Dyikan road reconstruction area and additional rural access roads.

219. Based on the sources provided (correspondence between the Contractor and the Consultant), a summary of inquiries and complaints from local residents and administrations for the period July - December 2025 is presented below.

Table 17: Summary of requests/grievances

№	Date	Name/organization	Complaint/request	Result	Comments/notes
1	01.07.2025	Kyzart Village Government	Complaint regarding restricted access to private farmlands at km 135 (“Zhol Zhegi”) due to road elevation and widening. Request to install culverts for machinery access.	The request was forwarded to the Engineer; further technical instructions were requested.	The issue arose during road construction works on the main Epkin–Dyikan highway. Under review by the Engineer.
2	15.07.2025	Residents of Kuyruchuk Village	Request for installation of additional drainage ditches and RC slabs for sidewalks to meet irrigation needs and ensure safe pedestrian passage.	Approved by the Engineer with revised quantities: 14 ditches and 18 slabs at 5 locations.	Works cover the section km 142+168 – km 143+488. Special attention was given to slab durability on rural roads.
3	18.08.2025	Kuyruchuk and Jumgal Village Administrations	Request for installation of 100 meters of sidewalk guardrails in Kuyruchuk Village (km 142+840 – 143+000) and at four locations in Jumgal Village.	The requests were forwarded to the Engineer for review and approval.	Under review by the Engineer.
4	19.08.2025	Residents of Kuyruchuk Village (via Letter No. 26)	Request for construction of two additional ramps at km 141+460 (LHS) and km 141+320 (LHS) to improve access.	The Engineer approved construction of the two additional ramps, subject to continuous provision of	Approved with conditions. The Contractor shall ensure uninterrupted irrigation water supply at these

№	Date	Name/organization	Complaint/request	Result	Comments/notes
				irrigation water.	locations during and after the works.
5	01.09.2025	Kyzart Village Administration / Contractor	Proposal for the reconstruction scheme of existing culverts No. 2 (km 0+388) and No. 4 (km 0+841.9).	The Engineer approved the repair/reinforcement of Culvert No. 4 and replacement of Culvert No. 2 with a concrete culvert as per design. Reserve pipes along all rural roads of the project were recommended.	A joint site inspection was carried out on 27 August 2025. Approved; recommendations were provided.
6	02.09.2025	Residents of Kuyruchuk Village / Contractor	Request for installation of an additional culvert at km 1+105.3 and installation of reserve sleeve pipes under the road in settlements.	Approved. It was recommended to install two reserve pipes every 500 m on all rural roads of the project.	The Contractor was instructed to prepare drawings, method statements, and cost estimates.
7	02.11.2025	Lama Village Administration / Contractor	Proposal to change the route (straighten) of the section km 3+340 – km 3+740 of the local road in the village of Lama	The Engineer indicated that such a change constitutes a potential variation under the Contract and requires additional documentation, including an environmental impact assessment.	During the reporting period, no decision was made on this issue.

220. For most of the requests, the Engineer issued positive conclusions or principal approvals, subject to adjustments to design solutions and subsequent submission of detailed working documentation.

221. The Semi-Annual Social Monitoring Report will give a more detailed analysis of public appeals.

4 RESULTS OF ENVIRONMENTAL MONITORING.

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

222. Instrumental environmental monitoring of noise and vibration levels, surface water and air quality of additional rural access roads was carried out in September - October 2025.

223. Instrumental measurements of noise and vibration levels were performed by the commercial laboratory of ProfiLab LLC; atmospheric air quality and surface water quality were assessed by the chemical-analytical research laboratory of the Department of Environmental Monitoring of the MNRETS KR. Sampling and analysis dates are listed in the table below.

Table 18: Instrumental monitoring dates

№	Parameters	Sampling date	Date of analysis
1	**Noise and Vibration**	25.09.2025	29.09.2025
2	**Surface Water Quality**	25.09.2025	26.09.2025 – 10.10.2025
3	**Air Quality**	26.09.2025	26.09.2025 - 30.09.2025

224. In sections 4.1.1 to 4.1.3, the report presents the outcomes of instrumental monitoring measurements implemented during the reporting period. Copies of laboratory protocols are attached in Appendices 5-7.

225. Below are photographs of the instrumental monitoring carried out.

Figure 29: Instrumental monitoring of noise and vibration levels


Figure 30: Instrumental monitoring of water quality


Figure 31: Instrumental monitoring of air quality

4.1.1 Monitoring noise and vibration levels.

226. The specialists of the ProfiLab LLC laboratory implemented the noise and vibration instrumental tests.

227. Vibration and noise levels were measured at four points along additional rural access roads in the vicinity of settlements:

- Location 1 – Ak Chiy village, near the mosque;
- Location 2 – access road to Lama village, northern side of Jumgal village;
- Location 3 – western side of Jany Aryk village, near the mosque;
- Location 4 – start of the planned road, Kuyruchuk village.

228. Noise and vibration measurements were carried out with the Ecophysics 110A digital vibrometer calibrated according to the standard. Three measurements were taken at each point, with an interval of approximately 4 hours between measurements.

229. Noise measurements were carried out in accordance with GOST 20444-2014 "Traffic flows. Methods for determining noise characteristics" and GOST 32847-2014 "Public roads. Requirements for conducting environmental surveys."

230. Vibration measurements were carried out in accordance with GOST 31319-2006 "Vibration. Measurement of general vibration and assessment of its impact on humans. Requirements for conducting measurements at workplaces"/GOST 12.1.012-2004.

231. The results of instrumental noise measurements showed that at the time of measurements, the noise level at the measured points during the movement of vehicles ranged from 47 dBA to 64 dBA, which does not exceed sanitary standards (Resolution of the Kyrgyz Republic No. 201 of April 11, 2016, Appendix 14 "Noise in Workplaces, in Residential and Public Buildings, and on Residential Development Territories").

232. According to the results of instrumental measurements, vibration levels at the measured points during the movement of vehicles ranged from 91 dB to 94 dB, which also does not exceed sanitary standards (Sanitary standards 2.2.4/2.1.8.566-96 “Industrial vibration in premises, residential and public buildings” / GOST ISO 8041-2006).

233. Detailed results of noise and vibration impact monitoring are given in Appendix 5 and the Tables below.

Table 19: Results of noise level monitoring.

Indicator	Unit	Test results				Permissible equivalent noise level, dBA
		1	2	3	4	
Equivalent noise level, Leq (from 09:00 to 11:00)	dBA	54	48	47	64	65
Equivalent noise level, Leq (from 13:00 to 15:20)	dBA	57	52	55	52	65
Equivalent noise level, Leq (from 17:00 to 18:40)	dBA	54	60	58	60	65

Table 20: Results of vibration level monitoring.

Indicator	Unit	Test results				Permissible equivalent vibratio level, dB
		1	2	3	4	
Equivalent vibration level, Leq (from 09:10 to 11:05)	dB	94	93	92	91	112

Equivalent vibration level, Leq (from 13:05 to 15:30)	dB	94	93	92	93	112
Equivalent vibration level, Leq (from 17:10 to 19:00)	dB	93	92	93	93	112

4.1.2 Surface Water Quality Monitoring.

234. Surface water sampling and quality testing were conducted by specialists from the Department of Environmental Monitoring's chemical analysis laboratory under the MNRETS KR. During the reporting period, measurements were taken of water transparency, biochemical oxygen demand (BOD5), petroleum product content, and suspended solids (SS).

235. Samples were collected at four locations:

- Location 1: access road to Ak-Chyi village from the project road, irrigation canal;
- Location 2: access road to Lama village, irrigation canal in Jumgal village;
- Location 3: access road to Jany-Aryk village, irrigation canal;
- Location 4: Kuyruchuk-Shilvili road, irrigation canal.

236. Laboratory tests were carried out under the “Rules for the Protection of Surface Waters of the Kyrgyz Republic” of the Government of the Kyrgyz Republic dated March 14, 2016, No. 128, and the hygienic standards “Maximum permissible concentration limits (MPC) for chemicals in the water of water bodies for household-drinking and domestic-utility needs of the public", dated April 11, 2016, No. 201.

237. Based on the results of chemical tests, no excess of the maximum permissible concentration for the household category of water was observed in the collected water samples. The results of surface water quality monitoring are presented in Appendix 6 and in the Table below.

Table 21: Results of monitoring the quality of surface waters

Indicator	Unit	Test results				MPC	
		1	2	3	4	fishery	household
Transparency	sm	48.0	42.0	46.0	31.00	-	
SS	mg/l	3.00	4.80	3.60	7.60	An increase in background of 0.25/0.75 is allowed	
BOD5	mgO_2/l	2.20	2.20	2.80	3.40	3.0	4.0
Petroleum products	mg/l	0.007	0.009	0.012	0.013	0.05	0.3

4.1.3 Air Quality Monitoring.

238. Air sampling and quality testing were conducted by specialists from the Department of Environmental Monitoring's chemical analysis laboratory under the MNRETS KR.

239. Instrumental air quality studies include analysis for the presence of the following pollutants:

- nitrogen dioxide (NO_x);
- sulfur dioxide (SO_2);
- carbon monoxide (CO);
- particulate matter (PM_{10}, $PM_{2.5}$).

240. Samples were collected at four locations along the additional rural access roads near settlements:

- Location 1 – access road to the village of Ak Chiy, near the mosque;
- Location 2 – access road to the village of Lama, northern side of the village of Jumgal;
- Location 3 – western side of the village of Jany Aryk, near the mosque;
- Location 4 – Kuyruchuk – Shilvili road, near the irrigation canal.

241. Laboratory tests were conducted in accordance with air pollution control guidelines.

242. The MPC corresponds to the established hygienic standard approved by the Resolution of the Government of the Kyrgyz Republic No. 201 of April 11, 2016, Appendix 17 “MPC of pollutants in the atmospheric air of populated areas”.

243. The monitoring results are presented in Appendix 7 and in the Table below.

Table 22: Results of air quality monitoring

Pollutants	Unit	Test results				MPC, mg/m³
		1	2	3	4	
Sulfur dioxide	mg/m³	0.178	0.158	0.161	0.169	0.5
Nitrogen dioxide	mg/m³	0.092±0.017	0.098±0.018	0.079±0.014	0.103±0.019	0.085
Carbon monoxide	mg/m³	0.7	0.3	0.2	0.4	5.0
Particulate matter	mg/m³	0.175	0.175	0.233	0.175	0.5

244. For most of the determined parameters (carbon monoxide, sulfur dioxide, suspended solids), no exceedances of the maximum permissible concentrations (MPC) for atmospheric air were recorded.

245. However, for nitrogen dioxide (NO_2), exceedances of the norm (0.085 mg/m³) were detected at three monitoring points: 0.092 mg/m³ (location 1: access road to the village of Ak Chiy), 0.098 mg/m³ (location 2: access road to the village of Lama), and 0.103 mg/m³ (location 4: Kuyruchuk-Shilvili road), although the official laboratory report recognized the samples as complying with the MPC, taking into account the measurement error (uncertainty). This discrepancy between the figures in the table and the final conclusion protocol can be explained by accounting for measurement error (uncertainty), as indicated in the protocol. Thus, technically, the values are higher than the norm, but taking into account metrological tolerances, the laboratory officially confirmed that the samples comply with the established standards.

4.2 Summary of Monitoring Outcomes.

246. In September 2025, comprehensive instrumental environmental monitoring was conducted to assess the project's impact, including measurements of air and water quality, noise, vibration, and meteorological factors. These studies were performed by the Department of Environmental Monitoring under the MNRETS KR and the accredited laboratory ProfiLab LLC.

247. A summary of the monitoring results is presented below:

248. **Noise:** Sound levels at the control points ranged from 47 dBA to 64 dBA (a standard is 65 dBA). The highest value (64 dBA) was recorded in the morning at the start of the project road in Kuyruchuk village.

249. **Vibration:** General transport vibration levels at the same locations were measured between 91 dB and 94 dB (a standard is 112 dB). Peak values of 94 dB were noted in Ak-Chiy during the morning and afternoon.

250. **Surface Water Quality Analysis:** According to the test reports, no exceedances of MPC were observed for cultural, domestic, or drinking water use. Petroleum product

concentrations ranged from 0.007 to 0.013 mg/l (MPC is 0.3 mg/l), while BOD5 levels remained within 2.20 - 3.40 mgO_2/l (MPC is 4.0 mgO_2/l).

251. **Air Quality Analysis:** No exceedances of maximum permissible concentrations (MPCs) for atmospheric air in populated areas were detected for any of the measured parameters. Sulfur dioxide levels ranged from 0.158 to 0.178 mg/m³ (with a MAC of 0.5 mg/m³), carbon monoxide levels ranged from 0.2 to 0.7 mg/m³ (with a MAC of 5.0 mg/m³), and suspended particulate matter levels ranged from 0.175 to 0.4 mg/m³ (with a MAC of 0.5 mg/m³). A slight excess of the MAC for nitrogen dioxide was recorded (MAC – 0.085 mg/m³), but this excess was within the accepted margin of error.

252. The results of the instrumental studies confirm that as of late September 2025, environmental indicators in the project's zone of influence complied with national sanitary and environmental standards.

4.3 Trends.

253. Based on the instrumental measurements conducted, the following key environmental trends can be identified in the project's impact area:

254. Physical factors: Noise and vibration levels are directly related to traffic intensity. Peak values (noise up to 64 dBA, vibration up to 94 dB) are recorded in the morning and afternoon hours near residential areas and social objects (mosques in the villages of Ak Chyi and Jany-Aryk, the beginning of the planned road in the village of Kuyruchuk).

255. Water resources: The condition of surface waters (irrigation canals) remains consistently favourable. All indicators (petroleum products, BOD5, suspended solids, and transparency) are well below the maximum permissible concentrations, indicating that water bodies are not significantly polluted at the current stage of work.

256. Atmospheric air: There is a tendency for nitrogen dioxide concentrations to reach and slightly exceed maximum permissible concentrations (within the margin of error). While dust levels remain significantly below the norm, nitrogen dioxide concentrations at several points (Ak Chiy village, Lama village, Kuyruchuk-Shilvili road) were 0.092–0.103 mg/m³, compared to the standard of 0.085 mg/m³. This indicates that air quality is particularly sensitive to exhaust gases from vehicles and construction equipment.

4.4 Material Resources Utilisation.

257. China Railway No.5 uses water for dust suppression from previously agreed-upon and approved water sources (the Chalai, Kyzart, and Karasuu rivers).

4.5 Waste Management.

258. The Contractor developed the Waste Management Plan in the SSEMP, describing the project’s waste management activities.

259. Sewage is collected in stationary septic tanks in the first and second camps. As the septic tank is filled, the sewage is removed by the Chaek Municipal Enterprise and taken to the authorized wastewater treatment plant in Chaek Village for further treatment and disposal. Chaek Municipal Enterprise is the only specialized enterprise in the project area with an authorized wastewater treatment plant. Based on the agreement, solid waste from the two camps is transported to the landfill in Tugol-Sai village. The landfill of Tugol-Sai village is in use; the village government approved it with signed Order № 13b dated 18.04.22.

260. Based on environmental monitoring reports for the period from July to December 2025 (Appendix 1), the main waste management issues for the Project are:

261. Chronic accumulation of household and construction waste. The construction camp (km 148+630) is not systematically cleared of household and construction waste. Inspections have recorded the accumulation of various types of waste directly near waste sites, rather than in containers or designated areas (see the figure below).

Figure 32: Chronic accumulation of household and construction waste

262. Improper operation of septic tanks. One of the most pressing issues is the management of liquid household waste in the construction camp (km 148+630):

- Overflow and clogging: Septic tanks for wastewater (particularly from showers) are constantly overflowing, which prevents their normal functioning.
- Direct soil contamination: Due to overflowing or malfunctioning septic tanks, dirty water is discharged directly onto the ground, polluting the environment.
- Lack of sealed collection: By November, it was recorded that water from showers was being discharged directly onto the ground, bypassing the septic system (see the figures below).


Figure 33: Improper operation of septic tanks

4.6 Health and Safety.

4.6.1 Community Health and Safety

263. The contractor has appointed Bulanbek Djumaliev as a full-time HSE engineer. No permanent medical staff is involved in the project; in case of emergency or whether medical treatment is required, the local medical facility in the vicinity of the camp has been contracted to provide healthcare services.

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

265. The consultant's Road Safety Engineer, Suiunbek Tokobaev, undertook monthly visits of the project road and construction sites to ensure safety measures were followed. Urgent actions were closed immediately, and actions requiring longer to fulfill were formally communicated to the Contractor.

266. The Contractor fulfills road maintenance activities during the year. The Contractor has assigned on-duty personnel to perform activities to ensure appropriate safety measures are taken on the road during the winter season. As part of this plan, Mr. Sapar Tentiev was identified as the Road Maintenance Specialist responsible for winter road maintenance. The anti-icing inert materials, such as gravel and salt-sand mix, have been applied over the project roadway as the primary road safety operation during the cold season. In addition, the road construction equipment has been maintained to ensure maximum serviceability.

4.6.2 Worker Safety and Health.

267. The Contractor prepared and submitted "The Occupational Health and Safety Plan and "the Emergency Response Plan" in February 2022 and updated them in September 2024.

268. During the reporting period, there were no accidents, incidents that led to problems with employee health and safety, or incidents related to downtime.

269. A notice board with emergency services contact details, brochures on first aid, fire safety rules and rules for using a fire extinguisher has been installed in the construction camp.

Figure 34: Notice boards displaying contact details of emergency services, brochures on first aid, fire safety rules, and instructions for using fire extinguishers

270. The Contractor has enhanced the first aid awareness of the assigned personnel and provided first aid kits in the working area.

271. The Contractor conducts initial safety briefings and mandatory training.

272. All workers at the facilities are provided with a complete set of PPE (overalls, helmets, boots, welding shields, aprons, gloves, headphones, and safety glasses), but some neglect to wear the entire set.

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

Figure 35: Equipped fire safety boards

274. Project workers undergo regular medical examinations, including testing for HIV and other related diseases.

275. Based on visual environmental monitoring for the period from July to December 2025 (Appendix 1), the following systematic non-compliance with occupational health and safety requirements were identified:

276. Fire safety violations: This is the most frequently recurring issue, which the Contractor ignored throughout the reporting period:

- Incomplete fire shields: Fire shields in the camp and at the production site (km 148+630) were consistently in poor condition.

- Lack of inventory in critical areas: Empty or incomplete fire shields were recorded near the fuel depot (fuel depot) and near the laboratory (see figure below).

Figure 36: Incomplete fire shields

277. Violation of gas cylinder storage: From September to the end of November, improper storage of gas cylinders was recorded. They were not protected from direct sunlight and precipitation, which constitutes a serious safety violation when working with pressure vessels (see figure below).

Figure 37: Violation of gas cylinder storage

278. During the reporting period, the Consultant sent the Contractor a number of official notices (letters No. CR5-887 dated July 24, No. CR5-933 dated October 8, and No. CR5-945

dated November 28, 2025) demanding immediate rectification of the identified violations. These notices specifically emphasized the Contractor's systematic disregard for concerns raised repeatedly in previous correspondence, including issues related to the completion of fire shields, septic tank cleaning, and garbage collection. Strict deadlines were set for each set of violations; however, the regular repetition of the same issues in official letters indicates the Contractor's ineffective response to occupational health and safety and environmental requirements.

4.7 Training.

279. The Contractor's Occupational Health and Safety (OHS) training program, as outlined in the OHS Management Plan as part of the updated SSEMP, consists of the following components:

- Initial orientation to familiarize all workers and staff with OHS is conducted within the first week of their assignment.
- Periodic OHS training sessions are held at least once every six months.
- 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.

280. 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 38: Register of Introduction Briefings on Occupational Safety

281. During the reporting period, the Contractor's HSE Engineer conducted 12 "toolbox talks"; photos are presented below.

Figure 39: Conducting "toolbox talks"

282. As part of the implementation of occupational health and safety requirements at the Project, the Contractor ensured the systematic delivery of training activities for personnel. During the reporting period, particular attention was paid to increasing the level of awareness of CR No. 5 workers in the areas of industrial, fire and transport safety, industrial sanitation and personal hygiene, as well as the prevention of occupational accidents and diseases. The briefings were conducted by the Contractor's OHS Engineer in accordance with the approved Training Plan for CR No. 5 workers on occupational safety and industrial sanitary hygiene for the second half of 2025 (Appendix 8) and covered key aspects of the safe organization of work and workers' actions in emergency and abnormal situations.

283. The dates and topics of the trainings conducted are presented below:

- **08.07.2025:** Fire, industrial and transport safety. Methods and means of preventing fires, explosions, accidents and incidents, and workers' actions in the event of their occurrence. First aid to the injured person and subsequent actions of workers in the event of accidents.
- **04.08.2025:** General information about the organization, workforce size and specific features of production activities. Location of main divisions, production equipment, services and auxiliary facilities.
- **14.08.2025:** Working conditions. Hazardous and harmful production factors characteristic of this production. Methods and means of preventing accidents and occupational diseases, collective and personal protective equipment, safety signs and signaling. Basic requirements for the prevention of electrical injuries, personal protective equipment, procedures, standards and periods for wearing PPE.
- **28.08.2025:** General rules of conduct for workers on the Project site, in production and auxiliary premises. Basic requirements of industrial sanitation and personal hygiene.
- **10.09.2025:** Circumstances and causes of selected typical accidents, acute poisonings, emergencies and fires that occurred in organizations and at other similar

production facilities due to violations of occupational health and safety requirements.

- **24.10.2025:** Procedures for workers' actions in the event of an occupational accident or acute poisoning at work.

284. The implementation of the Training Plan within the установленные сроки demonstrates the proper organization of the personnel training system and the Contractor's commitment to legislative requirements and project standards in the field of OHS. It is expected that these measures will contribute to reducing production risks, improving discipline in compliance with safety rules, and fostering a sustainable occupational health and safety culture among Project workers.

5 SSEMP FUNCTIONING.

5.1 SSEMP Review.

285. The SSEMP was reviewed and approved in December 2021 and updated in September 2024. The document outlines the measures proposed under the Project to prevent, minimize, or mitigate adverse environmental impacts arising from the Project.

286. During the reporting period, the Contractor's environmental management system was strengthened by:

- Preparing a Training Plan for CR No. 5 workers on safety and occupational hygiene for the second half of 2025;
- Ensuring the daily presence of the Contractor’s environmental and health & safety officers on-site.

287. The actions taken to update the SSEMP are sufficient for the functioning of the Contractor's environmental management system.

288. The Contractor, represented by Nurdinov Nurlan, responsible for environmental protection, represented by Bulanbek Djumaliev, responsible for HSE are taking measures to mitigate the potential consequences of construction work. The Consultant's specialists regularly implement inspections to monitor environmental safeguard activities and whether they are following the requirements of SSEMP.

289. Reviewing the Contractor's SSEMP and observing processes while visiting the project area allowed to highlight recommendations. These recommendations are presented in paragraph 7.2 below.

6 GOOD PRACTICE AND OPPORTUNITY FOR IMPROVEMENT.

6.1 Good practice.

290. The best practice for improving the SSEMP is to constantly update it (at least once a year) and adapt all sub-plans to the project's changing circumstances and conditions. The main directions are outlined below.

291. 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.

292. 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.

293. Preventive control measures:

- Development and implementation of SSEMP sub-plans;

- Conducting environmental inspections and corrective actions in case of identified non-conformities.

294. 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.

295. 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.

296. Strengthening monitoring and reporting:

- Implementation of digital tools to automate the monitoring of environmental and social indicators, including KoboToolbox for field data collection, ArcGIS/QGIS for spatial monitoring, and Power BI dashboards for systematic reporting and visualization of SSEMP indicators.;

- Regular updates of online registers for grievances, incidents, and inspection results;

- Quarterly inspections using environmental checklists and preparation of Corrective Action Plans based on the findings. This arrangement was agreed with the MOTC PIU for the final stage of the project to ensure continued compliance with the SSEMP (as the main road reconstruction works have already been completed, quarterly environmental inspections are no longer being conducted, since active construction activities requiring such inspections have ceased).

297. Optimizing the training program:

- Expanding the content of training sessions to address identified deficiencies;

- Engaging external specialists to conduct training events.

298. 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.

299. 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.

300. Enhancing contractor involvement:

- Inclusion of environmental and social management requirements, as well as liability for failure to comply with these requirements, in the contractual obligations of subcontractors..

301. 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.

302. Based on the environmental monitoring results for the period from July to December 2025, the following conclusions can be drawn:

303. **Overall progress and construction status:** The CAREC Corridors 1 & 3 Connector Road Project, Section 2B, is in its final implementation stage. Major works for the pavement and asphalt concrete surface on the main road (km 89+500 – km 159+200) are 100% complete. During the reporting period, the Contractor focused on road furniture (installation of guardrails, road signs, bus pavilions), engineering slope protection, and capital repairs of additional village roads in the villages of **Kuiruchuk, Kyzart, Lama, and Ak-Chiy**.

304. **SSEMP Efficiency and Environmental Compliance:** The environmental and social management system functioned satisfactorily. The Contractor ensured the daily presence of Environmental and Health & Safety specialists on-site. Over the reporting period, 12 toolbox talks were conducted, and a comprehensive training plan for industrial and fire safety was implemented.

305. There is a steady positive trend in resolving violations: 5 out of 6 identified non-compliances were fully closed during the reporting period (**83% of issues resolved**). These issues were primarily operational and domestic, concerning fire safety, wastewater management, and solid waste at the km 148+630 camp. By late December 2025, the Contractor confirmed the rectification of these remarks, including plumbing repairs and equipping fire safety panels.

306. Instrumental environmental monitoring results (September – October 2025) confirmed the following:

- **Ambient Air:** Levels of pollutants (SO_2, CO, PM) were significantly below the Maximum Permissible Concentrations (MPC). Nitrogen dioxide (NO_2) values were recorded at or slightly above the limit (up to 0.103 mg/m³ against an MPC of 0.085 mg/m³); however, the laboratory officially recognized the samples as compliant when considering the measurement uncertainty.
- **Physical Factors:** Noise levels (47–64 dBA) and vibration levels (91–94 dB) remained within permissible national norms.
- **Water Resources:** Surface water quality in irrigation canals complies with standards for domestic and recreational use.

307. **Production Sites and Camps:** The base at **km 106+300** was fully dismantled in May 2025, and the territory was restored (recultivated) in July 2025. Primary activities were concentrated at the base at **km 148+630**, where the Contractor promptly resolved issues regarding septic tank overflows, gas cylinder storage, and fire safety equipment.

308. **Critical Reforestation Issue: The implementation of the compensatory tree-planting** program remains unsatisfactory. Inspections revealed that **71% of the saplings** planted in 2024 did not survive due to irregular irrigation and damage by livestock.

309. At the same time, a significant volume of outstanding work remains, including the completion of drainage structures, slope protection, road furniture elements, pedestrian infrastructure, recultivation of quarries and spoil grounds, as well as finishing and

landscaping works. The survival and replacement of compensatory trees remain an outstanding issue.

310. Given that the Contract completion date is set for **August 31, 2026**, all remaining construction, environmental, and landscaping activities are of critical importance. Strict adherence to agreed work schedules is required to ensure the timely preparation of the site for final acceptance and handover to the Employer.

311. The Post-construction Environmental Audit Report will be prepared in July 2026.

7.2 Recommendations.

312. To ensure full environmental compliance and prepare the facility for final acceptance (completion deadline: **August 31, 2026**), the Contractor must implement the following measures:

313. **Infrastructure Decommissioning and Final Recultivation:**

- Ensure the complete dismantling of the production site and camp at km 148+630 (including the ACP, CSP, and RCP unit) before the end of the contract term.
- Conduct comprehensive recultivation of the km 148+630 site and all 17 utilized quarries (including the new sections at km 128+005), ensuring proper terrain leveling and clearing of all fuel/lubricant residues and construction debris.

314. **Rectification of the Reforestation Program:**

- In March 2026, conduct a final joint inspection of surviving trees with the participation of the Engineer.
- In April 2026, carry out the full replacement of dead saplings.
- Develop and strictly adhere to a watering schedule for the entire warranty period and ensure reliable fencing of planting areas to protect them from domestic livestock.

315. **Completion of Construction and Reinstatement Works:**

- Resume and complete works on the remaining 3.4 km section of the access road in Lama village starting from March 20, 2026.
- Eliminate the bitumen "bleeding" defect on the main road section km 139+380 – km 139+500 by cleaning the pavement surface.
- Complete the construction of pedestrian sidewalks in Tugol-Sai village and the installation of the commemorative stele at the Kyzart pass.

316. **Project Documentation and Approvals:**

- Submit a complete package of documents to the Engineer regarding the proposed variations: the alignment straightening in Lama village and the repair of the culvert at km 0+841 in Kyzart village (including environmental impact assessments and cost estimates).
- Ensure the connection of street lighting in settlements and the installation of protective fencing around electrical transformers.

317. **Environmental and Social Control:**

- Continue regular dust suppression (every 2 hours during dry weather) on access roads and in settlements where construction activities remain ongoing.

- Maintain the continuous functioning of the SSEMP and the Grievance Redress Mechanism (GRM) until the facility is fully handed over to the Employer.

318. The implementation of these recommendations will ensure project completion within the established Contract deadline, in full compliance with the **SSEMP** requirements, the national legislation of the Kyrgyz Republic, and **Asian Development Bank** safeguard policies. It will also minimize residual environmental and social risks during the facility's commissioning stage.

Appendix 1: Environmental Audit/Inspection Reports

CAREC CORRIDORS
1 and 3 Connector Road Project
Engineering and Construction Supervision

Gentek Consult Ltd.

CAREC Corridors, 1 & 3 Connector Road Project, Section 2B	CAREC Corridors, 1 & 3 Connector Road Project, Section 2B
Date: July 24, 2025	*Дата:* 24 июля 2025 г.
Ref. No. CR5-887	*Исх. №* CR5-887
To: China Railway No.5 Engineering Group Co., Ltd. *Attn.:* Mr. Chen Tielian Project Manager	*Кому:* China Railway No.5 Engineering Group Co., Ltd. Г-ну Чэнь Телянь Менеджер Проекта
Copy: Ministry of Transport and Communication of the Kyrgyz Republic *Attn.:* Mr. Ibraimov Sanjar Head of PIU	*Копия:* Министерство Транспорта и Коммуникации Кыргызской Республики Г-ну Ибраимову Санжару Руководитель ГРП
Subject: Environmental monitoring	*Отн-но:* Мониторинг окружающей среды
Dear Mr. Chen Tielian, Within the framework of the ongoing project "CAREC Corridors 1 and 3 Connection Road Section 2B, Epkin – Bashkuugandy" on July 21-22, 2025, T.N. Zhumaliev, local environmental specialist of **Gentek Consult LTD**, carried out visual monitoring to ensure compliance with environmental requirements at construction sites, quarries, spoil areas, the territory of the residential camp and the production site. Following the results of this visit, a number of violations of the SSEMP requirements, as well as the Asian Development Bank Safeguard Policy, were identified. Photos are attached. Based on the result of visual monitoring, please, be notified that all the listed below remarks and requirements shall be addressed by August 01, 2025. A report and photographs shall be send to the Consultant: The notes that you ignore, although they were mentioned in previous letters, are as bellow: 1. The fire shields are not equipped in the camp and at the production site at km 148+630; 2. The septic tank from the shower is overflowing and the water is discharged directly onto the terrain. 3. The camp area has not been cleared of household and construction waste. Attachment: Photos – 5 sheets Thanking you. Best regards. Selcuk Mutlu Team Leader	Уважаемый г-н Чэнь Телянь, В рамках реализуемого проекта «Коридоры ЦАРЭС 1 и 3 Пути Соединения Участок 2Б Автодорога Эпкин [км 89] – Башкууганды [км 159] 21-22 июля 2025 г. местным специалистом по охране окружающей среды компании «Gentek» Т. Н Жумалиевым был проведен визуальный мониторинг по соблюдению экологических требований на строительных участках и на территориях жилого лагеря и производственных площадок. По результатам данного мониторинга были выявлены ряд нарушений требований ПУОСКУ, а также Политики по защитным мерам Азиатского Банка Развития. Фотографии прилагаются. На основании результата визуального мониторинга, уведомляем вас о том, что в срок до 01-августа 2025 г. необходимо устранить нижеследующие замечания и отправить письмо с фотоматериалами. Ниже приведены замечания, которые вы игнорируете, хотя они были указаны и в предыдущих письмах: 1. Не укомплектованы противопожарные щиты в лагере и на производственной площадке в км 148+630; 2. Септик от душевой переполнен и сброс воды осуществляется прямо на рельеф местности. 3. Территория лагеря не очищена от бытовых и строительных отходов. Приложение: Фотографии – 5 листов Благодарю Вас. С уважением, Сельчук Мутлу Руководитель группы

Received by / Получил (а)_____ ____/ ____/ 2025 г.
Signature / Подпись *Date / Дата*

Фото 1. Противопожарный щит возле заправочного склада не укомплектован

Photo 1. The fire safety panel near the fuel storage facility is not fully equipped.

Фото 2. Возле мусорной площадки накопились разные отходы

Photo 2. Various kinds of waste have accumulated near the garbage area.

Фото 3. Септик переполнен, завален мусором.

Photos 3. The septic tank is overflowing, filled with garbage.

Фото 4. Септик преполнен и грязная вода выходит прямо на рельеф местности и загрязняет окружающую среду

Photo 4. The septic tank is full and dirty water flows directly onto the terrain and pollutes the environment.

CAREC Corridors, 1 & 3 Connector Road Project, Section 2B	**CAREC Corridors, 1 & 3 Connector Road Project, Section 2B**
Date: October 08, 2025	*Дата:* 08 октября 2025 г.
Ref. No. CR5-933	*Исх. №* CR5-933
To: China Railway No.5 Engineering Group Co., Ltd. *Attn.:* Mr. Chen Tielian Project Manager	***Кому:*** China Railway No.5 Engineering Group Co., Ltd. Г-ну Чэнь Телянь Менеджер Проекта
Copy: Ministry of Transport and Communication of the Kyrgyz Republic *Attn.:* Mr. Ibraimov Sanjar Head of PIU	***Копия:*** Министерство Транспорта и Коммуникации Кыргызской Республики Г-ну Ибраимову Санжару Руководитель ГРП
Subject: Environmental monitoring	***Отн-но:*** Мониторинг окружающей среды
Dear Mr. Chen Tielian,	Уважаемый г-н Чэнь Телянь,
Within the framework of the ongoing project "CAREC Corridors 1 and 3 Connection Road Section 2B, Epkin – Bashkuugandy" on September 25-26, 2025, T.N. Zhumaliev, local environmental specialist of **Gentek Consult LTD**, carried out visual monitoring to ensure compliance with environmental requirements at construction sites, quarries, spoil areas, the territory of the residential camp and the production site.	В рамках реализуемого проекта «Коридоры ЦАРЭС 1 и 3 Пути Соединения Участок 2Б Автодорога Эпкин [км 89] – Башкууганды [км 159] 25-26 сентября 2025 г. местным специалистом по охране окружающей среды компании «Gentek» Т. Н. Жумалиевым был проведен визуальный монито-ринг по соблюдению экологических требований на строительных участках и на территориях жилого лагеря и производственных площадок.
Following the results of this visit, a number of violations of the SSEMP requirements, as well as the Asian Development Bank Safeguard Policy, were identified. Photos are attached.	По результатам данного мониторинга были выявлены ряд нарушений требований ПУОСКУ, а также Политики по защитным мерам Азиатского Банка Развития. Фотографии прилагаются.
Based on the result of visual monitoring, please, be notified that all the listed below remarks and requirements shall be addressed by October 13, 2025. A report and photographs shall be send to the Consultant:	На основании результата визуального мониторинга, уведомляем вас о том, что в срок до 13 октября 2025 г. необходимо устранить нижеследующие замечания и отправить письмо с фотоматериалами.
The notes that you ignore, although they were mentioned in previous letters, are as bellow:	Ниже приведены замечания, которые вы игнорируете, хотя они были указаны и в предыдущих письмах:
1. The fire extinguishing panel is not equipped at the production site at km 148+630;	1. Не укомплектованы противопожарный щит на производственной площадке в км 148+630;
2. The septic tank from the shower is overflowing and the water is discharged directly onto the terrain;	2. Септик от душевой переполнен и сброс воды осуществляется прямо на рельеф местности;

3. The camp area has not been cleared of household and construction waste;	3. Территория лагеря не очищена от бытовых и строительных отходов;
4. Gas cylinders are not covered from sunlight and bad weather	4. Газовые баллоны не прикрыты от попадания солнечных лучей и непогоды
Attachment: Photos – 6 sheets	Приложение: Фотографии – 6 листов
Thanking you. Best regards. Selcuk Mutlu Team Leader	Благодарю Вас. С уважением, Сельчук Мутлу Руководитель группы

Received by / Получил (а)_____ ____/ ____/ 2025 г.
Signature / Подпись *Date / Дата*

Фото 1. Противопожарный щит возле заправочного склада не укомплектован

Photo 1. The fire extinguishing panel near the refueling warehouse is not equipped.

Фото 2. Возле мусорной площадки накопились отходы.

Photos 2. Waste accumulated near the garbage platform.

Фото 3. Септик переполнен, завален мусором

Photo 3. The septic tank is overflowing, littered with garbage.

Фото 4. Септик преполнен и грязная вода выходит прямо на рельеф местности и загрязняет окружающую среду

Photo 4. The septic tank is full and dirty water flows directly onto the terrain and pollutes the environment.

Фото. 5,6. Территория лагеря не очищается от бытовых отходов

Photo. 5,6. The camp territory is not cleared of household waste

Фото 7,8. Газовые баллоны не прикрыты

Photo 7,8. Gas cylinders are not covered

CAREC Corridors, 1 & 3 Connector Road Project, Section 2B

Date: November 28, 2025
Ref. No. CR5-945

To: China Railway No.5 Engineering Group Co., Ltd.
Attn.: Mr. Chen Tielian
Project Manager

Copy: Ministry of Transport and Communication of the Kyrgyz Republic
Attn.: Mr. Ibraimov Sanjar
Head of PIU

Subject: Environmental monitoring

Dear Mr. Chen Tielian,

Within the framework of the ongoing project "CAREC Corridors 1 and 3 Connection Road Section 2B, Epkin – Bashkuugandy" on November 25-26, 2025, T.N. Zhumaliev, local environmental specialist of **Gentek Consult LTD**, carried out visual monitoring to ensure compliance with environmental requirements at construction sites, quarries, spoil areas, the territory of the residential camp and the production site.

Following the results of this visit, a number of violations of the SSEMP requirements, as well as the Asian Development Bank Safeguard Policy, were identified. Photos are attached.

Based on the result of visual monitoring, please, be notified that all the listed below remarks and requirements shall be addressed by December 10, 2025. A report and photographs shall be send to the Consultant:

The notes that you ignore, although they were mentioned in previous letters, are as bellow:

1. The fire extinguishing panel near the laboratory is empty;

2. The fire extinguishing panel near the refueling point on the production site is not fully equipped;

CAREC Corridors, 1 & 3 Connector Road Project, Section 2B

Дата: 28 ноября 2025 г.
Исх. № CR5-945

Кому: China Railway No.5 Engineering Group Co., Ltd.
Г-ну Чэнь Телянь
Менеджер Проекта

Копия: Министерство Транспорта и Коммуникации Кыргызской Республики
Г-ну Ибраимову Санжару
Руководитель ГРП

Отн-но: Мониторинг окружающей среды

Уважаемый г-н Чэнь Телянь,

В рамках реализуемого проекта «Коридоры ЦАРЭС 1 и 3 Пути Соединения Участок 2Б Автодорога Эпкин [км 89] – Башкууганды [км 159] 25-26-ноября 2025 г. местным специалистом по охране окружающей среды компании «Gentek» Т. Н. Жумалиевым был проведен визуальный монито-ринг по соблюдению экологических требований на строительных участках и на территориях жилого лагеря и производственных площадок.

По результатам данного мониторинга были выявлены ряд нарушений требований ПУОСКУ, а также Политики по защитным мерам Азиатского Банка Развития. Фотографии прилагаются.

На основании результата визуального мониторинга, уведомляем вас о том, что в срок до 10 декабря 2025 г. необходимо устранить нижеследующие замечания и отправить письмо с фотоматериалами.

Ниже приведены замечания, которые вы игнорируете, хотя они были указаны и в предыдущих письмах:

1. Противопожарный щит возле лаборатории стоит пустой 0;

2. Не укомплектован противопожарный щит возле заправочного пункта на производственной площадке;

3. The faucets are broken, the pipes are burst, and water is leaking constantly, forming a puddle; 4. Water from the shower drains directly onto the ground/terrain, rather than into a septic tank, 5. Gas cylinders are not shielded from direct sunlight and adverse weather conditions; 6. A cow is grazing within the camp's territory Attachment: Photos – 6 sheets Thanking you. Best regards. Selcuk Mutlu Team Leader	3. Краны поломаны, трубы прорваны, и вода течет постоянно, образуя лужу; 4. Вода из душа течет прямо на рельеф местности в грунт, а не на септик, 5. Газовые баллоны не прикрыты от попадания солнечных лучей и непогоды; 6. На территории лагеря пасется корова Приложение: Фотографии – 6 листов Благодарю Вас. С уважением, Сельчук Мутлу Руководитель группы

Received by / Получил (а)_____ ____/____/ 2025 г.
Signature / Подпись *Date / Дата*

Фото 1. Противопожарный щит возле лаборатории пустой

Photo 1. The fire extinguishing panel near the laboratory is empty.

Фото 2. Септик переполнен, завален мусором

Photo 2. The fire extinguishing panel near the refueling point on the production site is not fully equipped.

Фото 3, 4. Краны и трубы поломаны, постоянно течет вода, образуя лужу

Photo 3, 4. The faucets are broken, the pipes are burst, and water is leaking constantly, forming a puddle.

Фото. 5,6. Вода из душа течет прямо на рельеф местности в грунт, а не на септик

Photo. 5,6. Water from the shower drains directly onto the ground/terrain, rather than into a septic tank

Фото 7. Газовые баллоны не прикрыты

Photo 7. Gas cylinders are not covered

Фото 8. На территории лагеря пасется корова

Photo 8. A cow is grazing within the camp's territory

Appendix 2: Work Programme for the remaining works

Work Programme for Remaining Works

No.	Description	Unit	Remaining Quantity	Production rate	Finish time	Remark
	on going works					
1	Snow fence installation	m	1800	100	2025/8/10	waiting for cement
2	LED-Yellow flanshers (solar engergy) installation	No	20	30	2025/7/28	going on well
3	Added pedestrian transitions in settlements	item	1		2025/7/27	going on well
4	Audio -tactile road markings	no	1		2025/7/27	going on well
5	Pedestrian roads in settlements	m	1000	200	2025/8/15	kerb stone installation finished ,remain 500m prepare the subbase and 1000m pavement
6	Retaining walls	m	50	3	2025/8/5	remain only K117 LHS
7	Prdestian guardrails	m	1275	50	2025/8/20	going on well
8	Concrete channels T=200mm	m	3770	120	2025/8/30	waiting for cement
	Stopped, Not Completed Works:					
1	Lighting in settlements	No	1		2025/8/10	start installing the lamps
2	Bus stops	No	2		2025/8/25	will start after the pedestrian guardrail installation completed
3	Ground water drainage	item	1		2025/8/30	no sections information
4	Earth channels deepening (100+160-100+360)	m	200		2025/7/20	already finished

5	Revered widening 119+160+119+320LHS by excavation	m	160		2025/7/22	already finished
	Not started works					
1	Surface water earth and concrete drainage channels	No			2025/8/30	no sections information
2	R/C slope protection of road embankment slope at inlet and outlet of culvets	No	100	10	2025/8/21	will start after the snow fence installation completed on 2025/8/10
3	Signalizaiton at intersections	locatio n	3			addtional works ,price quotation not yet been approved by engineer
4	Concrete chananels behind parapets -required on sections where parapet are installed ,particularly	m	estimate 200	20	2025/8/25	will start after the retaining wall completed on 2025/8/5
5	Triangle reflective element on inner faces of fourth parapet	m	1000			goods is coming
6	Installation of the Stella at kyzart pass KM111+650 RHS	No	1		2025/8/15	prefabrication will complete on 2025/7/27, constrction will be finished on 2025/8/15
7	Irrigation channel K120+160-121+160cut slope	m	300		2025/8/30	contractor is searching for the manufacture ,the previous supplier in blykeqy is not
8	Ramp at road connetions of gas staions	No	4		2025/8/12	
9	Repair of "Marco Polo "sheep monument k146+633RHS	item	1		2025/8/30	out of work scope ,searching special workers ,waiting for quotation
10	Pedestrian road behind stone retaining wall 146+570-146+620	m	50		2025/8/20	
	Works Requiring Reconstruction					
1	Sections with setting at entrance to jumgal village K128+680LHS	m	2		2025/8/17	reconstruction with the same time of pedestrian pavement
2	Accumulation of drained bitumen on SMA 139+380-139+500LHS	m	120		2025/8/19	the situation of the bitumen spill on road is improving significantly after the measures
3	Crack on SMA and binder at entrance to kuyruchuk village 141+970-141+985	m	15		2025/8/15	reconstruction with the same time of pedestrian pavement

Appendix 3: Dust Suppression Plan

Соединенная Дорога Коридоры ЦАРЭС 1 и 3 участок 2Б, на реабилитацию автодороги

Эпкин-Баш-Кууганды

(дистанция км 89+500- 159+200 км)

Проект менеджер Чжанг Лян

«30» июня 2022

План по пылеподавление.

№ п/п	Гос. Номер машины	ФИО водителя	Участок по километражу	Время пылеподавление		Сколько рейсов	Объем цистерны м3	Ответственный
				начало	конец			
1.	0050	Алапаев Н.	147+000 - 150+000	7: 30	19: 00		10	Адисов Жоробай
2.	0048	Абдылдаев Б.	89+00 – 94+500	7: 30	19: 00		10	
3.	1074	Жумаев Т.	По участку где ведутся работы	7: 30	19: 00		10	
4.	0893	Абдысаков Р.	По участку где ведутся работы	7: 30	19: 00		20	
5.	0531	Авдандил у М.	125+000 – 128+000	7: 30	19: 00		10	
6.	2944	Багышов Д	141+100 – 147+000	7: 30	19: 00		20	
7.	2943	Исаков А	153+200 – 159+200	7: 30	19: 00		20	
8.	1080	Адисов А	153+200 – 150+000	7: 30	19: 00		10	
9.	0561	Ажыбек	По участку где ведутся работы	7: 30	19: 00		10	
10.	368	Камчыбек у З.	136+600 – 141+000	7: 30	19: 00		15	
11.	845	Сокучиев Р.	132+000 – 136+600	7: 30	19: 00		15	
12	594	Койчуманов Р.	128+000 – 132+000	7: 30	19: 00		18	

Appendix 4: Permission for the Production Site, km 148+630

КЫРГЫЗ РЕСПУБЛИКАСЫ
НАРЫН ОБЛУСУ
ЖУМГАЛ РАЙОНУ
КУЙРУЧУК
АЙЫЛ АЙМАГЫНЫН
АЙЫЛ ӨКМӨТҮ- МЕКЕМЕСИ

КЫРГЫЗСКАЯ РЕСПУБЛИКА
НАРЫНСКАЯ ОБЛАСТЬ
ЖУМГАЛЬСКИЙ РАЙОН
АЙЫЛ ОКМОТУ- УЧРЕЖДЕНИЕ
КУЙРУЧУКСКОГО
АЙЫЛНОГО АЙМАКА

БУЙРУК

№ 52

"5" 10 2021-ж. Куйручук айылы.

Түндүк- Түштүк альтернатива жолун курууга ФКОО "Китайская железнодорожная инженерная компания №5" ишканасына убактылуу лагерь куруу жөнүндө

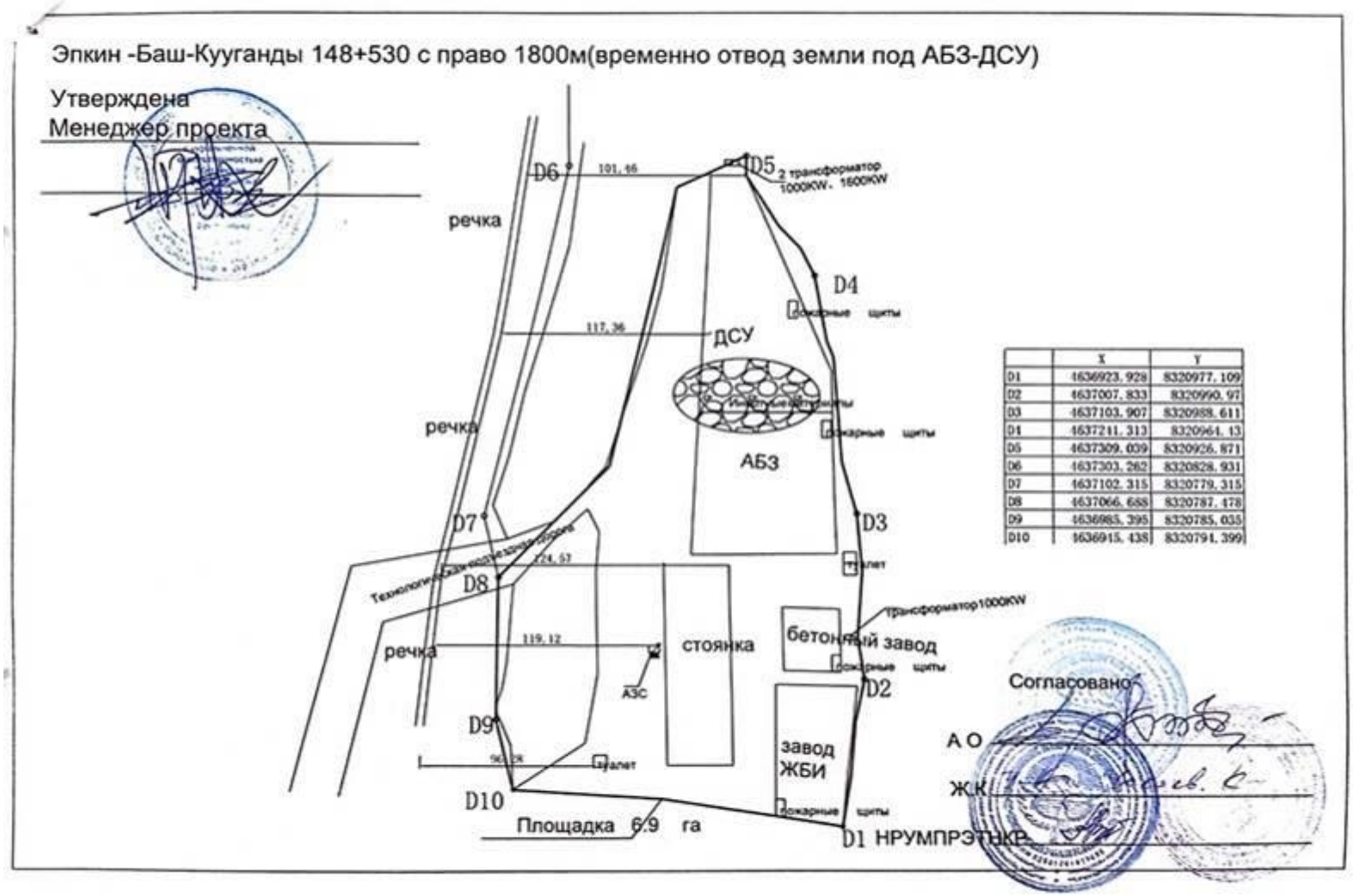
Түндүк- Түштүк альтернатива жолун куруу иштерин жүргүзүп жаткан ФКОО "Китайская железнодорожная инженерная компания №5" ишканасына убактылуу лагерь куруу үчүн **буйрук кылам:**

1. Куйручук айыл аймагынын айылдык Кенешинин 2021-жылдын 30-сентябрындагы №3 токтомуна ылайык Түндүк- Түштүк альтернатива жолунун курулушун ишке ашырып жаткан "Китайская железнодорожная инженерная компания №5" ишканасына Куйручук айыл өкмөтүнө тиешелүү Кара-Чий участогунун Түгөлдүн сайынын жээгинен, жайыт жеринен 2 (эки)га жер участогу 3 жылдык мөөнөткө бөлүнүп берилсин.

2. Берилип жаткан жерге тиешелүү иш кагаздарын алып баруу жана келишимди мыйзамдын чегинде түзүү Куйручук жайыт комитетинин төрагасы К. Чокоевке милдеттендирилсин.

3. Бул буйруктун аткарылышын көзөмөлө алуу жагын өзүмө калтырам.

Башчы Б. Абылабеков.



	X	Y
D1	1636923. 928	8320977. 109
D2	1637007. 833	8320990. 97
D3	1637103. 907	8320988. 611
D4	1637211. 313	8320964. 13
D5	1637309. 039	8320926. 871
D6	1637303. 262	8320828. 931
D7	1637102. 315	8320779. 315
D8	1637066. 688	8320787. 478
D9	1636985. 395	8320785. 035
D10	1636915. 438	8320791. 399

КЫРГЫЗ РЕСПУБЛИКАСЫНЫН
ЭКОЛОГИЯ ЖАНА КЛИМАТ
БОЮНЧА
МАМЛЕКЕТТИК КОМИТЕТИ
НАРЫН ОБЛУСТУК
БАШКАРМАЛЫГЫ
722900,Нарын шаары Ленин 58/а
Факс(03522 5-04-47),тел 5-75-76
Email: ntuoos@inbox.
ЖИН 02501201410056 ОКПО 25933715

ГОСУДАРСТВЕННЫЙ КОМИТЕТ ПО
ЭКОЛОГИИ И КЛИМАТУ
КЫРГЫЗСКОЙ РЕСПУБЛИКИ
НАРЫНСКОЕ ОБЛАСТНОЕ
УПРАВЛЕНИЕ
722900 г. Нарын, ул.Ленин 58/а
Факс(03522 5-04-47), тел 5-75-76
Email:ntuoos@inbox.ru ИНН
02501201410056 ОКПО 25933715

«22» 12 2021-ж. Нарын ш.

№ 02-4/155

ФКОО «Китпайская железнодорожная инженерная групповая компания №5» ишканасына

Нарын аймактык экология жана климат боюнча башкармалыгы Сиздердин 5.10. 2021-жылдагы № 52 кайрылуунуздарга.

2021жылдын 13-декабрында башкармалыкка келип тушкон ФКОО «Китайская железнодорожная инженерная компания №5» ишканасынын Тундук-Туштук жолун куруулуш (148-600км) долбоорунун алкагында убактылуу базанын схематикалык планынын негизинде жер тилкесине макулдук берүү кайрылуусу боюнча жеринде кароо жүргүзүлдү.

Жер тилкесине кароо жүргүзүү менен Жумгал районунун Куйручук айыл аймагынын жайыт комитети менен макулдашылып 3 жылдык мөөнөткө ижарага берилген жер тилкесине убактылуу базанын курулушун долборлоого макулдук корутундусун жиберет.

Башкармалыктын башчысы **Д.Оморов**

Н.Миназарова
0352251935

Appendix 5: Instrumental environmental monitoring of noise and vibration levels

ПРОФИЛАБ
орган контроля

ISO/IEC 17020
№KG 417/КЦА.ОК.095
от: 21.08.2023 г.
область аккредитации
на сайте: www.kca.gov.kg

ОсОО «ПрофиЛаб» г. Бишкек,
ул. Тоголок-Молдо, 60[а] каб. 319.

тел. 0312 591461
e-mail: profilab.ltd@mail.ru

ПРОТОКОЛ ИЗМЕРЕНИЯ ШУМА
№ 35 от «29» сентября 2025г.

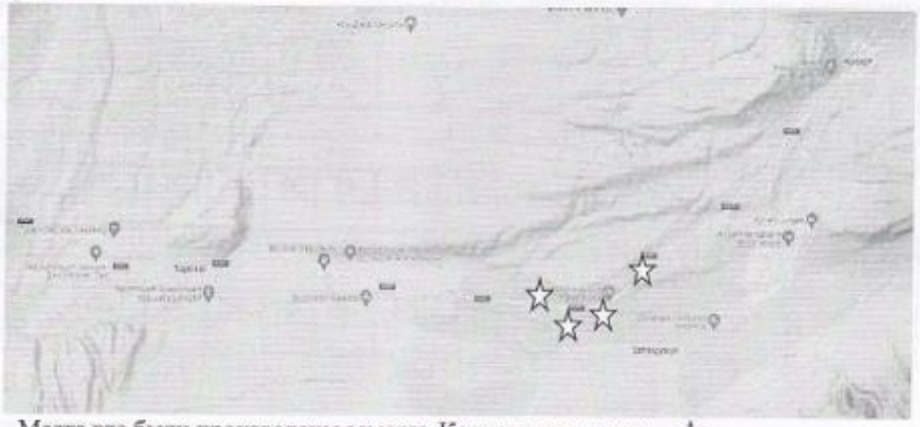
1. Юридическое лицо, индивидуальный предприниматель или физическое лицо, где производятся измерения, адрес: **ФКО «Китайская железнодорожная инженерная групповая компания №5» в КР. Нарынская область, Жумгалский район.**
2. Объект, где производятся измерения: **Жумгалский район**
(наименование, фактический адрес)
3.Основание для проведения измерения: **Договор №31**
4. Наименование средств измерений и сведения о калибровке измеряемого прибора:

Наименование средства измерения	Номер	Сертификат о калибровке		Меж калибровочный интервал
		номер	Дата	
Экофизика - 110А	**№АВ 130044**	**№ К0046-0503/25**	**05.03.2025 г.**	**12 месяцев**

5. Нормативная документация, в соответствии с которой проводились измерения:
ГОСТ_20444-2014. Транспортные потоки. Методы определения шумовой характеристики., ГОСТ 32847-2014 Дороги автомобильные общего пользования. Требования к проведению экологических изысканий.

6. Нормативная документация на нормы:

7. Условие окружающей среды: Температура: 24°С
Влажность: 41%
8. Источники физических факторов и их характеристики: **Транспортный поток**
9. Эскиз:



Места где были произведены замеры. Контрольная точка – ☆
10. Дата произведение измерения: «25» сентября 2025 г

Результаты измерений:

№	Место измерений	Характер шума						Уровни звукового давления в дБ в октавных полосах со среднегеометрическими частотами в Гц									Уровень звука (дБА) $L_{Аэкв}$	Уровень звука (дБА) $L_{Амакс}$	Неопределенность измерений ±дБА
		По спектру		По временным															
		Широкопол.	Тональный	Постоянный	Колебл.	Прерывис-тый	импульсный	31,5	63	125	250	500	1000	2000	4000	8000			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
	Село Ак Чий, рядом с мечетью, время 09:00																		
	Широта: 42° 15′26″; Долгота: 75°35′82″.																		
1								75	58	55	50	51	49	46	40	38	**54**	**66**	
	Подъездной путь к селу Лама, северная сторона села Жумгал, время 09:45																		
	Широта: 42° 03′47″; Долгота: 74°94′57″.																		
2								71	52	47	44	48	41	36	36	37	**48**	**60**	
	Западная сторона села Жаны Арык, возле мечети, время 10:25																		
	Широта: 41° 96′46″; Долгота: 74°90′70″.																		
3								76	51	44	42	39	40	41	36	37	**47**	**64**	
	Начало проектируемой дороги, село Куйручук, время 10:57																		
	Широта: 41° 97′50″; Долгота: 74°82′86″.																		
4								72	64	59	63	61	58	57	48	44	**64**	**70**	
	Село Ак Чий, рядом с мечетью, время 12:56																		
	Широта: 42° 15′26″; Долгота: 75°35′82″.																		
5								73	70	60	61	61	55	52	50	43	**57**	**68**	
	Подъездной путь к селу Лама, северная сторона села Жумгал, время 13:45																		
	Широта: 42° 03′47″; Долгота: 74°94′57″.																		
6								74	65	60	45	45	46	41	37	35	**52**	**60**	
	Западная сторона села Жаны Арык, возле мечети, время 14:33																		
	Широта: 41° 96′46″; Долгота: 74°90′70″.																		
7								69	60	55	45	43	41	38	39	37	**55**	**62**	
	Начало проектируемой дороги, село Куйручук, время 15:18																		
	Широта: 41° 97′50″; Долгота: 74°82′86″.																		
8								70	55	51	46	44	42	37	37	36	**52**	**64**	
	Село Ак Чий, рядом с мечетью, время 17:00																		
	Широта: 42° 15′26″; Долгота: 75°35′82″.																		
9								69	57	48	51	50	45	38	36	36	**54**	**62**	
	Подъездной путь к селу Лама, северная сторона села Жумгал, время 17:35																		
	Широта: 42° 03′47″; Долгота: 74°94′57″.																		
10								71	64	53	49	50	45	40	37	36	**60**	**66**	

Результаты измерений:

№	Место измерений	Характер шума						Уровни звукового давления в дБ в октавных полосах со среднегеометрическими частотами в Гц									Уровень звука (дБА) $L_{A экв}$	Уровень звука (дБА) $L_{A макс}$	Неопределенность измерений ±дБА
		По спектру		По временным															
		Широкопол.	Тональный	Постоянный	Колебл.	Прерыис-тый	импульсный	31,5	63	125	250	500	1000	2000	4000	8000			
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
	Западная сторона села Жаны Арык, возле мечети, время 18:04																		
	Широта: 41° 96′46″; Долгота: 74°90′70″.																		
11								71	59	58	60	46	44	40	40	37	**58**	**65**	
	Начало проектируемой дороги, село Куйручук, время 18:37																		
	Широта: 41° 97′50″; Долгота: 74°82′86″.																		
12								70	65	58	54	50	46	42	38	36	**60**	**67**	

Заключение по результатам замеров: **На момент проведения замеров уровень шума в измеренных точках при движении автотранспортных средств составило от 47дБа до 64дБа.**

Должность	ФИО	Подпись
Генеральный директор	Буланбеков И. А.	
Технический менеджер/Инженер	Нуриддин уулу Т.	

МП "ПрофиЛаб"

Протокол составлен в двух экземплярах: 1-й экземпляр выдается по месту требования; 2-й экземпляр остается в лаборатории.
Общее количество страниц 3; страница 3
Срок хранения протокола: 4 года

Примечание: Результаты протокола соответствуют на момент проведённых измерений. Перепечатка протокола без разрешения начальника лаборатории запрещена. Результаты измерений относятся только к данным объектам.

Конец протокола

ПРОФИЛАБ
орган контроля

ISO/IEC 17020
№KG 417/КЦА.ОК.095
от: 21.08.2023 г.
область аккредитации
на сайте: www.kca.gov.kg

ОсОО «ПрофиЛаб» г. Бишкек,
ул. Тоголок-Молдо, 60ª каб. 319.

тел. 0312 591461
e-mail: profilab.ltd@mail.ru

ПРОТОКОЛ
ИЗМЕРЕНИЙ МЕТЕОРОЛОГИЧЕСКИХ ФАКТОРОВ

№ 31 от «29» сентября 2025г.

1. Юридическое лицо, индивидуальный предприниматель или физическое лицо, где производятся измерения, адрес: **ФКО «Китайская железнодорожная инженерная групповая компания №5» в КР. Нарынская область, Жумгалский район.**

2. Объект, где производятся измерения: **Жумгалский район**
(наименование, фактический адрес)

3.Основание для проведения измерения: **Договор №31**

4. Наименование средств измерений и сведения о калибровке измеряемого прибора:

Наименование средства измерения	Номер	Сертификат о калибровке		Меж калибровочный интервал
		номер	дата	
Метеоскоп-М	**№ 573921**	**№ К0034-3010/24**	**30-10-2024 г**	**12 месяцев**

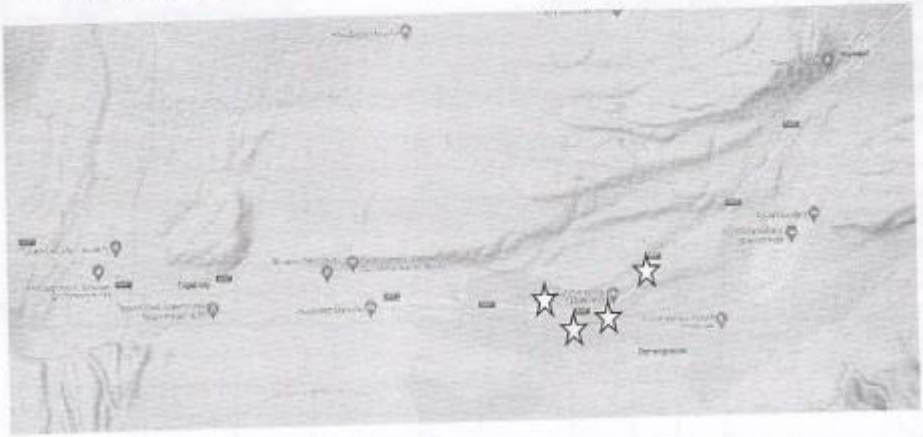
5. Нормативная документация на методы в соответствии, с которой проводились измерения: **ГОСТ 30494-2011. «Здания жилые и общественные, параметры микроклимата в помещениях»**

6. Нормативная документация на пормы:

7. Условие окружающей среды: Температура: 18-24°С
Влажность: 41-46%

8. Источники физических факторов и их характеристики: **параметры микроклимата**

9. Эскиз помещения:



10. Дата произведение измерения: «25» сентября 2025 г

Результаты измерений:

№	Место измерений	Период года.		Категория работ по тяжести	Время суток проведения измерения	Температура воздуха, °С		Относитель. влажность воздуха %		Скорость движения воздуха, м/с	
		Теплый	Холодный			Измерения	Допустимая по нормам	Измерения	Допустимая по нормам	Измерения	Допустимая по нормам
1	2	3	4	5	6	7	8	9	10	11	12
	Село Ак Чий, рядом с мечетью, время 09:00										
	Широта: 42° 15′26″; Долгота: 75°35′82″.										
1		+			днем		18		45		
	Подьездной путь к селу Лама, северная сторона села Жумгал, время 09:45										
	Широта: 42° 03′47″; Долгота: 74°94′57″.										
2		+			днем		18		46		
	Западная сторона села Жаны Арык, возле мечети, время 10:25										
	Широта: 41° 96′46″; Долгота: 74°90′70″.										
3		+			днем		18		46		
	Начало проектируемой дороги, село Куйручук, время 10:57										
	Широта: 41° 97′50″; Долгота: 74°82′86″.										
4		+			днем		19		45		
	Село Ак Чий, рядом с мечетью, время 12:56										
	Широта: 42° 15′26″; Долгота: 75°35′82″.										
5					днем		22		46		
	Подьездной путь к селу Лама, северная сторона села Жумгал, время 13:45										
	Широта: 42° 03′47″; Долгота: 74°94′57″.										
6					днем		22		45		
	Западная сторона села Жаны Арык, возле мечети, время 14:33										
	Широта: 41° 96′46″; Долгота: 74°90′70″.										
7					днем		24		46		
	Начало проектируемой дороги, село Куйручук, время 15:18										
	Широта: 41° 97′50″; Долгота: 74°82′86″.										
8					днем		24		44		
	Село Ак Чий, рядом с мечетью, время 17:00										
	Широта: 42° 15′26″; Долгота: 75°35′82″.										
9					днем		21		43		
	Подьездной путь к селу Лама, северная сторона села Жумгал, время 17:35										
	Широта: 42° 03′47″; Долгота: 74°94′57″.										
10							21		45		

Результаты измерений:

№	Место измерений	Период года.		Категория работ по тяжести	Время суток проведения измерений	Температура воздуха, °С		Относитель. влажность воздуха %		Скорость движения воздуха, м/с	
		Теплый	Холодный			Измеренная	Допустимая по нормам	Измеренная	Допустимая по нормам	Измеренная	Допустимая по нормам
1	2	3	4	5	6	7	8	9	10	11	12
	Западная сторона села Жаны Арык, возле мечети, время 18:04										
	Широта: 41° 96′46″; Долгота: 74°90′70″.										
11		+			днем		20		44		
	Начало проектируемой дороги, село Куйручук, время 18:37										
	Широта: 41° 97′50″; Долгота: 74°82′86″.										
12		+			днем		20		44		

Заключение: По результатам инструментальных замеров, температура воздуха днем составило от 18 до 24°С. Относительная влажность воздуха днем составило от 41 до 46.

Должность	ФИО	Подпись
Генеральный директор	Буланбеков И. А.	
Технический менеджер/Инженер	Нуриддин уулу Т.	

МП "ПрофиЛаб"

Протокол составлен в двух экземплярах: 1-й экземпляр выдается по месту требования;
2-й экземпляр остается в лаборатории.
Общее количество страниц 3: страница 3
Срок хранения протокола: 4 года

Примечание: Результаты протокола соответствуют на момент проведённых измерений.
Перепечатка протокола без разрешения начальника лаборатории запрещена.
Результаты измерений относятся только данным объектам.

Конец протокола

ПРОФИЛАБ
орган контроля

ISO/IEC 17020
№KG 417/КЦА.ОК.095
от: 21.08.2023 г.
область аккредитации
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ОсОО «ПрофиЛаб» г. Бишкек,
ул. Тоголок-Молдо, 60ª каб. 319.

тел. 0312 591461
e-mail: profilab.ltd@mail.ru

ПРОТОКОЛ ИЗМЕРЕНИЯ ВИБРАЦИИ

№ 22 от «29» сентября 2025г.

1. Юридическое лицо, индивидуальный предприниматель или физическое лицо, где производятся измерения, адрес: **ФКО «Китайская железнодорожная инженерная групповая компания №5» в КР. Нарынская область, Жумгалский район.**

2. Объект, где производятся измерения: **Жумгалский район**
(наименование, фактический адрес)

3.Основание для проведения измерения: **Договор №31**

4. Наименование средств измерений и сведения о калибровке измеряемого прибора:

Наименование средства измерения	Номер	Сертификат о калибровке		Меж калибровочный интервал
		номер	Дата	
Экофизика - 110А	**№АВ 130044**	**№ К0046-0503/25**	**05.03.2025 г.**	**12 месяцев**

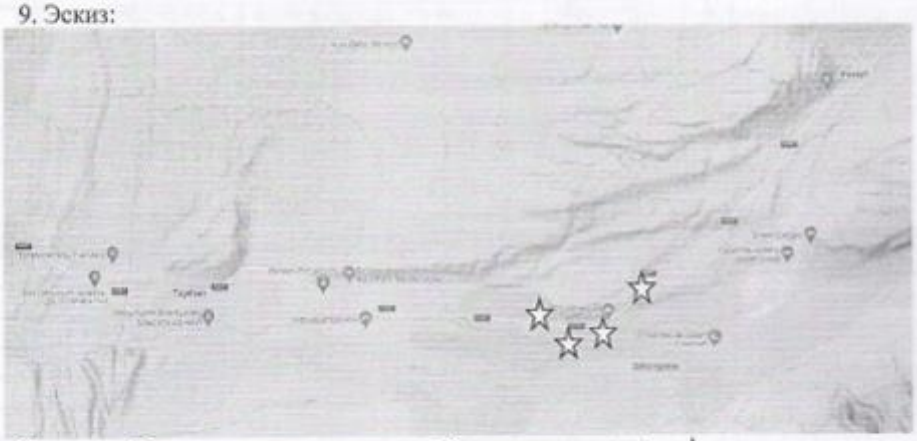
5. Нормативная документация на методы измерений, в соответствии с которой проводились измерения: **ГОСТ 31319-2006 «Вибрация. Измерение общей вибрации и оценка ее воздействия на чловска. Требования к проведению измерений на рабочих местах»./ГОСТ 12.1.012-2004**

6. Нормативная документация на нормы:

7. Условие окружающей среды: Температура: 24°С
Влажность: 41%

8. Источники физических факторов и их характеристики: **Транспортный поток**

9. Эскиз:



Места где были произведены замеры. Контрольная точка – ☆

10. Дата произведение измерения: «25» сентября 2025 г

Результаты измерений:

№	Место измерений	Вид вибрации				Уровни звукового давления в дБ в октавных полосах со среднегеометрическими частотами в Гц						Корректированные и эквивалентные корректированные значения и их уровни		Неопределенность измерений ±дБ
		Общая			Локальная									
		Транспортная	Транспортно-технологическая	Технологическая		2	4	8	16	31,5	63	Частотная коррекция W_m (дБ) $L_{Аэкв}$	Частотная коррекция W_m (дБ) $L_{Амакс}$	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	Село Ак Чий, рядом с мечетью, время 09:10													
	Широта: 42° 15′26″; Долгота: 75°35′82″.													
1				+		93	89	86	83	59	58	**94**	**100**	
	Подъездной путь к селу Лама, северная сторона села Жумгал, время 09:56													
	Широта: 42° 03′47″; Долгота: 74°94′57″.													
2				+		93	90	87	84	60	61	**93**	**99**	
	Западная сторона села Жаны Арык, возле мечети, время 10:35													
	Широта: 41° 96′46″; Долгота: 74°90′70″.													
3				+		92	88	85	82	59	63	**92**	**98**	
	Начало проектируемой дороги, село Куйручук, время 11:05													
	Широта: 41° 97′50″; Долгота: 74°82′86″.													
4				+		93	90	87	84	63	75	**91**	**97**	
	Село Ак Чий, рядом с мечетью, время 13:05													
	Широта: 42° 15′26″; Долгота: 75°35′82″.													
5				+		91	90	85	82	60	63	**94**	**97**	
	Подъездной путь к селу Лама, северная сторона села Жумгал, время 14:00													
	Широта: 42° 03′47″; Долгота: 74°94′57″.													
6				+		92	90	90	83	61	60	**93**	**95**	
	Западная сторона села Жаны Арык, возле мечети, время 14:43													
	Широта: 41° 96′46″; Долгота: 74°90′70″.													
7				+		93	89	88	80	65	68	**92**	**97**	
	Начало проектируемой дороги, село Куйручук, время 15:27													
	Широта: 41° 97′50″; Долгота: 74°82′86″.													
8				+		91	90	87	76	65	63	**93**	**98**	

Результаты измерений:

№	Место измерений	Вид вибрации				Уровни звукового давления в дБ в октавных полосах со среднегеометрическими частотами в Гц						Корректированные и эквивалентные корректированные значения и их уровни		Неопределенность измерений ±дБ
		Общая			Локальная									
		Транспортная	Транспортно-технологическая	Технологическая		2	4	8	16	31,5	63	Частотная коррекция $W_в$ (дБ) $L_{Аэкв}$	Частотная коррекция $W_в$ (дБ) $L_{Амакс}$	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
	Село Ак Чий, рядом с мечетью, время 17:10													
	Широта: 42° 15′26″; Долгота: 75°35′82″.													
9				+		93	90	88	75	62	60	**93**	**96**	
	Подъездной путь к селу Лама, северная сторона села Жумгал, время 17:45													
	Широта: 42° 03′47″; Долгота: 74°94′57″.													
10				+		91	88	85	71	65	60	**92**	**97**	
	Западная сторона села Жаны Арык, возле мечети, время 18:13													
	Широта: 41° 96′46″; Долгота: 74°90′70″.													
11				+		90	90	88	67	65	63	**93**	**98**	
	Начало проектируемой дороги, село Куйручук, время 18:50													
	Широта: 41° 97′50″; Долгота: 74°82′86″.													
12				+		92	90	86	70	65	61	**93**	**95**	

Заключение по результатам замеров: **По результатам инструментальных замеров уровень вибрации в измеренных точках при движении автотранспортных средств составило от 91дБ до 94дБ.**

Должность	ФИО	Подпись
Генеральный директор	Буланбеков И. А.	
Технический менеджер/Инженер	Нуриддин уулу Т.	

МП "ПрофиЛаб"

Протокол составлен в двух экземплярах: 1-й экземпляр выдается по месту требования; 2-й экземпляр остается в лаборатории.
Общее количество страниц 3: страница 3
Срок хранения протокола: 4 года
Примечание: Результаты протокола соответствуют на момент проведённых измерений. Перепечатка протокола без разрешения начальника лаборатории запрещена. Результаты измерений относятся только данным объектам.

Конец протокола

Appendix 6: Instrumental environmental monitoring of water qyality

ISO/IEC 17025
№ KG 417/КЦА.ИЛ.049
От: 12.08.2022 г.
Область аккредитации
на сайте: www.kca.gov.kg

* -Вне аккредитации

ДЕПАРТАМЕНТ ЭКОЛОГИЧЕСКОГО МОНИТОРИНГА
ПРИ МИНИСТЕРСТВЕ ПРИРОДНЫХ РЕСУРСОВ, ЭКОЛОГИИ И
ТЕХНИЧЕСКОГО НАДЗОРА КЫРГЫЗСКОЙ РЕСПУБЛИКИ

КЫРГЫЗ РЕСПУБЛИКАСЫНЫН ЖАРАТЫЛЫШ РЕСУРСТАРЫ,
ЭКОЛОГИЯ ЖАНА ТЕХНИКАЛЫК КОЗОМОЛ
МИНИСТРЛИГИНЕ КАРАШТУУ
ЭКОЛОГИЯЛЫК МОНИТОРИНГ ДЕПАРТАМЕНТИ

720005, г. Бишкек, ул. Байтик-Баатыра, 34 тел. (312) 54-61-22

ПРОТОКОЛ ИСПЫТАНИЙ ПРОБ ВОДЫ

№ 678 - 681
от 10.10.2025 г.

1. **Наименование предприятия, организации (заявитель):**
   Нарынская область, ФКОО Китайская железно-дорожная инженерная групповая компания .

2. **Регистрационный номер и место отбора проб/дата паспорта отбора проб:** *25.09.2025 г.*

   ***678** – Подъездной путь к с. Ак-Чий от проект. дороги;*
   ***679** – Подъездной путь к с. Лама орошительный канал в с. Жумгал;*
   ***680** – Подъездной путь к с. Жаны-Арык от проект. автодороги Эпкин – Башкууганды речка;*
   ***681** – Автодорога Куйручук – Шилвили орошительный канал.*

3. **Дата и время отбора проб:**
   25.09.2025 г. с 12.30 ч.

4. **Нормативный документ:**
   Правила охраны поверхностных вод КР от 14 марта 2016-год № 128; ГОСТ 31861-2012 Вода. Общие требования к отбору проб воды.

5. **Дата(ы) проведения испытаний:**
   26.09. –10.10.2025 г.

6. **Результаты испытаний:**

Стр. 1 из 3

№	Наименование определяемого показателя	Ед. изм.	НД на метод испытаний	Данные анализа по точкам		ПДК		Испытания провел
				01-678-25	01-679-25	+	++	
1	Нефтепродукты	мг/л	ПНД Ф 14.1:2:4.128-98 (флуориметрический)	0,007±0,004	0,009±0,004	**0,05**	**0,3**	Жунусова А.А. Догдурбек к М.
2	Биохимическое потребление кислорода ($БПК_5$)	мгО/л	ПНД Ф 14.1:2:3:4.123-97 (йодометрический)	2,20±0,57	2,20±0,57	**3,0**	**4,0**	
3	Взвешенные вещества	мг/л	ПНД Ф 14.1:2:3.110-97 (гравиметрический)	3,00±0,90	4,80±1,44	**Увел. 0,25/0,75**		
4	Прозрачность	мг/л	СЭВ ч.1 М. 1977*	48,00	42,00	-	-	

№	Наименование определяемого показателя	Ед. изм.	НД на метод испытаний	Данные анализа по точкам		ПДК		Испытания провел
				01-680-25	01-681-25	+	++	
1	Нефтепродукты	мг/л	ПНД Ф 14.1:2:4.128-98 (флуориметрический)	0,012±0,004	0,013±0,004	**0,05**	**0,3**	Жунусова А.А. Догдурбек к М.
2	Биохимическое потребление кислорода ($БПК_5$)	мгО/л	ПНД Ф 14.1:2:3:4.123-97 (йодометрический)	2,80±0,73	3,40±0,88	**3,0**	**4,0**	
3	Взвешенные вещества	мг/л	ПНД Ф 14.1:2:3.110-97 (гравиметрический)	3,60±1,08	7,60±2,28	**Увел. 0,25/0,75**		
4	Прозрачность	мг/л	СЭВ ч.1 М. 1977*	46,00	31,00	-	-	

+Перечень ПДК для рыбохозяйственного водопользования
++Перечень ПДК хозяйственно-питьевого и культурно-бытового водопользования

Сообщаемая расширенная неопределенность измерения указывается как суммарная стандартная неопределенность измерения, умноженная на коэффициент охвата k=2, который обеспечивает уровень доверия приблизительно 95%. Неопределенность измерений, возникающая в результате отбора проб, включена в расширенную неопределенность измерений.

Заключение: По результатам химических испытаний в отобранных пробах воды не наблюдается превышение по сравнению ПДК (предельно-допустимая концентрация) для культурно бытовой категории. Предельно допустимые концентрации химических веществ в воде водных объектов хозяйственно-питьевого и культурно бытового водопользовании, утв. Постановлением Правительства КР от 14 март 2016 года №128.*

Заведующая ОМВР Баялы кызы Б.

Заведующая ОКОПАИР Дарбакова А.С.

Исполнитель не несет ответственности, если проба отобрана самим заказчиком
Перепечатка протокола без разрешения ДЭМ запрещена.
ОМВР – отдел мониторинга водных ресурсов (поверхтностных и сточных вод)
ОКОПАИР - отдел координации отбора проб, аналитики и измерение радиации.

Конец протокола.

Appendix 7: Instrumental environmental monitoring of air qyality

ISO/IEC 17025
№ KG 417/КЦА.ИЛ.649
От: 12.08.2022 г.
Область аккредитации
на сайте: www.kca.gov.kg

*- Вне аккредитации

КЫРГЫЗ РЕСПУБЛИКАСЫНЫН ЖАРАТЫЛЫШ РЕСУРСТАРЫ ЭКОЛОГИЯ ЖАНА ТЕХНИКАЛЫК КӨЗӨМӨЛ МИНИСТРЛИГИНЕ КАРАШТУУ ЭКОЛОГИЯЛЫК МОНИТОРИНГ ДЕПАРТАМЕНТИ

ДЕПАРТАМЕНТ ЭКОЛОГИЧЕСКОГО МОНИТОРИНГА ПРИ МИНИСТЕРСТВЕ ПРИРОДНЫХ РЕСУРСОВ, ЭКОЛОГИИ И ТЕХНИЧЕСКОГО НАДЗОРА КЫРГЫЗСКОЙ РЕСПУБЛИКИ

720005, г. Бишкек, ул. Байтик-Баатыра, 34 тел. (312) 54-61-22

ПРОТОКОЛ ИСПЫТАНИЙ ПРОБ АТМОСФЕРНОГО ВОЗДУХА

№714-717

От 30.09.2025г

1. **Наименование предприятия, организации (заявитель):**
   Нарынская область, ФКОО Китайская железно-дорожная инженерная групповая компания .

2. **Регистрационный номер и место отбора проб/дата паспорта отбора проб:** *26.09.2025 г.*

   714 – Подъездной путь к с. Ак-Чий от проект. дороги;
   715 – Подъездной путь к с. Лама (жумгал-Лама);
   716 – Подъездной путь к с. Жаны-Арык от проект. автодороги Эпкин – Башкууганды;
   717 – Автодорога Куйручук – Шилвили орошительный.

3. **Дата и время отбора проб:**
   26.09.2025 г. с 13 часов 30 минут.

4. **Нормативный документ:**
   РД 52.04.186-89 – Руководство по контролю загрязнения атмосферы.
   СТП ДЭМ 03-01-2021–Отбор проб атмосферного воздуха.
   СТП ДЭМ 03-02-2021–Методика выполнения измерений содержания оксида углерода (CO) в атмосферном воздухе с помощью газоанализатора стационарного электрохимического К-100.

5. **Дата(ы) проведения испытаний:**
   26.09. – 30.09.2025 г.

6. **Результаты испытаний**

Наименование определяемого показателя	НД на метод испытаний	Данные анализа по точкам, мг/м³		ПДК макс.раз. мг/м³	Испытания провел
		03-714-25	03-715-25		
Диоксид серы	Метод фотометрический РД 52.04.186-89	0,178 ±0,021	0,158 ±0,019	0,5	Бектурова М.Б.
Диоксид азота	Метод фотометрический РД 52.04.186-89	0,092 ±0,017	0,098 ±0,018	0,085	
Оксид углерода	Газоанализатор К-100 СТП ДЭМ 03-02-2021	0,7 ±0,14	0,3 ±0,06	5,0	
Взвешенные вещества	Метод гравиметрический РД 52.04.186-89	0,175 ±0,043	0,175 ±0,043	0,5	

Наименование определяемого показателя	НД на метод испытаний	Данные анализа по точкам, мг/м³		ПДК макс.раз. мг/м³	Испытания провел
		03-716-25	03-717-25		
Диоксид серы	Метод фотометрический РД 52.04.186-89	0,161 ±0,019	0,169 ±0,020	0,5	Бектурова М.Б.
Диоксид азота	Метод фотометрический РД 52.04.186-89	0,079 ±0,014	0,103 ±0,019	0,085	
Оксид углерода	Газоанализатор К-100 СТП ДЭМ 03-02-2021	0,2 ±0,04	0,4 ±0,08	5,0	
Взвешенные вещества	Метод гравиметрический РД 52.04.186-89	0,233 ±0,058	0,175 ±0,043	0,5	

Сообщаемая расширенная неопределенность измерения указывается как суммарная стандартная неопределенность измерения, умноженная на коэффициент охвата k=2, который обеспечивает уровень доверия приблизительно 95%. Неопределенность измерений, возникающая в результате отбора проб, включена в расширенную неопределенность измерений.

Заключение*: *По результатам химических испытаний в отобранных пробах атмосферного воздуха не наблюдается превышение по сравнению ПДК (предельно-допустимая концентрация) максимально разовый по всем определяемым показателям. Установленная ГН «ПДК загрязняющих веществ в атмосферном воздухе населенных мест». утв. Постановлением Правительства КР №20 (приложение 17) от 11 апреля 2016 г.*

Заведующая СМАВиПВ Абдылдаева А. Н.

Главный специалист ОКОПАИР Сагынбек уулу М.

Исполнитель не несет ответственности, если проба отобрана самим заказчиком
Перепечатка протокола без разрешения ДЭМ запрещена.
СМАВиПВ – сектор мониторинга атмосферного воздуха и промышленных выбросов
ОКОПАИР - отдел координации отбора проб, аналитики и измерения радиации.

Конец протокола.

Департамент экологического мониторинга	**ҮЛГҮ АЛУУ ПАСПОРТУ/ ПАСПОРТ НА ПРОБУ (атмосфералык аба/атмосферный воздух)**	ФЗСМ7.3-7.4

1. Объектин аталышы, дареги/Наименование, адрес объекта: Нарынская область РКОО, Кытайская неизвестная инженерная групповая в КР
2. Үлгүнү алуу үчүн негиз/Основание для отбора: Договор
3. Үлгүнүн жайгашкан жери жана катар номери/Порядковый номер и место отбора проб:
1. Подъездной путь к с. Ак-Чий от Проектной дороги
2. Подъездной путь к с. Ланя (жилой-Ланя).
3. Подъездной путь к с Жанги-Арык от проектной автодороги Эркин-Башкурганде.
4. Автодорога Кыргызстан - Китай

4. Үлгү алуунун максаты/Цель отбора: Опр-е конц CO, NO₂, SO₂
5. Алынган үлгүлөрдүн мүнөздөмөсү/Характер отобранных проб: разовый
6. Айлана-чойронун шарттары/Условия окружающей среды: ясная 590 мм.рт.ст
7. Үлгү алуу күнү/Дата отбора проб: 26.09.2025 13:30
8. Үлгү алуу үчүн ченемдик документ/НД на отбор проб:

№	Аныктала турган индикатордун аталышы/Наименование определяемого показателя	Сыноо ыкмалары боюнча ченемдик документ/ НД на методы испытаний	Кардар менен макулдашуу/ Согласование с заказчиком Белги/Отметка "✓"
1	Диоксид азота (NO_2)	РД 52.04.186-89 (фотометрический)	✓
2	Диоксид серы (SO_2)	РД 52.04.186-89 (фотометрический)	✓
3	Взвешенные вещества	РД 52.04.186-89 (гравиметрический)	✓
4	Оксид углерода (CO)	СТП ДЭМ 03-02-2021 (газоанализатором)	✓

	Кызмат орду/ Должность	Аты жөнү/ ФИО	Кол коюу/ Подпись
Үлгү алгандар/ЭМДнин окулу: Пробы отобрал/Представитель ДЭМ	вед. специалист	Исаков Д	
Катышкандар/Присутствовали: Мамлекеттик инспектор/Госинспектор			
Ишкананын окулу/Представитель:	инж. эколог	Нуйлиев А	

№ издания	3	Дата введения	01.09.2025г.	Стр. 1 из 1

Appendix 8: Training Plan for CR No. 5 workers on safety and occupational hygiene for the second half of 2025

«УТВЕРЖДАЮ»
Директор ФКОО «КЖИГК-№ 5» Чэнь Тецзюнь
«15» 07 2025 г.
批复
中铁五局集团有限公司经理 陈铁链
2025年 15 月 07 日

П Л А Н

проведения тренингов для работников КЖИГК № 5 по технике безопасности, санитарной гигиены на производстве на 2-полугодие 2025 года

2025 年下半年对中铁五局集团有限公司员工进行职业安全和卫生培训

计划

№ 序号	Наименование темы主题名称	Кому проводится 培训对象	Место проведения 培训地点	Время 时间
1	Пожарная, промышленная и транспортная безопасность. Способы и средства предотвращения пожаров, взрывов, аварий и инцидентов, и действия работников при их возникновении. Первая помощь пострадавшему и последующие действия работников при возникновении несчастных случаев. 消防和工业和运输安全。预防火灾、爆炸、事故和意外的方法和手段，以及发生事故时员工的行动。发生事故时对伤员的急救和员工的后续行动。	Механический цех, водители а/м «Хово», водовозов, водители пикапов 修车间，HOWO 车/水车/皮卡车司机	Офис база №1 主营地办公室	Июль 七月份
2	Общие сведения об организации, численность и характерные особенности производственной деятельности. Расположение основных подразделений, цехов, служб, вспомогательных помещений 组织概况，员工人数及生产活动特点。主要部门、车间、服务设施及辅助设施的位置。	Офис работники 办公室员工	Офис база №1 主营地办公室	Август 八月份

3	Условия труда. Опасные и вредные производственные факторы характерные для данного производства. Методы и средства предупреждения несчастных случаев и профессиональных заболеваний, средства коллективной и индивидуальной защиты, знаки безопасности, сигнализация. Основные требования по предупреждению электро-травматизма, средства индивидуальной защиты, порядок, нормы и сроки носки СИЗ 工作条件。生产过程中常见的危险和有害生产因素。预防事故和职业病的方法与手段。集体防护和个人防护措施。安全标志，报警装置。预防电击伤害的主要要求。个人防护装备，使用顺序、标准及更换周期。	Цех, дробилка. Асфальтный завод. Полигон. Рабочим гр-н Пакистана, гр-н КНР. 车间，碎石厂，沥青拌合站，碎石厂的巴基斯坦和中国员工	Асфальтный завод. 沥青拌合站	Август Сентябрь 八-九月
4	Общие обязанности работника по охране труда. Общие правила поведения работников на территории организации, в производственных и вспомогательных помещениях. Основные требования производственной санитарии и личной гигиены. 员工在职业安全方面的基本职责。员工在组织内、生产及辅助场所的行为规范。生产卫生及个人卫生的基本要求。	Лаборатория, кухонные работники, гр-н Пакистана и КНР 试验室，厨房的巴基斯坦和中国员工	Офис база № 1 主营地办公室	Август 八月份
5	Обстоятельства и причины отдельных характерных несчастных случаев, острых отравлений, аварий, пожаров, происшедших в организациях и на других аналогичных производствах из-за нарушений требований безопасности и охраны труда. 因违反安全和劳动保护要求而在组织和其他类似生产场所发生的个别典型事故、急性中毒、事故和火灾的具体情况及原因。	Полигон, рабочим на дорогах, водителям АМТС 预制厂和路上的巴基斯坦和中国员工	Офис база № 1 主营地办公室	Сентябрь 九月份
6	Порядок действий работника при несчастном случае или остром отравлении на производстве. 员工在发生工伤事故或急性中毒时的处理程序。	Цех, дробилка, полигон, асфальт завод, гр-н КНР 在车间，碎石厂，预制厂，沥青拌合站工作的中国员工。	База №1 主营地	Октябрь 十月份

Составил инженер по ТБ и БДД ФКОО «ЮЖИГК-№ 5» Джумалиев Б.Б

拟定计划：

中铁五局集团有限公司安全工程师 Djumaliev B.B.