

Social Monitoring Report

July 2019

Reporting period: January – June 2019

Project number: 45169-001

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

Prepared by Ministry of Transport and Road KR in consortium with EPTISA Servicios De Ingenieria S.L. Eptisa Muhendislik and RAM Engineering

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ABBREVIATIONS	
ADB	Asian Development Bank
MOTC	Ministry of Transport and Communication
CAREC	Central Asia Regional Economic Cooperation
DMS	Detailed Measurement survey
CSMP	Construction Social Management Plan
EM	External Monitoring
ESMP	Environmental and Social Management Plan
LARP	Land Acquisition and Resettlement Plan
PBMC	Performance-Based Maintenance Contract
GOSREGISTER	Department of Cadaster and Registration of Rights to Real Estate

1. PROJECT BACKGROUND

1. ADB has given high priority to the overall development process of the Kyrgyz Republic through the rehabilitation of road sections along the Bishkek–Osh Road. Equally, other development partners are prioritizing sponsorship of other sections of Bishkek–Osh Road. The upgrading of the Bishkek–Kara-Balta road will connect important populated zones and densely populated settlements which is ultimately expected to enhance access to services, goods, and markets; enhance regional connectivity, and improve safety for all road users in general.

2. The project will improve national and regional connectivity by reconstructing and rehabilitating an estimated 52.5 km of crucial road sections between Bishkek and Kara-Balta, and include road safety measures such as road signage, lane markings, street lighting, parking areas, bus stops, crash barriers, and sidewalks. The Project is fully consistent with the government's priority of upgrading key corridors as stated in the National Strategy of Sustainable Development (2013–2017). The Project is also well aligned with ADB's Strategy 2020 and with the Country Partnership Strategy of Kyrgyz Republic (2013–2017) (CPS). The priority theme for the CPS is the development of a successful and stable democratic state through inclusive growth and the reduction of regional disparities.

3. The Government of the Kyrgyz Republic has received a loan from ADB towards the cost of Central Asia Regional Cooperation Corridor 3 (Bishkek-Osh Road) Improvement Project, Phase 4. Under this ADB loan, EPTISA and its partners are responsible for preparing the detailed design, procurement support and construction supervision to cover the road section from Bishkek to Kara Balta. The Consultant has been involved in conducting the field survey and investigation works related to the topography survey, geotechnical investigation, and lab tests required for preparation of the Detailed Project Report (DPR), including the tender documents during the first phase of the project. The Consultant is also responsible for supervision during the works on Bishkek–Kara-Balta road.

4. The condition of the Kyrgyz Republic's road network and its management improved substantially from 2005 to 2010. Nevertheless, deteriorated network links and poor infrastructure management continue to hamper regional trade and economic growth. The project consists of the reconstruction of two sections of the Bishkek-Osh highway: Bishkek to Kara-Balta (52.5 km) and a section beginning after Kara-Balta until Km 129. These are the last two sections needed to complete the rehabilitation of the Bishkek-Osh highway which forms part of CAREC corridor 3 linking Kazakhstan in the North with Uzbekistan and Tajikistan in the South. The Bishkek–Osh road links the Kyrgyz Republic's two largest cities and is one of the most density populated parts of the road network in the Kyrgyz Republic. The traffic volume varies from 20,000 to 60,000 vehicles per day, depending on the section, as per the updated survey of the Consultant, which is consistent with the recent traffic survey included below in this Report.

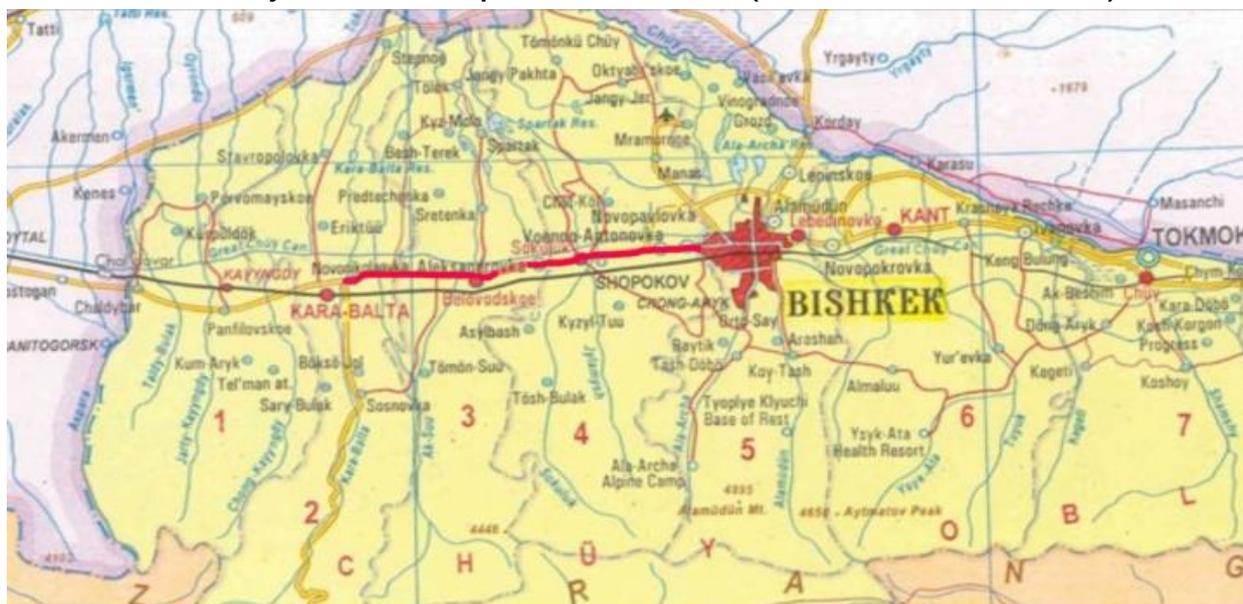
5. Kyrgyzstan has consistently had a negative balance of trade, which is somewhat attenuated by inflows of foreign assistance and remittances from an estimated 500,000 workers who have been forced to migrate mainly to Kazakhstan and Russia by high unemployment and little job creation. It is estimated that remittances now contribute up to 25% of the country's GDP. Another source of income is the „bazaar economy“ where imported Chinese goods are resold to Uzbekistan and Kazakhstan at the Kara Su and Dordoi markets.

6. The Program's goal is to increase economic growth and reduce poverty in Kyrgyzstan. The road implementation program will occur over 5 years and consists of the rehabilitation of the existing road by upgrading existing features on the basis of the detailed design. Construction supervision will be implemented in accordance with the tender documents. Road maintenance supervision works shall be implemented under a performance-based maintenance contract (PBMC) tender for the section from Kara-Balta to Km 129 as well.

7. The draft LARP was prepared in 2013 and updated in 2016 in accordance with the detailed design of the project. The LARP for Bishkek-Kara Balta Section of Bishkek-Osh Road (km 8,5 – km 61) has been approved by ADB and the Kyrgyz Government, endorsed by the Governmental Ordinance

dated 14 April 2017, and disclosed on the IPIG and ADB websites. The LARP was implemented for Bishkek-Kara Balta Section (km 15,9 - km 61) between September 2017 and April 2018.

Project Location Map Bishkek-Osh Road (Bishkek-Kara Balta Section)



2. SOCIAL MONITORING

2.1 Scope and Objectives of the Monitoring

8. The implementation of the LARP for BO4 required internal and external monitoring as the Project triggered a significant amount of involuntary resettlement and is Category A in accordance with ADB SPS (2009). ADB's SPS 2009 considers involuntary resettlement impacts significant if 200 or more persons will be physically displaced from their home or lose 10% or more of their productive or income-generating assets. Internal monitoring has been conducted by the Investment Projects Implementation Group (IPIG). External monitoring was conducted by an External Monitor hired by the EA and approved by ADB. Monitoring is vital for ensuring that the LARP is effectively implemented, unforeseen impacts related to land acquisition and resettlement activities are identified and appropriate measures to address the same can be taken in a timely manner.

2.2 Internal Monitoring

9. The IPIG is responsible for the internal monitoring. The main aim of the internal monitoring is to monitor the process of the LARP implementation such as the compensation process, grievance mechanism and effectiveness of the LARP implementation procedure.

10. Indicators for the internal monitoring related to the LARP implementation processes, immediate outputs and results which allow for the assessment of the progress and results of LARP implementation, and the adjustment of the work program, if necessary. Specific monitoring targets to verify/check:

- the number of AHs with legal ownership;
- the number of AHs with legalizable land and assets;
- the number of AHs without legal or legalizable status;
- the affected/remaining part of the land;
- affected buildings, structures, businesses;

- loss of income and employment;
- allowances for severity and vulnerability;
- full compensation paid on time;
- relocation of movable businesses;
- the GRM Logbook entries;
- number, nature and substance of complains;
- number of grievances resolved at the project level;
- number of grievances forwarded/resolved at other grievance resolution levels.
- the number, type of consultations with DPs/host communities and other relevant stakeholders held.

11. The data for the internal monitoring related to the LARP implementation processes were collected by the IPIG/Supervision Consultant and used to assess the progress and results of LARP implementation, and to adjust the work program, when necessary. The above data and information were collected through one or more following instruments:

- review of census information for all AHs;
- consultation and informal interviews with DPs;
- sample survey of AHs;
- focus group discussions;
- community consultation meetings.

12. Internal monitoring is performed routinely by the IPIG, both directly and with the support of social/resettlement specialists hired by the supervision consultant for the LARP implementation. The results are reported to ADB through the Quarterly Project Implementation Reports and Semi-annual Social Monitoring Report.

2.3 External Monitoring

13. The purpose of the external monitoring is to determine whether the LARP implementation activities have been completed and whether the planned outcome has been obtained for each LARP related activity. As this Project entailed significant involuntary resettlement and it is therefore classified as a social safeguard category 'A' project, ADB policy requires external monitoring which was carried out in parallel with the implementation of the LARP and its internal monitoring. The main objectives of the external monitoring are to assess the relevance, efficiency, effectiveness and impact of the LAR processes and to suggest corrective measures, if necessary.

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

15. After LARP implementation LAR impacted sections were handed over to the Contractor at the end of April, 2018 and in early May, 2018 Contractor started construction works.

3. LARP IMPLEMENTATION STATUS

3.1 Project Sections Summaries

16. To facilitate effective LARP implementation and the commencement of physical works, the Project road was divided into three Sections. Section 1 does not involve any resettlement. Section 2

comprises three subsections which involve resettlement; Section 3 involves involuntary resettlement and is currently being prepared for the LARP implementation.

17. The LARP for Section 2 was implemented in two stages. Stage 1 included resettlement at Subsection 2.1 which was implemented and monitored from September to November 2017. The second stage of the LARP implementation was comprised of resettlement cases at Subsections 2.2 and 2.3. By December 31, 2017, the LARP implementation was completed for 164 DPs, while the compensation amount for 11 DPs was deposited to an escrow account. These 11 DPs could not be paid as some of them did not have the required documents, or the required procedure was not completed in some cases, or some DPs were not in the country to sign the agreement and complete the land division or other procedures required by the law.

18. The IPIG paid compensation and assistances to the vulnerable DPs as per the requirements of ADB SPS 2009 and Kyrgyz laws. The compensation amount was paid within 15 days after the contract was signed. The DPs' compensation payments were transferred to their bank accounts electronically. All DPs confirmed that they accessed the money without problems.

19. The LARP Implementation Monitoring Report has been prepared by an external monitoring expert in December 2017. The Consultants updated the Monitoring Report in April 2018, when the last displaced persons received their compensation. The DPs had a choice to self-relocate or be relocated by the contractor. In the cases of self-relocation, the DPs had 45 calendar days to relocate from the date they received the compensation. Within this time period, the DPs had a choice to dismantle and remove all salvageable material for rebuilding their houses and re-establishment of businesses. The relocation arranged under the Project was completed in May 2018. The road corridor was cleared for the construction and land was handed over to the Contractor. There are a few remains of structures left on the site. The DPs will dismantle them at a later stage as the remains are located out of the Project RoW. IPIG with the local authorities will oversee the final clearance.

20. The following tables present details of impacts and LARP implementation by the road sections.

Table 1: LARP Implementation Status in Section 1 and 2

Sub-sections	Chainage		Length (km)	No of DHs at Sub Sections			Involuntary resettlement	External Monitoring Status	Handover status
	Start	End		Owners	Lease-holders	Employees			
1.1	15+900	21+300	5.400	0	0	0	No resettlement at this Section	Handed over to Contractor within 28 days after commencement works.	
1.2	35+500	40+580	5.080						
1.3	45+600	51+600	6.000						
1.4	54+200	59+350	5.150						
2.1	21+300	24+400	3.100	4	0	0	Compensation paid, LARP implemented	LARP Implementation External Monitoring Report has been prepared in April, 2018	
	28+720	35+500	6.780	6	1	0			
	44+600	45+600	1.000	4	0	0			
	51+600	54+200	2.600	2	1	0			
	59+350	61+000	1.650	2	3	0			
2.2	24+400	28+720	4.320	29	9	10			

2.3	40+580	44+600	4.020	41	32	31			
Total			50.780	88	46	41			
				175					

Table 2: Summary for Involuntary Resettlement at all Road Sections

LARP particulars	Number of DPs	Owners	Lease-holders	Employees	Public facilities
All Sections (as per the approved LARP)	<u>282</u> ¹	115	82	81	4
Sections 1 and 2 (LARP implemented in April 2018)	175	85	44	42	4
Section 3 (as per the approved LARP)	107	30	38	39	0
Current situation at Section 3 - LARP to be implemented	70 ²	25	23	22	0

Source: IPIG and Supervision Consultant Monitoring

3.2 Other LAR activities for reporting period

3.2.1 Unforeseen involuntary resettlement additional impact in Novonikolaevka village

21. Detailed information about the fact of identification and the procedure for resolving the case with the unforeseen involuntary resettlement additional impact regarding the kiosk (pavilion) of Er-Bakai in the village of Novonikolayevka is described in the previous semi-annual social monitoring report. The following is a summary of the resolution status of this issue.

22. On December 12, 2018 to owner of the kiosk Asanbekov U.A. compensation was paid and all necessary documents were signed: an agreement on payment of compensation, a receipt for receiving funds, consent and an obligation to move the kiosk. Supporting documents attached to the report. This case will be also included in the LARP implementation external report as separate short section together with external monitoring report after LARP implementation in Section 3.

Table 3: Summary information for unforeseen involuntary resettlement case

Type of Impact	Number of AH's	Number of AP's	Compensation amount
Temporary affected business, loss of buildings/structures	1	6	88,460 KGZ SOM

¹ Initial number in the approved final LARP was 284, whereas 2 DPs were double counted: Bedelbaev A. and Kim L. To avoid confusion, the double-counted were removed from the lists and summary tables.

² 37 DPs are no longer working/living in the corridor and for three DPs impact is avoided by changes in the alignment.



Meetings with kiosk owner

23. On March 18, 2019, the above kiosk was moved to the place indicated by the owners. The owners of the kiosk decided to lease this kiosk with a subsequent purchase. This decision was made due to the fact that the owner of the above kiosk received an invitation to work outside the country on more favorable terms and there was no one from the family to do business related to the kiosk. The owners of the kiosk wrote a receipt saying that they have no complaints regarding the movement of the kiosk (Annex 1).



The process of moving a kiosk

4. SOCIAL DUE DILIGENCE RESULTS FOR PBMC SECTION

4.1 Description of the PBMC component and objective of the social due diligence

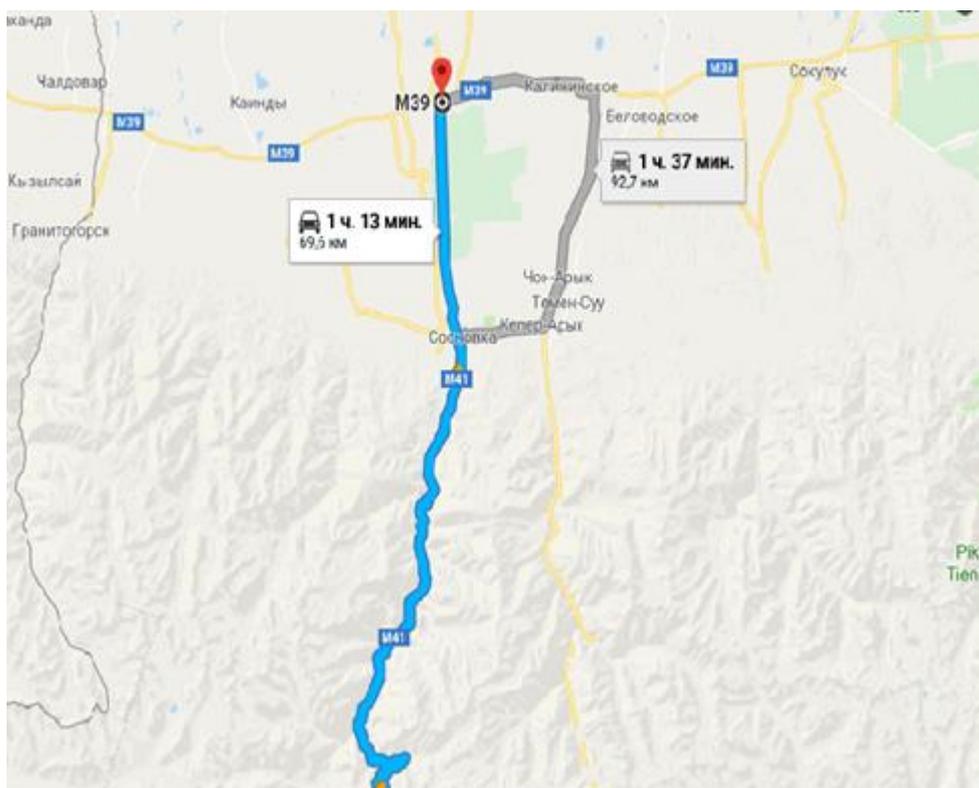
24. CAREC Corridor 3 Improvement project, Bishkek-Osh road: Kara Balta-Suusamyр section, km 61- км 129, financed by a loan from the Asian Development Bank (ADB) Kyrgyz Republic (KR).

25. Output- and Performance-based contracting for Roads is designed to increase the efficiency and effectiveness of road asset management and maintenance. It should ensure that the physical condition of the roads under contract is adequate for the need of road users, over the entire period of the contract which is normally several years. This type of contract significantly expands the role of the private sector, from the simple execution of works to the management and conservation of road assets.

26. Part of the above-mentioned project is a performance-based maintenance pilot contract is the section of the Kara Balta-Suusamyр road to the Too-Ashuu tunnel (km 61-km 129).

27. Within 3 years to ensure the free passage of vehicles on this route, as and when necessary, year-round proper maintenance and current repairs will be carried out. In the process of maintenance of the site, road repair will be performed, road safety measures will be carried out, road signs will be replaced, drainage facilities will be maintained, roadside plants will be monitored, bridges will be repaired, slopes will be reinforced, winter maintenance and proper road maintenance in different weather conditions will be ensured.

28. The Kara Balta-Suusamyр section, km 61 - км 129 and related activities are not covered by the LARP for the Bishkek-Kara Balta Section of Bishkek-Osh Road (km 8,5 – км 61).



The Kara Balta-Tunnel road section

4.2 General background

29. Bishkek-Osh road, including PBMC Kara Balta-Suusamyr section, plays an important role in transport system of Kyrgyzstan, being only road that is open for transport movement during the all year, and which connects the northern part of the country with the capital Bishkek also southern part of country with the second largest city Osh. Therefore, good maintenance and operation of the road section to ensure the free flow of vehicles at any time of the year is crucial for the political and economic life of the Kyrgyz Republic.

30. The project road section is located mainly in the Chui intermountain valley, at the bottom of the mountains. The Kara Balta-Suusamyr road determines the location in the latitudinal direction. The height of the project road varies from 800 m above sea level in Kara-Balta to 3,300 m in Suusamyr, at the entrance to the tunnel.

31. The project road is located in a high-risk seismic zone (9-point) and in combination with high soil erosion on steep slopes and extensive grooves per km. 97 - km.129 represents a constant environmental problem associated with the sliding of slopes due to landslides and earthquakes.

32. The project road is in a semi-arid zone, with a protracted cold season. Frosts in the mountainous region starts in October and hold on until the end of May. Annual precipitation along the project area is about 450 mm. In the mountainous area of the project site, the number of winter events (snowfall) is 60 days.

33. Land utilization in the impact zone of the Kara-Balta-Suusamyr road section, in particular, at the beginning of the project road section has an agricultural purpose. In the area of Kara-Balta, such crops as wheat, fodder and industrial crops, various types of vegetables, such as potatoes, bell peppers, carrots, watermelons, eggplant, and fruit plantations like apple and apricot are mainly cultivated. In the mountainous region, human activity is limited to breeding horses and sheep.

34. The existing road passes through only one village of Sosnovka, with population of about 5,000 people. Since the road does not create a new traffic flow, new security measures are not provided, except to improve compliance with speed limits and ensure road sections. A speed limit of 40 km / h has been established inside the village, which should be observed even after the completion of road repairs.

4.3 PBMC implementation status

35. The Engineering and construction supervision of the Performance-based maintenance contract for the Kara Balta-Suusamyr section (km 61 - km 129) of CAREC 3 Transport Corridor Improvement Project (Bishkek-Osh Road), Phase 4 is carried out by EPTISA Servicios De Ingeniería S.L./ Eptisa Muhendislik / RAM Engineering Associates. The contractor for this section is Mostdorstroy LLC. In accordance with the contract, the works started on January 5, 2018 and the end of maintenance work is December 31, 2020.

36. To ensure the smooth passage of vehicles on this route as needed, year-round proper maintenance and minor repair works are carried out.

37. In the course of maintenance of the site, road pavement repair work was carried, road safety was ensured, road signs were replaced, drainage structures were maintained, winter maintenance was provided, and the road surface is maintained in different weather conditions.

38. Outside the existing carriage way and shoulders, work is not carried out. New construction or modification of the plan is not envisaged.

Table 4: Volume of main construction works

N°	DESCRIPTION OF ITEM	UoM	Quantity	UoM	% of completion
Type 1: Rehabilitation (8 km)		8000	8000	8000	
1.1	Site survey and final design for paving works	unit	1,00	U	100,00%
2,1	Milling of existing asphalt layers (5+8 cm depth)	m2	68000	m2	94,12%
2,2	Scarifying of base + compaction	m2	64000	m2	15,34%
2,3	Excavation for drainage channels and pipes	m3	250	m3	0,00%
2,4	Replacement of Cross-carriageway pipes / culverts+backfill	m	54	m	79,63%
2,5	Reconstruction / repair of Culvert heads	U	12	U	25,00%
2,6	Concrete repair to pipes	m3	100	m3	15,00%
2,7	Repair of Manholes	U	3	U	0,00%
2,8	Creation of Earth ditches	m	3000	m	0,00%
2,9	Reprofiling of earth ditches	m	3000	m	0,00%
2,10	Repair to Downsprouts	m	200	m	0,00%
2,11	Reconstruction / grading shoulders + berms after rehabilitation	m ²	16 000	m ²	100,00%
2,12	Local reconstruction of base/subbase	m3	90	m3	0,00%
2,13	Asphalt base 8 cm	m2	64 000	m2	100,00%
2,14	Asphalt surface 5 cm	m ²	68 000	m ²	94,12%
Type 2: Resurfacing (9 km)		9000			
2,15	Milling of existing asphalt surface (5cm)	m ²	81000	m ²	100,00%
2,16	Reprofiling of earth ditches	m	18000	m	100,00%
2,17	Reconstruction / grading shoulders + berms	m3	18000	m3	74,40%
2,18	Local Repair to base course	m ²	90	m ²	0,00%
2,19	Asphalt Surface 5 cm	m ²	81 000	m ²	100,00%
3	Road Equipment				
3.1	Concrete parapet	unit	546	unit	100,00%
4	Structural works				
3.1	Gabion wall km 89.9	m3	375	m3	82,67%

5 Vertical Signalisation					
5,1	Standard sign, triangle a=90cm	unit	200	unit	41,00%
5,2	Standard sign, circle and octogone a=60cm	unit	30	unit	73,33%
5,3	Standard sign, rectangle 50*50 or 60*90	unit	30	unit	100,00%
5,4	Directional signs, rectangles, size according to design	unit	6	unit	0,00%
5,5	Additional tables	unit	8	unit	25,00%
5,6	Sign post, according to design and present size	unit	40	unit	32,50%
5,7	Guidance Post, according to standard	unit	920	unit	54,35%
6 Horizontal Signalisation					
6.1	Thermoplastic white marking with reflective beads, standard width, full or broken according to design	m ²	24 120	m ²	88,83%
6.2	Transversal or specific markings	m ²	6	m ²	100,00%

39. In the course of the work, Contractor and the Engineering and construction supervision Consulting Company EPTISA found that the contract volumes for the rehabilitation of the 8 km long section and the replacement of the asphalt surface with a total length of 9 km, do not correspond to the actual volumes. The discrepancy in the volumes is upward, due to the greater actual width of the carriageway (road pavement). Based on the request of the road asset holder - the State Directorate of the Bishkek-Osh road of the Ministry of Transport and Roads of the Kyrgyz Republic – VO1 for the (1) difference between designed and actual width of carriage way and (2) to replace the road surface at 81 km of the Bishkek-Osh road, VO1 was developed and approved. Table 5 below provides information on the volume and quantity of additional work.

Table 5: Additional works

Nº	DESCRIPTION OF ITEM	UoM	Quantity
1	Milling of existing asphalt layers (5+8 cm depth)	m ²	21 673,96
2	Scarifaying of base + compaction	m ²	18 453,50
3	Asphalt base 8 cm	m ²	19 286,22
4	Asphalt surface 5 cm	m ²	21 673,96
5	Milling of existing asphalt layers (5+8 cm depth)	m ²	7 353,00
6	Asphalt surface (5cm)	m ²	7 353,00

4.4 Social due diligence approach

40. The due diligence report for this section was carried out with the study of technical and other project related documents: types and volumes for the planned work under the contract, information about the site, cartographic data of the Gosregister and local authorities on the location of land plots along the project road. Detailed field surveys were conducted together with engineers and representatives of local authorities and Gosregister to check and confirm that PMBC section activities will be carried out on the public land within the RoW and has no LAR impacts (both permanent and temporary).

4.5 Findings and conclusions

41. Conducted site visits to the PBMC section confirmed that the Contractor carries out all work related to the maintenance of the road within the existing road. The maintenance of the road section will not require the land acquisition and resettlement and will not have any impact on the property and assets of local residents. Prior to the start of construction work on maintenance on this section of the road, meetings were held in Kara-Balta and Sosnovka village with representatives of local authorities and village activists. At these meetings, brief information was provided on the planned work under the contract and on the availability and procedures of the GRM, indicating the contacts of the GRG.



Meetings with locals and the process of studying project documents

42. During the reporting period, regular visual monitoring of compliance with environmental and social safeguard requirements during construction work in all road sections was carried out by the local environmental and social safeguard specialists of EPTISA, the environmental and social safeguard specialists of the Investment Project Implementation Group of the MoTR KR, and the environmental specialist of the Contractor. Visual monitoring of EPTISA specialists is carried out at least once a month, but the Contractor's specialists are on the site and conduct continuous monitoring.

43. Regular monitoring of the PBMC section will prevent potential impact that may arise from the project activities on local residents. In addition, regular meetings and discussions of upcoming work with the Contractor will also help to prevent the impact on the above section.



Clearing roads from debris and rock falls



Current repairs of the pavement



Installing parapets



Installing road signs

5. LARP IMPLEMENTATION ACTIVITIES FOR THE ROAD SECTION 3

44. The IPIG is currently preparing the rehabilitation of 7.4 km long road Section 3 which starts at km 8.5 and ends at km 15.9. All impacts are included in the final LARP which has been approved by ADB and the government. There were (as per LARP) 107 affected households working/living along this road section.

45. The LAR process at this section includes two stages: 1) Preparatory stage and 2) Implementation/payment stage. Preparatory stage includes the following actions:

- verification of impacts;
- preparation of lists of DPs and affected assets for the road Section 3;
- preliminary consultations with DPs;
- update old affected assets documents;
- update of contact details of DPs;
- clarification of land plots related to gas station in Novopavlovka and nearby land plots;
- clarification of the list of DPs with local authorities;
- preparation of official letters and information for not longer-affected DPs;
- signing the necessary documents for opening a bank account;
- correspondence, coordination of the LARP-related activities.

5.1 Verification of DPs and Status of Involuntary Resettlement

46. A preliminary assessment of the current involuntary resettlement impact shows that out of 107 DPs recorded in the LARP, 37 DPs are no longer living/working within the road corridor. The main reason for the frequent change of job and place of residence is internal migration and the location of populated areas of the road section near Bishkek. The social safeguards specialists from the IPIG and Eptisa, visited each of the affected businesses and during a number of field visits, the DPs were informed (in face-to-face discussion) that this Section is being prepared for the LARP implementation and further handover of the section for the construction, and instructed the DPs to update their documents in case of changes. The DPs were informed of the planned consultations and procedures for the LARP implementation. The DPs asked questions which were mostly related to the start of the rehabilitation works and the time period during which the DPs should move out of the corridor.

47. LARP implementation/payment stage will include the following actions:

- separation of privately owned land;
- preparation and signing of contracts with DPs;
- payment of compensation.

48. Most of the aforementioned activities will be implemented after MOTR / IPIG decides to start implementing LARP for Section 3. Some of the activities of the preparatory stage have already been carried out and will be held before the start of the implementation of the LARP.

49. In accordance with the action plan prepared in May 2019 and submitted to the IPIG and ADB, the implementation of the LARP for Section 3 was scheduled for November 1, 2019. Implementation of the LARP for Section 3 and preparation and approval of all necessary reports on the implementation of the LARP will take about five months. The exact start date for the implementation of the LARP will depend on the timing of the tender procedures for the selection of the Contractor for this section. The expected tentative time for the contractor's mobilization is March, 2020. It should be noted that on June 19, 2019, an external monitoring specialist was hired to conduct external monitoring of the implementation of LARP for this section.

50. The following table shows the summary of the impact reported in the LARP and current situation:

Table 6: Comparison of number DHs as per LARP and Current Situation

No	Section chainage		Sub-section mileage (km)		Sub-section length km	No of DHs at Section 3 as per LARP			No of DHs at Section 3 as per current situation		
	Start	End	Start	End		Owners	Lease-holders	Employees	Owners	Lease-holders	Employees
1	0	74+00	8+500	15+900	7.4	31	38	38	24	24	22
Total					7.4	107			70		

51. During the previous reporting periods, Eptisa's engineers in June, 2018 re-checked the design of this section. The engineers worked with the social safeguards team and at a few locations, the road alignment was altered and impact on previously affected properties/assets, belonging to three displaced households, has been entirely avoided. The affected assets were front yard fencing walls at Novopavlovka, Frunze Street No. 163, 165 and 167.

52. The engineers re-visited design at Frunze Street 181, 179 and 179a. The impact on property/assets at No 181, has been included in the LARP. A small alternation of the road alignment, has reduced the impact on DHs at No 181 and confirmed that there is no impact on two adjacent fences.

53. Eptisa and IPIG social safeguards specialists have checked each affected property along this road section. As per the approved LARP, there were 107 displaced households along this section. During the re-checking, it has been found that 34 previously displaced households left the project area, and three DHs are no longer affected by the project due to the correction of the road alignment. A letter from IPIG, the LAR Committee and local authorities will be prepared for the DHs who are no longer affected by the project due to migration from the road corridor or to the changes in the alignment. In total, out of 107 DHs (as in the LARP), there are 70 DHs who are still living and working along the road at this section and they are entitled to compensation.

54. The following table specifies the differences between impacts which were measured, valued and recorded in the LARP, and the current situation at this road section recorded during this monitoring period and the preparation activities for the LARP implementation. All impact data will be updated prior to implementation of the LARP.

55. LARP implementation action plan with status and dates will be updated on regular basis and the final plan shall be submitted to ADB at least one-month prior the start of LARP implementation.

Table 7: Comparison of Impacts as per LARP and Current Situation

Ref. no	Category of impact	Measuring unit	LARP		Current situation	
			Quantity	Number of DHs*	Quantity	Number of DHs*
1	Land					
	private property	Sqm	1,392.69	8	1,343.48	5
	right to use land	Sqm	973.8	8	973.8	8
	encroachers	Sqm	312.4	7	286	5
	Total	Sqm	2,678.89	23	2,603.28	18
2	Structures					
	Gas station		1	1	1	1
	Residential house		0	0	0	0
	Fences (wooden, metal, wire mesh, asbestos)	Sqm	189.9	4	2.7	1

	slabs)					
	Iron gate	Sqm	33.8	4	9.5	1
	Pavilions/kiosks	No	1,008.4	51	791.2	22
	brick	No	83.5	3	83.5	3
	metal/plastic	No	314.3	10	249.9	7
	containers	No	610.6	38	457.8	12
4	Income source	No	-	68	-	46
	business owner			30		23
	business tenant			38		23
5	Job	No	-	39	-	22
6	Vulnerability	Household		1		1
7	Severe impact	Household		61		45

56. A total of 37 DPs was excluded from the compensation for various reasons, such as the changes in the road alignment, migration, quitting their business/lease, resuming business outside the project ROW or otherwise. Out of these, 7 are properties' owners, 14 are business premises leaseholders and 16 are employees. The details will be reported upon the implementation of the LARP for this Section. The information on excluded DPs is presented in the table in Annex 2:

57. At this road Section, there will be 13 DPs who will lose 0.2317 ha of land (small strips) and two DPs will have their fences and gates affected. The most affected are the owners and renters of kiosks, small shops and their employees. There are one vulnerable and 45 severely affected households. (Table 7).

Table 8: Summary of impacts under Section 3

Ref. no	Category of impact	Measuring unit	Quantity	Number of DHs*
1	Land			
	Affected land	hectares	0.2317	13
2	Structures			
	Fences (wooden, metal, wire mesh, asbestos slabs)	Sqm	2.7	1
	Iron gate	Sqm	9.5	1
	Pavilions/kiosks	No	18	17
3	Income source	No	46	46
4	Job	No	22	22
5	Vulnerability	Households	1	1
6	Severely affected	Households	45	45

* Double counted DPs for the purpose of detailing the impact types

6. GRIEVANCE REDRESS MECHANISM

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

59. There were 21 verbal and written enquiries and grievances during the reporting period. The main enquiries were related to information about the exact Project alignment and people's enquiries if their assets would be affected. There were also requests from local governments to assist in solving various issues. During the reporting period, the majority of complaints received, concerned the provision of assistance to local governments in resolving local issues and several issues related to the result of construction work by the contractor. Also, several complaints were received regarding the appearance of cracks in the homes of local residents.

Table 9: Summary table of grievances for reporting period

Status	Section 1	Section 2	Section 3
Ongoing	3	-	-
Resolved in favor/satisfaction of AP	8	10	-
Resolved not in favor/satisfaction of AP	-	-	-
Total No of grievances	11	10	-

60. The summary of received inquiries/grievances is presented in the following table:

Table 10: Summary of Inquiries and Grievances

	Picket	Date	Name	Address	Complaint	Result	Comments
1		06.01.2019	Panpanza F.S.	Sokuluk ayil okmotu, Sokuluk village	Local resident Panpanza F.S. asks to clarify whether the retaining wall will be built near his house in Sokuluk village, Frunze 205	There is no construction of a retaining wall at this site and a local resident was informed about it. The issue is resolved.	Information given, case closed.
2		08.02.2019	Akmatov E.	Petrovsky ayil okmotu, Petrovka village	Local resident Akmatov E. appealed on the issue regarding the lack of sidewalk near the bridge the riverbed small Ak-Suu.	The contractor provided a temporary passage for pedestrians and carried out the necessary repairs to the roadway.	The issue is resolved.
3		14.03.2019	Poltavka Aiyl Okmotu		Poltavka Aiyl Okomtu requested assistance in filling the gravel road leading to the village Maltabar.	Contractor provided assistance in filling the gravel road leading to the village Maltabar.	The issue is resolved.
4		18.03.2019	Sokuluksky district state administration		Sokuluk rayon state administration requested assistance in watering the race track during the celebration of Nooruz.	The contractor fulfilled the request.	The issue is resolved.
5		22.03.2019	Nazarenko L., Serdyukova G., Serdyukova E., Valiakhmetova M.	Poltavka Aiyl Okmotu	Local residents requested the Contractor to assist in improving the condition of the road leading to the cemetery.	The contractor fulfilled the request.	The issue is resolved.
6		28.03.2019	Poltavka ayil okmoty		Poltavka Aiyl Okomtu requested assistance in the replacement of water pipes in Centralnaya street.	The contractor fulfilled the request.	The issue is resolved.
7		05.04.2019	Jayilskiy district state administration		Jayil state rayon administration requested assistance in in moving water pipes outside the road in Poltavka village.	The decision was made and agreed. The issue is resolved. The contractor fulfilled the request.	Information given, case closed.
8		08.04.2019	Ak-Bahatskiy ayil okmoty		Ak-Bashat Aiyl Okmotu requested to restore the torn water pipe and asphalt	The decision was made and agreed. The issue is resolved. The contractor	Information given, case closed.

					pavement near school №13.	fulfilled the request.	
9		12.04.2019	RMU №40		Road maintenance agency №40 requested patching of the road at 61 + 100 km.	The decision was made and agreed. The issue is resolved. The contractor fulfilled the request.	Information given, case closed.
10		16.04.2019	E/V. ZHuravlev	Belovodskoe ayil okmoty, Moskovskiy district	Local resident Zhuravlev E.V. requested assistance in cleaning the yard as a result of flooding the yard in the house as a result of road works.	The contractor fulfilled the request.	The issue is resolved.
11		24.04.2019	V.G. Semchenko	117 Centralnaya str, Petrovka ayil okmoty, Moskovskiy district	Local resident Semchenko E.G. requests to assist in carrying out repairs to her apartment building and other buildings that were previously (in 2017) damaged during the operation of rollers using vibration in the village of Petrovka.	MTOR provided an official response to the complainant that upon completion of the installation of asphalt concrete pavement and arrangement of trays and sidewalks, this issue will be considered according to the conclusion of the interdepartmental district commission. The applicant wrote a request to attract specialists from the State Institute of Earthquake Engineering and Engineering to determine the causes of cracks in the house and buildings. A decision was made to attract specialists from the above institute to conduct a survey of houses at the expense of the contractor.	All information about the procedure and procedures provided to the applicant. The assessment will be conducted in late August and early September.

12		29.04.2019	Moskovskiy district state administration		Moskovskaya state rayon administration requested to provide the Aleksandrovskiy ayil okmotu with dismantled water throughput rings and grading streets in the village of Aleksandrovka.	The decision was made and agreed. The issue is solved.	Information given, case closed.
13		29.04.2019	Sadovskiy ayil okmoty		The request of local self-government to move the location of the underpass closer to the school.	The issue is resolved and the location of the underpass moved closer to the school.	Information given, case closed.
14		29.04.2019	Moskovskiy district state administration		Local residents of Ak-Torpok village requested on hiring local residents to work on the asphalt plant in Ak-Torpok village.	Four local residents were hired at an asphalt plant. The issue is solved.	Information given, case closed
15		14.05.2019	Smayil Zholdoshev	59 Centralnaya str Jayilskiy district., Petrovka village, Moskovskiy district. 0777485437	A complaint about the appearance of cracks in the house as a result of the work of machinery (excavator) near the house.	The complaint was considered at the local level, a commission visit was made to inspect the house and the results were sent to the IPIG. In early July, an interdepartmental district commission was visited to hold a meeting and inspect the house. The Commission made a decision to attract specialists of the State Institute of earthquake-resistant construction and engineering design to conduct an engineering survey of the building and structures, in order to determine their seismic resistance, physical wear and technical condition. A decision was made to	This issue is at the stage of further consideration and study by relevant experts. The applicant has received an official letter about this. It is necessary to obtain a written application from the applicant for the survey of the house by specialists of the institute. The assessment will be conducted in late August and early September.

						attract specialists from the above institute to conduct a survey of houses at the expense of the contractor.	
16		23.05.2019	Petrovka ayil okmoty		Information about the boundaries of the projected road and sidewalk.	The site visit was completed and the land plot documents were requested from the applicant to determine the boundaries of the land plot.	Information given, case closed
17		27.05.2019	Zh. Loboda., U. Andreichenko., I. Beidhenov., G. Borodavina.	Novonikoaevka village, Jayilskiy district.	Regarding the installation of additional pipe to reduce the level of groundwater, which affect the condition of residential buildings.	A meeting was held with local residents and a joint inspection of the installation site of the additional pipe. It was decided to install an additional pipe to pass and lower the groundwater level. Additional pipe installed and issue resolved.	Information given, case closed
18		27.05.2019	Alybekov B.	Belovodskoe village, Moskovskiy district	1) Regarding construction water diversion with a bend, taking into account the outflow of rain and other waters, this will save the road itself and will solve the problem of water accumulation on Lenina street on flood days and regarding the use of old asphalt to improve the roads of the village of Kosh-Dobo and Krasnoarmeyskaya, Lomonosova, Bokonbaevo and other streets.	The decision was made and agreed. The issue is solved.	Information given, case closed
19		13.06.2019	Zulpueva Z.		A complaint about the appearance of cracks in the house as a result of the work of machinery (roller) near the	The complaint was considered at the local level, a commission visit was made to inspect the	This issue is at the stage of

				129 Centralnaya str, Poltavka village, Jayilskiy district.	house.	house and the results were sent to the IPIG. In early July, an interdepartmental district commission was visited to hold a meeting and inspect the house. The Commission made a decision to attract specialists of the State Institute of earthquake-resistant construction and engineering design to conduct an engineering survey of the building and structures, in order to determine their seismic resistance, physical wear and technical condition. A decision was made to attract specialists from the above institute to conduct a survey of houses at the expense of the contractor.	further consideration and study by relevant experts. The applicant has received an official letter about this. The assessment will be conducted in late August and early September.
20		17.06.2019	Zhunushalieva ZH.	5 Centralnaya str, Petrovka village, Moskovskiy district	A complaint about the appearance of cracks in the house as a result of the work of machinery (roller) near the house.	The complaint was considered at the local level, a commission visit was made to inspect the house and the results were sent to the IPIG. The owners of the house stated that earlier and before the start of construction they turned to the ayil okmotu and the Ministry of Emergency Situations so that their house was recognized as dilapidated / emergency and they	In the case of the repeated appeal of the residents of this house, a visit to the place of the interdepartmental district commission will be held and the appropriate specialists of the State Institute of earthquake-resistant construction and engineering design to conduct an engineering survey of the building and structures, in order to determine their seismic resistance,

						received material assistance.	physical wear and technical condition.
21		27.06.2019	City Hall of Shopokov		The mayor's office of Shopokov requests the use of old asphalt to fill the road in the Yntymak district on the streets of Lineynaya, Pervomaiskaya and Gagarin.	The contractor fulfilled the request.	The issue is resolved.

7. OTHER SOCIAL MONITORING ACTIVITIES

7.1 Construction Social Monitoring Plan (CSMP)

61. The Contractor has prepared the Environmental and Social Management Plan (CESMP). One of the main items in the Social Management Plan, was road safety trainings for all school children located along the Project road. The road safety trainings were conducted by the Contractor and supervised and reported on by Eptisa and IPIG 's resettlement/social specialists.

62. During the reporting period, the Contractor completed planned Road Safety Awareness Sessions in three schools located along the Project road. There were three such sessions in the reporting period in which more than 3,100 children participated (Please see photographs from some sessions). The sessions facilitators were Temirov K., the Contractors Road Safety Engineer and representative of local traffic police.

63. The following table shows the overall information of the road safety awareness sessions conducted at the Project schools during this reporting period.

Table 11: Road Safety Awareness Sessions in Project Schools

№	Date	Name of the school	Boys	Girls	Total number of participants
1	06.05.2019	School, Poltavka village	440	424	864
2	06.05.2019	School, Petropavlovka village	400	412	812
3	06.05.2019	School, Novonikolaevka village	725	745	1,470
Total			1,565	1,581	3,146



School, Novonikolaevka village



School, Petropavlovka village

7.2 HIV/AIDS Prevention Plan

64. In accordance with the CSMP, the Contractor conducted the second awareness session on HIV/AIDS and STDs for their construction workers. The session was conducted on July 27, 2018, early in the morning, at the Belovodskoe camp. Dr. Diana T., a dermatology and venereology specialist, conducted the session in the Russian language. The main goal of this session was to avoid the potential spread of diseases, such as STDs and HIV/AIDS through awareness and prevention activities among construction workers and affected communities as well as to educate workers on how to avoid STDs, to recognize common STD symptoms, and seek treatment. There were 54 workers at the session. The session was monitored by the specialist of the Consultant.



Awareness session on HIV/AIDS

7.3 Contractor staff

65. In accordance with the terms of the contract, the Contractor employs 60% of the managerial / engineering staff among foreign citizens and 40% of representatives of the local population with the appropriate qualifications. Regarding the working staff, then 20% are foreign citizens and 80% are the local population. (Table 11). Information on employment vacancies is distributed to local authorities and other available channels of information dissemination.

Table 12: Number of Contractor staff

Year	Total number of Contractor staff	Number of foreign workers	Number of local workers
2019	567	61	506

8. RECOMMENDATIONS AND NEXT STEPS

66. Based on the Project needs, the following recommendations on the social safeguards monitoring activities are suggested:

- (i) Conduct regular monitoring of the activities of the Contractor on the site, including the PBMC section;
- (ii) Update and submit to ADB the updated LARP implementation action plan at least 1 month before the start of implementation activities.;
- (iii) Conduct consultations with all displaced persons before the LARP implementation for Section 3;
- (iv) Ensure a proper engagement of the local authorities' in the LAR activities;
- (v) Make coordination between GRM focal points more effective (Eptisa, Contractor, IPIG and Ayil Okmotu); Regularly coordinate with all these focal points in order to address grievances in a timely and effective manner.

Passport and cash receipt



РАСПИСКА О ПОЛУЧЕНИИ ДЕНЕЖНЫХ СРЕДСТВ В СООТВЕТСТВИИ С ДОГОВОРОМ О ВЫПЛАТЕ КОМПЕНСАЦИИ ЗА ПОТЕРЮ ДОХОДОВ В СВЯЗИ С ПЕРЕМЕЩЕНИЕМ КИОСКА (ПАВИЛЬОНА) ОТ 12 ДЕКАБРЯ 2018 ГОДА

Я, Асанбеков Уланбек Асанбекович (номер паспорта AN №3696428, выдан МКК 50-04 от 01.11.2018 года), настоящим подтверждаю получение денежных средств в размере **88, 460** (Восемьдесят восемь тысяч четыреста шестьдесят) сомов от Специалиста по переселению Консультационной компании для проектирования и надзора за строительством для АБР: проект улучшения коридора ЦАРЭС-3 (автодорога Бишкек-Ош, Фаза 4) Оморбекова Азамата Данилбековича в соответствии с Договором от 12.12.2018 года.

Претензий по вопросам воздействия проекта на мой киоск (павильон) находящийся в селе Новониколаевка (ПК 511+30, слева), его перемещения и расчетов суммы компенсации к МТид КР, АБР и Консультационной компании не имею.

ДАТА: 12 декабря 2018 года
АСАНБЕКОВ УЛАНБЕК АСАНБЕКОВИЧ

Асанбеков У.А.
12 декабря 2018 год.

Conclusion of the LAR Commission

Сведения и физические объемы по дополнительному объекту, попавшему под воздействие проекта по усовершенствованию Коридора ЦАРЭС 3 (дорога Бишкек-Ош) фаза 4 (45169-002) - Бишкек - Кара-Балта

Жайылский район с. Новониколаевка район Ак-Башатский айылный аймак ост. «Школа»

№	Пикет	Адрес	Объект	Владелец
1	511+30 слева	Жайылский район с. Новониколаевка ост. «Школа»	контейнер/павильон «Эр-Бакай»	Асанбеков У.А. Жайылский район с. Новониколаевка ул. Автомобилистов д. 13 кв 2

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Ражапов Эртабылды Ибраимович - начальник управления по землеустройству и регистрации прав на недвижимое имущество Жайылского района;

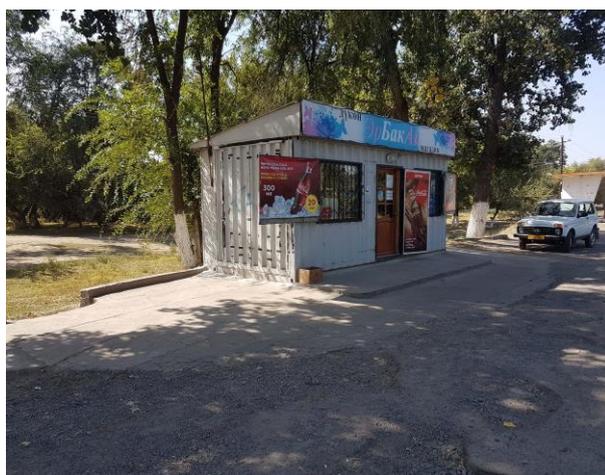
Иманкулов Акылбек Шаршенбекович - начальник управления градостроительства и архитектуры Жайылского района;

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Картанбаева Нурзада Алымбековна - социолог группы реализации инвестиционных проектов при Министерстве транспорта и дорог;



Er-Bakai kiosk in Novonikolaevka



Payment of compensation to the owner of the kiosk

ANNEX 2. Summary of DPs Excluded from the Compensation Tallies for Section 3

Table: Summary of DPs Excluded from the Compensation Tallies for Section 3

No	Chainage (R/L)	Property owner	Leaseholder	Employee
Novopavlovskiy Ayil Okmotu				
1	2+94 R	Asanbaev K.		
2	7+84 R	Bebeza S.		
3	7+84 R			Kemalu R.
4	11+16 R	Zainov R. K.		
5	11+25 R	Toktoralieva U.		
6	11+32 R	Abdikieva S.T.		
7	16+60 R			Tursunkulova K.
8	16+90 R		Babaev Z.U.	
9	17+20 R			Zarilbekov E.
10	17+20 R			Omorkulov A.
11	17+40 R		Belayeva V.V.	
12	24+20 R		Mirzabekova U.	
13	24+20 R		Kalik U Z.	
14	24+20 R		Toroeva O.	
15	24+20 R		Idrisova G.	
16	24+20 R			Imanaliev K.
17	24+20 R		Umarov B.	
18	24+20 R			Sulaymanova N.O.
19	24+20 R		Suyunaliev B.	
20	24+20 R		Sabirbekov	
21	24+20 R			Orozbekov I.
22	24+20 R	Sheyshenali k. U		
23	24+20 R		Islam	
24	24+20 R	Sagimbaeva G.		
25	24+20 R			Madumarova E.
26	24+20 R			Mukanbetova M.
27	24+20 R			Mukanbetova L.
28	24+20 R			Ischermanova N.
29	24+81 L			Pogorelova O.A.
30	24+81 L			Anaskina A.A.
31	25+55 L		Rehovskaya T.B.	
32	25+55 L		Adilbek uluu S.	
33	26+84 R			Aybem u. M.
34	33+17 L		Kuprieva U.A.	
35	33+17 L		Seluk K.S.	
Voенно-Antonovskiy AO				
36	39+90 R			Sidikov B.
37	63+00 R			Tolon S.