



**Ministry of Transports and  
Communication**



Investment Projects Implementation Group

**Republic of Kyrgyzstan**

# **CONSTRUCTION SUPERVISION SERVICES FOR THE OSH - ISFANA ROAD REHABILITATION**

## **BURGANDY – BATKEN SECTION**

### **SOCIAL REPORT**

July 2012



**July 2012**



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### Acronyms and Abbreviations

<b>EBRD</b>	European Bank for Reconstruction and Development
<b>EUR</b>	Euros
<b>IPC</b>	Interim Payment Certificate
<b>IPIG</b>	Project Implementation Unit
<b>KGS</b>	Kyrgyz SOM
<b>Km</b>	Kilometer
<b>LHS</b>	Left hand side
<b>MOTC</b>	Ministry of Transport and Communications
<b>RHS</b>	Right hand side
<b>USD</b>	United States Dollar
<b>VAT</b>	Value Added Tax

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# Chapter 1 - THE INTRODUCTION

*This report provides the details of the progress of the project status for the Osh - Isfana Road Rehabilitation Project: Alga - Burgandy - Tort-Gul - Batken section, and highlights the changes that the Engineer could record after 12 months of works.*



**Figure 1.1 - Project Location Map**

## 1. The Background

The Osh - Isfana road, which is central to the economy of Southwest Kyrgyzstan, is in poor to fair condition and crosses into Uzbek territory near Pulgon and at the Sokh enclave; the road also passes through Tajik territory between Batken and Isfana.

As a result, the movements along this corridor are limited due to cumbersome border-crossing. The Government is determined to restore reliable and efficient access to Batken Oblast and to bypass the enclaves.

It will ultimately support the local and regional socio-economic development.

This should also provide an alternative transport route for the potential transit traffic to / from Tajikistan.

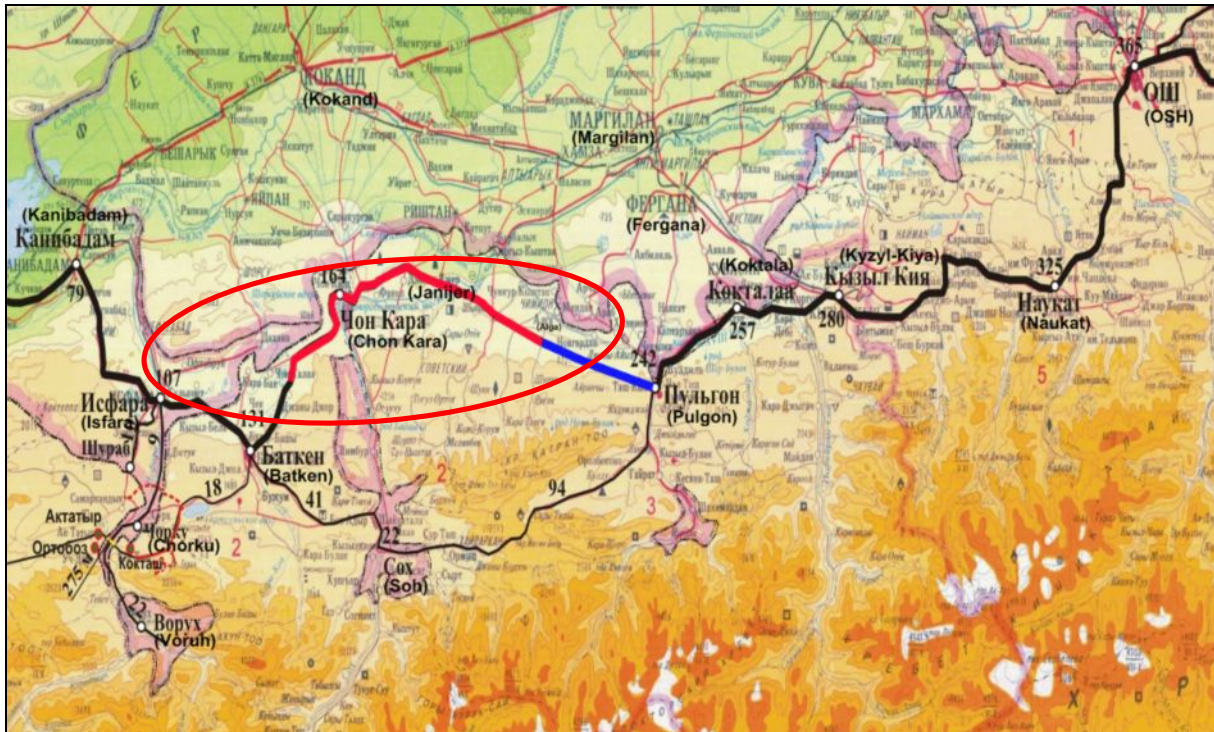
The road is about 360 km long (estimated to cost around USD 135 million).

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Osh-Isfana Road Rehabilitation Phase 1: Burgandi-Batken Section

The new construction, required to reconnect Batken Oblast with the rest of the country, in total, is about 90 km long, including:

- (i) 14.7 km detour from Kok-Talaa to Pulgon (km 109-123);
- (ii) 30 km section from Pulgon to Burgandi (km 125 to 155);
- (iii) 40 km section from Burgandi to Sokh River (km 155 to 195);
- (iv) 4.7 km section, including a bridge across the Sokh River (km 195-200).



— EBRD — WB **Figure 1.2 - Project location detailed map**

The Osh - Isfana Road Reconstruction / Rehabilitation is to be partly funded by:

- The EBRD (km 155 to km 220):  
Alga [km 155] - Burgandi [km 190] - Tort-Gul [km 220] - Batken Road
- The World Bank: Pulgon [km 125] to Alga [km 155] ;
- The European Commission - currently financing the construction of a 23 km detour around the Tajik territory of Surkh (km 248 to km 271).

The road design was initially carried out in 2000 by Kyrgyz/Dor/Trans/Proekt (KDTP), and was updated in 2009 by FINNROAD and KDTP through a World Bank financing.

## 2. The Civil Works Contract

The Civil Works Contract for the construction of the

**Alga [km 155] – Burgandi [km 190] – Batken [km 220] Road Section**

has been awarded to

***Xinjiang Beixin Road and Bridge Construction Co. Ltd. (the Contractor).***

It was signed on **May 11, 2010**.

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Osh-Isfana Road Rehabilitation Phase 1: Burgandi-Batken Section

The **Contract amount** is **USD 25,402,218.61**.

The **period of execution is 730 days (2 years)**, starting from the date indicated in the General Conditions of the Contract: Clause 8.1: **September 27, 2010**.

### 3. The Construction Supervision Contract

The Construction Supervision Contract of the

**Alga [km 155] - Burgandi [km 190] - Batken [km 220] Road**

has been awarded to

**EGIS International (the Engineer)**

It was signed on **August 13<sup>th</sup>, 2010** (Contract No: C20553/EBSF-2010-06-80).

The **Contract amount** is **EUR 900,550.00**.

The **period of execution is 36 months (3 years)**, starting from the date indicated in the consultancy Contract: Appendix I - 1.04: **August 14, 2010**.

The Engineer mobilized and the Team Leader / Resident Engineer was present in Kyrgyzstan on August 26, 2010.

An addendum to this contract was signed on November 01, 2010 (Addendum n°1), modifying the staffing schedule within the existing Contract amount.

## Chapter 2 - THE TARGETS OF THE ROAD

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### 1. General

The targets have been clearly indicated in the presentation of the Road Consultation and are summarized as follows:

#### **The “Long-Term Targets”**

The development of the Batken Oblast, the creation of employment and the reduction of poverty

The reduction of the expatriation of the Batken Oblast residents

The development of the national transport strategy and of the international transport

#### **The “Medium-Term Targets”**

The improvement of connections of the Batken Oblast to the rest of the Kyrgyz Republic

The improvement of the essential services for the Batken Oblast residents

The improvement of the communication in the Central Asia

#### **The “Short-Term Targets”**

The economic stimulus for the improvement of the Batken Oblast residents

The resolution of the border disputes due to the presence of the Uzbek and Tajik enclaves

***The purpose of this Report is to verify if and at what extent the Short and Medium-Term Targets have been attained.***

## Chapter 3 - THE GENERAL SITUATION BEFORE THE COMMENCEMENT OF WORKS

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### Alga [km 155] - Burgandi [km 190] - Tort-Gul [km 220] - Batken

#### 3 The situation at the signature of the Contract of Works (May 2010)

##### 3.1 The road

- From km 193 to km 195 and from km 200 to km 202 the road does not exist and must be completely constructed;
- From km 155 to km 175 and from km 203 to km 220 the road exists and is not paved; since 1993 it had been left at the level of natural sub-base, and
- From km 175 to km 193 the road exists and it had been paved in the “nineties”.

The maintenance of existing stretches is very approximate. From km 155 to km 172, a side service track had been constructed in 1993, during the construction of the existing road.

##### 3.2 The region

The region crossed by the road is an agricultural region in a flat valley at the north border of the mountains [km 155 > km 193] and in the hilly highlands [km 202 > km 220].

The region does not provide work enough for all the residents and the expatriation is in the local culture. People that decided to migrate to work abroad, take care of their relatives and their land by providing the money, the tools, the vehicles and any type of support. They do not come home very often, but, due to their great number, there are several weekly flights from Moscow to Osh and they are always fully booked.

##### 3.3 The trade

The trade in the region is managed by Kyrgyz people of different origin: Kyrgyz, Uzbek, Tajik and some Russian. The main commercial centers of the area are:

Batken	km 235: the capital of the Oblast and of the Batken District [Rayoni],
Kadamjai	km 125: the center of the Kadamjai District,
Targovi Bazaar	km 175

In all of them, a general market is held at least weekly and this is an interesting and important “*social momentum*” for all the population of the area.

Some particular and specialized markets, especially for cattle, are hold in minor villages.

##### 3.4 The manpower

The region is known to be one of the sources of manpower, mainly oriented to the expatriation, after the Kadamjai Sibium (Antimonium - Sb) Mine & Plant ceased activity in early Nineties.

### 3.5 The air

The conditions of the air are fair. The air pollution mainly consists of the dust from the unpaved roads and of the gas in the area of the Burgandi Gas Fields [km 190 >> km 195].

The predominant wind affecting the road is generally from north to south daytime, and from south to north night time. It may be violent from km 163 to 172 and from km 176 to 190.

### 3.6 The water

The water drains from the snowy mountain [south]. The Sokh River basin is the most important in the area. An irrigation network, dated in the soviet era, dispatches the water from the Sokh River [km 198] to the land sitting from km 193 to km 155 and to the operations in the gas fields at km 193-195. The Irrigation Office that manages the operations is situated in Minchinar.

### 3.7 The human settlements:

The main villages along the road are:

Kyrgyz-Kishtak	km 168, north
Targovi	km 175, north
Targovi bazaar	km 175
Minchinar	km 183, 2.km south
Ak-Turpak [Burgandi]	km 190, south
Chon-Kara	km 202, north
Tort-Gul	km 226

Another important center of the region is the Sovietskaja village; it is situated 25 km southwards and the access road departs at km 164 from our road. It must be mentioned, as it holds a professional high school and a renowned industrial activity [wood furniture factory]

### 3.8 The agriculture

The region crossed by the road is an area exclusively agricultural and the local people are agriculturally minded. The main productions are rice, onions, apricots, peaches and maize. The cattle's farming (cows, sheep, and goats) is the second activity of the farmers.

### 3.9 The industry

The main industrial activity in the area is the extraction of gas in the gas fields north of Ak-Turpak [ex Burgandi]. The installations are very close to the Uzbekistan border and the production is not continuous.

### 3.10 The energy

The gas distribution in the villages and the network maintenance are managed by the offices in Ak-Turpak [ex Burgandi] and Targovi. The electric power network reaches even the farthest houses; the distribution and the maintenance are managed by the office in Targovi.

### 3.11 The transports

The transports of people in the region are private; the minibuses run from Batken to Kadamjai, to Osh and even to Bishkek. There is no public transport service to Uzbekistan and Tajikistan.

The transport of goods is important; the traffic of light and heavy trucks is intensive.

We record a great number of tankers carrying petroleum products towards Batken and beyond, and many other trucks carrying general cargo.

We record some convoys consisting in several trucks + trailer [or semitrailer] with Chinese and Kyrgyz plate, going, fully charged, towards Batken [and beyond], and coming back empty.

The travel time The travel time from Batken [km 235] to Kadamjai [km 125] is more than 3 hours, at least, for a 4x4 vehicle and more than 4 hours for a minibus.

The travel time from km 220 to km 155 is more than 2 hours for a 4x4 vehicle and more than 3 hours for a minibus.

The Batken airport has two weekly flights from and to Bishkek.

### 3.12 The telephone services

The “cable” network is present in the main villages, but it is subject to frequent disruptions.

The “mobile” network does not cover the entire surface of the region.

### 3.13 The Administration

The Administration of the region is organized as follows:

Batken is the capital of the Oblast, which includes the Department [Rayony] of Batken, Isfana, Kadamjai and Kyzyl Kya.

The road crosses:

- the Departments of Kadamjai, from km 155 to km 195, and
- the Department of Batken, from km 200 to km 220.

In the Department of Kadamjai, the concerned villages are:

Alga [km 150 North]	from km 155 to km 164
Ak-Turpak [ex Burgandi] [km 190 South]	from km 164 to km 195

In the Department of Batken, the concerned village is:

Tort-Gul [km 226]	from km 200 to km 220.
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### 3.14 The health organizations

The Oblast Health organization consists in a main hospital in Batken and a District hospital in Kadamjai.

We can record also the presence of doctors [locally called “Family Doctors”] in Targovi and in Ak-Turpak [ex Burgandi].

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## The (Alga) - Burgandi - (Tort-Gul) - Batken road

### 4.1 The road

From km 155 to km 168, the road runs very close to the international border with Uzbekistan [north] and the new human settlements or the agricultural works are prohibited in the entire band from the border to the road. Only few farmers remain between km 155 and km 159.

All the fields have been abandoned and the few buildings still existing in the area are used as temporary shelters for cattle.

The main irrigation channel runs in Kyrgyzstan from west to east, parallel to the border; it is operational, while the small channels from south, from mountains, are disaffected and in ruins. No tree is on sight from the road to the mountains [south] and the degradation of the agriculture in this area is evident.

On the other side, northwards, the trees and the fields are well maintained especially beyond the main channel and the border.

Starting from km 168 [Kyrgyz-Kishtak], the road runs parallel to the main channel, at a distance not farther than 10 to 50 meters.

Beyond the channel and the border [north], there is a good agricultural area.

Towards the mountains [south], we can see the fields and the apricot trees without any maintenance, but the irrigation channels are in fair conditions.

At km 172, the road departs from the channel and we record the presence of the rice fields [north] and of some human settlements with cultivated areas, but without trees [south].

The irrigation from south is very effective and the road needs a great number of cross culvert to match with the great flow of the crossing water.

Proceeding from km 173, we find many trees at both sides of the road, mainly *Populus alba* or *Populus tremula* and this situation lasts until km 175 [Targovi Bazaar].

From Targovi Bazaar, the road is paved and crosses a very wide agricultural area, mainly cultivated in rice and maize, well served by a fair and capillary irrigation system.

Towards north, this area ends at a channel at the feet of sand hills [1'200.m far].

Towards south, the cultivated valley it is up to 5 km wide, with several villages. Many trees board the cultivated fields; they are mainly *Morus alba* et *Morus nigra*, but we do not record any "silk" activity in the villages. The human settlements are densely populated all around.

From km 180 to km 183, the road approaches to the sand hills north and the surface of the agriculture area is reduced almost to zero.

From km 183 to 189, the north area is up to 2 km wide and its irrigation system is very efficient; the water comes from SOUTH and crosses the road by a siphon [*duker*].

The houses and the shelters are very few.

Southwards, the cultivated fields are up to 3 to 4 km wide and their south border is delimited by the main irrigation channel coming from the Sokh River.

It is a very populated area with well organized villages [Minchinar and the villages all around].

From km 189 to km 193: southwards, there is the village of AkTurpak [new name of Burgandi], the most important village from km 164 [border of Alga village], with several paved roads.

We find many well cultivated fields and apricot trees; northwards, there are the “Gas Fields”, without trees and with scarce vegetation.

From km 193 to km 195, the road crosses the Gas Fields.

From km 195 to km 200, the road descends the hills and crosses the Sokh River at km 198+500; we cannot record any human settlement.

The road climbs westwards to the hills of Chon-Kara and the new road starts again at km 200. All this area is not cultivated, with the exception of some rice fields near the river.

From km 200 to km 203 the road climbs to the hills and turns around the Chon-Kara village, crossed by the old paved road. The village is renowned for his production of rice and the rice fields are situated north of the village, towards the border of Uzbekistan; in the area crossed by the new road there is no vegetation, with the exception of some apricots plantations 300 m south-west of the village. An efficient irrigation channel runs west of Chon-Kara and provides the water for the cultivated areas north of the road and of the village.

From km 203 up to km 211, the road runs parallel to the Tajik border through the hills and no human settlement or cultivation are recorded.

At km 211+400 we find only one old house in ruins and some trees southwards.

From km 211 to km 213, southwards, we find what remains of an old plantation of aloxylons, while northwards, no cultivation or settlement is on sight.

From km 213 to km 216, no cultivation or settlement is recorded, either north or south.

Starting from km 216, , near the border post, north and south, we find cultivations of apricots and the vineyards in a very bad shape up to km 218. An irrigation channel provides the water.

From km 218 to km 220 (and beyond, towards Tort-Gul and Batken), the agriculture is intensive and the fields are generally fairly maintained. Many trees are planted at the border of the road in the last kilometer; they seem to be too close to the road.

No human settlement is on sight, towards Tort-Gul and Batken.

## 4.2 The official commencement of the works

***The Contract of works*** is signed on May 11, 2010 and the Contractor’s operations start on June / July with the mobilization of the resources and the installation of the bases.

*The works on the road start in August.*

***The Contract of supervision*** is signed on August 11, 2010; the ***Resident Engineer*** is on site on August 30.

***The official commencement date*** of the works is September 27, 2010, more than four months after the signature of the Contract.

***The delay of execution*** of the works is **24 months**.

## Chapter 5 The social procedures at the commencement of the works

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*They concern all the operations related to the contractual obligations; i.e.:*

- *the occupation of private land that becomes necessary for the construction of the new road and/or the improvement of the existing road,*
- *the need of improving the health conditions of the residents and of the Contractor's workers during all the duration of the works,*
- *the strict obligation to maintain safe traffic conditions while the Contractor is working,*
- *the need of reducing at the Maximum extent the disruption that the Contractor's works may cause to the local residents, to the road users and to the travellers*
- *the welfare of all the people directly or indirectly involved in the Project.*

### 5.1 The land

On September 2010, the "Land Acquisition" issues are on the table and they are not solved yet; their solution is not on sight and the Engineer takes over from the Ministry to accelerate the procedures.

The Project Affected People (PAP) must be identified and compensated; their claims for the expropriation must be verified and assessed by a local commission composed by the land officers, the local authorities and the agents from the Ministry of Transport and Communications. A Resettlement Plan exists and must be implemented. According to the local authorities, the Kyrgyz-Kishtak commission has already started operating and the compensation for the land of the "Project Affected People" is proceeding. In principle:

- some Project Affected People (PAP) should receive the land-for-land compensation;
- some should be compensated for the loss of crops;
- some should be compensated for the income & business loss.

Above those PAPs, there are the holders of 99 years leases, with the official documents that are not always in order.

There are also the "self-claimed" affected people, with several claims and complaints.

The Chairman of the affected villages is the authority designed to supervise and implement the verification. The Grievance Redressal Mechanism does not seem to be very fast and effective.

The local residents seem not to be aware of their rights, of their duties, of the appropriate procedures and a lack of communication seems to exist between the authorities (local and nationals) and the population.

### 5.2 The engagement of the workers

National residents They have contractual preference

National expatriates The works may mitigate, not invert the trend to the expatriation

### 5.3 The trade

The Presence of the Contractor's and the Engineer's agents may boost the local trade.

#### 5.4 The air

The installation and the management of the crushing plants may raise some problems because of the dust produced by the crushing operations. In principle, the dust should not affect the Sokh enclave village.

#### 5.5 The water

A possible danger may come from the location of some plants and installations in the Sokh River bed, because the flood may interfere with them and transport any materials downstream, toward the Uzbekistan border.

The water for the construction can be collected from the Sokh River, at km 198, and also from many permanent irrigation channels that cross the road at km 168, 173, 174, 176, 179, 183, 188, 192, 202, 218.

#### 5.6 The villages

The village authorities look with favour to the Contractor's activity and look for an immediate benefit for the area. The villagers seem to be less interested.

#### 5.7 The agriculture

The farmers seem not to be affected by the road works and, even if affected by the "Land Acquisition", do not react immediately.

#### 5.8 The industry

The industry is present only at km 190<>195 where the exploitation of the natural gas exists.

#### 5.9 The energy

The gas network No particular reaction

The electric power No particular reaction; the utilities are connected to the national network.

#### 5.10 The transports

The traffic will be affected by the road works.

#### 5.11 The communications

The telephone services The "cable" line connections are not possible for the Contractor's camp; the mobile network is working only in some spots along the road.

#### 5.12 The borrow pits and the spoil areas

The old borrow pits are still open, but they have been used very seldom and the spoil areas are disorderly present all along the road.

The Batken Environmental Department indicates only 7 borrow pits for the construction of 60 km of the road; their exiguous number may create problems to construction.

The borrow pits are used also as spoil areas.

## Chapter 6 -The social situation at the Commencement of the Works

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### 6.1 The works on the road

By the Client's instruction, the Contractor starts the works in August, in the area near his main base, fixed at km 183, north side. He starts the scarification of the existing old asphalt. By the Deputy Minister's instruction, the old asphalt resulting from the scarification is donated to the local villages and is mucked-up in some rural roads near the area of works. The local authorities can dispose of. With the scarification of the old existing asphalt, the problem of dust in the area is growing, while the Contractor has not yet sufficient number of water tanks to keep the dust under control.

The local residents, mainly farmers, continue their usual seasonal works and the weekly market in Targovi Bazar (km 175) is not affected by the nearby road works.

### 6.2 The Project Affected People

The Project Affected People are only in Kyrgyz-Kishtak; the village Chairman is collecting the data for the compensation and wants to manage all the claims. The procedure is far to be over.

### 6.3 The Labour office

The Labour office does not record any request for workers from the Contractor.

### 6.4 The air

We record an increase of the dust between km 176 and km 179, the scarified section; the sprinkling of water has a minimum effect for the dust control; a lack of water tankers is recorded. The monitoring of the predominant winds in the area continues.

### 6.5 The water

The Sokh River seasonal flood is over. The Contractor starts to use the water from the km 187 and km 183 channels for the works and for the km 183 camp supply; the water analysis is satisfactory.

It is recorded that the road works do not interfere with the existing irrigation network.

### 6.6 The Contractor's bases

The Contractor continues the installation of his main base at km 183.

Only the expatriate workers [Chinese] will live in the camp; the national workers will be recruited in the villages along the road, especially in Minchinar, Chon-Kara and Kyrgyz-Kishtak.

The water network is very simple: the tankers get the water from the km 189 source and fill a 5.m3 reservoir, from which departs the network of the base.

The reservoir's capacity must be improved and the distribution network should reach all the bed rooms, the kitchen, the toilets and the workshop.

The communications by the land telephone and the FAX are not possible; the Internet connection is not possible.

The Contractor signed an agreement for the health care services with the Kadamjai Hospital and a first aid post is operational in the camp.

The toilets are still under construction.

The sewage system raises the Resident Engineer's reserve; he does not accept a human settlement for 100 people without any septic tank. The Contractor provides a statement issued by the National Health Authorities stating that the installation is conform to the national standards, but in the opinion of the Resident Engineer the issue remains open.

The garbage is collected and buried not very far from the camp.

## 6.7 The workers

At the time, the workers are mainly expatriates [95%]; the nationals are very few and are not employed in the production, but only in the services, the offices, the kitchen and the bedrooms. The national workers can be recruited in the villages of Kadamjai, Minchinar and Chon-Kara. The problems of the communication between the Contractor and the Engineer and among the several different nationalities and languages are usual and some translators are engaged.

## 6.8 THE SUMMARY

### **September 2010 - object**

The Oblast Authorities General Agreement Works  
The consultation & the records of operations  
The HSEM Plan

#### **Social**

The Ministry & Engineer's Consultation  
The Labor Office  
The employment of national workers: units  
The monthly salary  
The employment of foreign workers: units  
The foreign workers accommodations  
The foreign workers sanitation  
The foreign workers waste disposal

#### **Health**

The First Aid  
Medical services: Hospitals, Family Doctors, Clinics  
The meetings & consultations on SIT, HIV, malaria

#### **Land Acquisition & Compensation**

The Ministry & local commission: Verification  
The Project Affected People [PAP]: claims

Details:

### **Mobilization & Commencement of Works**

#### **Notes**

Generic only; the Agreements & Authorizations in due time  
Unofficially started late in August  
No preliminary Road Consultation  
Not submitted

#### **Social**

Not yet at this stage  
No contact from the Contractor  
6 units [Contractor's monthly report]  
100 USD for a laborer  
~60 units and increasing [Contractor's monthly report]  
Under construction  
Under construction  
Under construction

#### **Health**

Only the very basic items  
Hospitals: Kadamjai & Batken; Family Doctor: Targovi-km 175  
Not yet at this stage

#### **Land Acquisition & Compensation**

NOT completed yet  
**No.30**.claims

Details:

The Land-for-land compensation  
 Loss of structure, crops, trees, income & business  
 The holders of valid 99 years Lease  
 The holders of expired 99 years Lease  
 The Total claims **to be compensated** [provisional]  
 The Total **compensated** claims [provisional]  
 The Total **rejected** claims [provisional]  
 The Total claims **to be analyzed**

#### **Grievance Redressal Mechanism**

The Information & Communications  
 The village Chief  
 The complaints for the dust  
 The damaged crops  
 The Irrigation channels

#### **Safety**

The Safety general plans  
 The BTUOOS Environmental Safety Agency  
 The crushing plants Safety plan  
 The asphalt plant Safety plan  
 The Fire stop devices

#### **Camps**

Land Office: temporary usage of Land: Certificates  
 The Sanitary & Hygiene Inspectorate agreement  
 The waste disposal authorization  
 The living accommodations  
 The canteens  
 The water  
 The washing & bathing places  
 The latrines  
 The disposal of excreta / septic tanks  
 The shelters along the road

#### **Borrow Pits & Spoil Areas**

The location: finalization  
 The Technical Project Design  
 The Ecological Expertise [> Min.Natural Resources]  
 Min.Natural Resources Ecologic Passport Issue  
 Min.Natural Resources Ecologic Passport: Revision  
 The license for exploitation  
 The 7 pits - Documents for exploitation  
 The 14 pits - Documents for exploitation

#### **Pit No.11 - km 199+400 in Sokh River bed**

The Water Resources Dept. agreement  
 The Water Protection Zone agreement

The old asphalt materials  
 The works

#### **The crushing plants**

The license for exploitation  
 The safety

**No.16**.claims  
**No.0**.claims  
**No.10**.claims  
**No.4**.claims

**No.30**.claims  
**No.00**.claims  
**No.00**.claims  
**No.30**.claims

#### **Grievance Redressal Mechanism**

Very poor  
 He wants to control and manage all the complaints  
 Works just started; complaint Not imputable to the Works  
 Works just started; complaint Not imputable to the Works  
 No complaint; only fear for the possible future disruptions

#### **Safety**

Not yet at this stage  
 The HSEM Plan not submitted yet  
 The plan not submitted yet  
 The plan not submitted yet  
 Not provided yet

#### **Camps**

Requested & provided - to be revised at Demobilization  
 Not requested yet  
 Not requested yet  
 Under construction  
 Under construction  
 The network under construction  
 Under construction  
 Under construction  
 Under construction  
 Under construction; No Septic tanks <> Engineer's reserves  
 Not provided

#### **Borrow Pits & Spoil Areas**

On-going  
 Proceeding one-by-one, from Pit No.11- SoKh River bed  
 Proceeding one-by-one, from Pit No.11- SoKh River bed  
 Not yet issued  
 Not yet at this stage  
 Not yet issued  
 7 Pits [only] agreed by the Batken Environmental Dept.  
 Not yet at this stage

#### **Pit No.11 - km 199+400 in Sokh River bed**

Not yet requested  
 Not yet requested

Not yet at this stage  
 Just started: earth works and scarification of old pavement

#### **The crushing plants**

Not yet at this stage  
 Plan not submitted yet

The waste disposal  
The works

Plan not submitted yet  
Just started

**The asphalt plant**

The license for exploitation  
The license for emission of pollutants into atm.  
The safety  
The works

**The asphalt plant**

Not yet issued  
Not yet issued  
The plan not submitted yet  
Not started

**The traffic**

The Traffic Management Plan  
The horizontal & vertical signs & barriers  
The dust  
The road maintenance

**The traffic**

Not submitted yet  
The home-made signs and barriers not conform to needs  
Everywhere in the unpaved and in the scarified sections  
No record

**The transports**

The goods  
The persons  
The travel time km 155 <>km 220 for Minibus  
The travel time km 155 <>km 220 for 4x4 vehicle

**The transports**

No record  
No record  
> 3 h  
> 2 h

***Health, Safety, Environmental Management***  
**{HSEM}**

The HSEM plan  
The Specialized Services Provider [NGO]

The plan not submitted yet  
Not yet at this stage

**The water**

The water supply  
The Sokh River  
The irrigation network

**The water**

The network construction is proceeding  
The Seasonal flood is decreasing  
No contact yet

**The air**

The dust  
The pollutants

**The air**

Everywhere in the unpaved and in the scarified sections  
Not yet at this stage

## Chapter 7 -

# The Situation in September 2011 - MIDWAY

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**Elapsed time = 369 days [50%]**

**Remaining time = 362 days [50%]**

**On September 30, 2011, the works are proceeding and the situation is as follows:**

### 7.1 The road

From km 155 to km 175 [Targovi Bazaar junction], the earth works are completed and the sub-base has been applied. The cross culvert construction is proceeding. This section will be left in the present conditions until next year, when the pavement works will be resumed.

Between km 155 and km 160, the cross heads [groins] are under construction.

From km 155+400 and km 184+700, the pavement works are completed up to the binder course and the lower layer of the shoulders. The cross culvert construction is almost complete.

The access roads will be executed next year, together with the finishing works.

From km 184+700 to km 190, the earth works and the cross culvert are complete.

From km 190 to km 191 the old pavement is still in place.

From km 191 to km 193, the earth works are completed and the sub-base has been applied.

The cross culvert construction is proceeding.

From km 193 to km 195, the road has not been finalized yet by the Designer.

From km 200 to km 203, the earth works are completed and the culvert construction is proceeding.

From km 203 to km 215, the earth works are completed and the cross culvert construction is complete. The pavement works are proceeding up to the base course.

From km 215 to km 220, the earth works are completed and the cross culvert construction is complete. The sub-grade has been applied.

*NOTE: The Resident Engineer recorded the lack of the Contractor's experienced workers and staff agents and, among the equipment, the lack of water tankers, graders, rollers and mechanical sweepers.*

### 7.2 The borrow pits and the spoil areas

The Engineer reduces the Contractor dependence from the borrow pits by utilizing the suitable materials existing within the Right of Way. In several sections of the road, wherever it is possible, the Engineer instructs the Contractor to build the wide side channels.

The number of the authorized borrow pits improves from 7 to 14. All are still open.

### 7.3 The drainages

The construction is at 61.5 %. No problems with the irrigation network.

### 7.4 The utilities

Some of the Gas Fields utilities that interfere with the new road have not been removed

## 7.5 The maintenance of the road

The maintenance of the road and of the diversions is still below needs.

## 7.6 The national workers

The number of nationals fluctuates between 60 and 70 units; it increased since April 2011. Examples of workers that repatriated from abroad are not recorded.

The problems of the communication between the Contractor and the Engineer and between the workers of different nationality and language have been overcome.

## 7.7 The population

The population does not seem to be affected by the works on the road.

The compensations for the “Land Acquisitions” are proceeding very slowly; the Kyrgyz-Kishtak village Chairman is entitled to analyze the Project Affected People’s claims.

The situation has been verified by the Engineer’s International Social Expert during her mission in June 2011

On September 30, in order to complete the entire procedure, only the last two certificates are not yet delivered and they are at the signature of the land office director.

## 7.8 The air

We record a decrease of the dust between km 176 and km 187, due to the application of binder course in the section.

The production of the base materials and of the aggregates has been regular and no problem is recorded concerning the dust in the Uzbek enclave.

The asphalt plant installation has been verified and calibrated by the Osh GOCT specialists and is in current production. The air & pollutants tests are acceptable and the monitoring of the predominant winds continues.

## 7.9 The water

The Sokh River annual flood is monitored; it eroded the cofferdam of the crushing plants.

## 7.10 The Contractor’s base

The Contractor’s Base at Km 183 is operational, without major problems.

The water network and Electric Power supply have not changed.

The health care services The interventions have been very, very few.

## 7.11 SUMMARY

### September 2011 - Midway

#### object

The Oblast Authorities General Agreement  
The consultation & records of operations

#### Social

The Ministry & Engineer's consultation  
The Labor Office  
The employment of national workers: units  
The Salary  
The employment of foreign workers: units  
The foreign workers accommodations  
The foreign workers sanitation  
The foreign workers waste disposal

#### The Health

The First Aid  
Medical services: Hospitals, Family Doctors, Clinics  
The Meetings & Consultations on SIT, HIV, malaria

#### The Land Acquisition & Compensation

The Ministry & local commission: verification  
The Project Affected People [PAP]: claims

#### Details:

The land-for-land compensation  
Loss of structure, crops, trees, income & business  
The holders of valid 99 years Lease  
The holders of expired 99 years Lease  
The Total claims **to be compensated** [provisional]  
The Total **compensated** claims [provisional]  
The Total **rejected** claims [provisional]  
The Total claims **to be analyzed**

#### The Grievance Redressal Mechanism

The information & communications  
The village Chief  
The complaint for dust  
The crops  
The irrigation channels

#### The Safety

The Safety plans  
The BTUOOS Environmental Safety Agency  
The crushing plant Safety plan  
The asphalt plant Safety plan  
The fire stop devices

#### The camps

Land Office temporary usage of land certificates  
The Sanitary & Hygiene Inspectorate agreement  
The waste disposal authorization  
The living accommodations  
The canteens

### September 2011 - Midway

#### Notes

The agreements & the authorizations are issued  
The road consultation is held on September 16

#### Social

Proceeding  
No contact from the Contractor  
up to 67 units  
No record for expatriates; 100 USD/month for nationals  
up to 125 units and stable [Contractor's monthly report]  
Completed  
Completed  
Completed

#### The Health

Operational  
Hospitals: Kadamjai & Batken; Family Doctor: Targovi  
**No.3** Meetings managed by Kadamjai Hospital doctors

#### The Land Acquisition & Compensation

Almost completed

**No.30**.claims

#### Details:

**No.16**.claims: **8** approved + **6** rejected = **No.2 remaining**  
**No.0**.claims  
**No.10**.claims: **10** approved + **0** rejected = **No.0 remaining**  
**No. 4**.claims: **0** approved + **4** rejected = **No.0 remaining**

**No.30**.claims

**No.18**.claims

**No.10**.claims

**No.02**.claims

#### The Grievance Redressal Mechanism

Very poor  
He wants to control and manage all the complaints  
Decreasing, as the paved road length is increasing  
The complaint is Not imputable to works  
No complaint; only some minor disruptions

#### The Safety

The plan is submitted, approved and implemented  
The HSEM plan is submitted and approved  
The plan is submitted, approved and implemented  
The plan is submitted, approved and implemented  
Provided

#### The camps

Provided - Issue to be revised at the demobilization stage  
Issued  
issued  
Construction completed; poor standard, not international  
Construction completed; poor standard, not international

The water  
 The washing & bathing  
 The latrines  
 The disposal of excreta / septic tanks  
 The shelters along the road  
**The borrow pits & the spoil areas**  
 The license for exploitation  
 The 7 pits - Documents for exploitation  
 The 14 pits - Documents for exploitation  
**The pit No.11 - km 199+400 in the Sokh River bed**  
 The Water Resources Dept. Agreement  
 The Water Protection Zone Agreement

The old asphalt  
**The crushing plants**  
 The license for exploitation  
 The safety  
 The waste disposal  
**The asphalt plant**  
 The license for exploitation  
 The license for emission of pollutants into atm.  
 The safety

**The traffic**  
 The Traffic Management Plan  
 The horizontal & vertical signs & barriers  
 The dust  
 The road maintenance

**The transports**  
 The goods  
 The persons  
 The travel time km 155 <>km 220 for Minibus  
**Health, Safety, Environmental Management**  
**{HSEM}**

The HSEM plan  
 The Specialized Services Provider [NGO]

**The water**  
 The water supply  
 The Sokh River  
 The irrigation network

**The air**  
 The dust  
 The pollutants

Construction completed; poor standard, not international  
 Construction completed; poor standard, not international  
 Construction completed; poor standard, not international  
 Construction completed; No septic tanks > reserves  
 Very few provided for the culverts construction only

**The borrow pits & the spoil areas**  
 Issued for 7 pits  
 No more needed  
 14 Pits; agreed by the Batken Environmental Dept.  
**The pit No.11 - km 199+400 in the Sokh River bed**  
 Not yet issued; the works are proceeding without  
 Not yet issued; the works are proceeding without

Few actions from the villages; asphalt in secondary tracks  
**The crushing plants**  
 Issued  
 The plan is submitted and implemented  
 issued

**The asphalt plant**  
 Issued  
 Issued  
 The plan is submitted and implemented

**The traffic**  
 Submitted and under analysis  
 Home-made signs and barriers; Not conform to needs  
 Everywhere in unpaved sections , but paving is proceeding  
 No record

**The transports**  
 No record  
 No record  
 > 2 h for Minibus, > 1 h for a 4x4 vehicle

Submitted, implemented and to be updated  
 Discontinuous presence; doubtful efficiency & results

**The water**  
 The network construction is completed  
 The seasonal floods are decreasing  
 Culvert works proceeding, close contacts, very few problems

**The air**  
 Everywhere in unpaved sections , but paving is proceeding  
 Permanent monitoring; standard occasional problems

## September 2011 - The social improvements since the commencement of the works

**Elapsed time = 369 days [50%]**

**Remaining time = 362 days [50%]**

### The improvements along the work sites

From km 155 to km 168, the road's general situation has not changed. The few farmers that remain between km 155 and km 159 did not move away from the border. The fields remain abandoned and the few buildings existing in the area are used as temporary shelters for cattle.

The main irrigation channel, parallel to the border, is permanently operational, while the small channels from the mountains are disaffected and have not been repaired. Only few trees have been planted and the degradation of the agriculture in this area continues. Last winter, we recorded the presence of a pair of wolves in this area. On the other side, northwards, the trees and the fields are always well maintained beyond the main channel and the border.

From km 168 to km 172, we record many important changes near the village of Kyrgyz-Kishtak. On the LHS [Southward], some new buildings have been built since last year; in details: one restaurant, one gas station, one mosque and some houses. The irrigation channel that flooded the road in March has been repaired.

On the RHS [north] a new restaurant opened and a new shop opened in a 40' container.

In the area from the road to the irrigation channel, a wide area has been fenced and prepared for a future imminent development.

From km 172 to km 175 [Targovi Bazar junction]:

On the LHS [south], we record the construction of many houses, especially from km 172 to 173. On the RHS [north], we record the construction of a big hangar that has been managed as "restaurant". It seems to have success among the road users, as we can record a very frequent presence of international convoys of trucks parked in front. A bank opened at km 174 and another restaurant widened his premises near the junction. A two floors building has been built at Targovi Bazar, 100 m far from the junction towards Minchinar. A shop is installed at the first floor together with a pharmacy.

12 "container shops" are built LHS, and 6 "masonry shops" RHS, in the market area.

From km 175 to km 183, a new 30 kV line is installed RHS to serve the allocated plots.

From km 183 to km 185, on both sides, we record many new constructions: houses, hangars and workshops.

From km 185 to km 195, we record the opening of a big workshop for trucks at km 192 and of some new houses, but we must record also that the gas exploitation was stopped in May.

From km 195 to km 216 [Tajikistan border post], we do not record any change.

From km 216 to km 220 we remark a better care of the plantations.

The borrow pits and spoil areas All the borrow pits are still open and their reinstatement is foreseen only at the end of the works

## 8. The general improvements since the commencement of the works

The construction of the road modifies the nature and the conditions of the region.

### 8.1 The road It is under construction and should be completed on time.

### 8.2 The region

The construction of the road has not changed the mentality of the inhabitants.

The agriculture remains the main activity in the region.

The main social problem in the region is the lack of works suitable for the local residents.

The trend of the “expatriation” does not seem to be changed and the lack of work at the gas exploitation near Ak-Turpak [ex Burgandi], may increase the departure of many other professionals from the region, if the exploitation is not resumed.

### 8.3 The trade

Many new activities are recorded:

- Km 138 [Halion] A weekly market of animals opened in April and attracts the customers every Friday from all the area from km 125 [Kadamjai] to km 190 [Kyrgyz-Kishtak].  
*[Even if it is not situated between km 155 and 220, it can be considered a side effect of the construction of the road.]*
- Km 168 [Kyrgyz-Kishtak] Restaurants and shops are opened along the road.
- Km 174 [Targovi bazaar] New restaurant attracts the truck drivers of the national and international convoys; the arrival of a Credit Bank agency indicates the interest of the financial institution for the area.
- Km 175 [Targovi Bazaar] A series of 12 “container shops”+ 6 shops in masonry are built.
- Km 183-185 [Minchinar North] We record the settlement of a workshop for the agriculture engines and the construction of several houses SOUTH and NORTH.

### 8.4 The air

The problem of the dust from km 175 to km 195 disappears after the application of the binder course in the section. It raised the complaints of the villagers and the mitigation of dust was one of the main problems that the Contractor did not undertake with the appropriate care.

The complaints were addressed to the workers on the road, but the workers were mainly Chinese and did not understand (or did not want to understand) the villagers and the drivers that were addressing their complaints in Kyrgyz or in Russian. The workers did not react.

After some times, the complaints to the Chinese workers decreased and were addressed only to the Engineer’s personnel.

The management of the crushing plant did not raise any problems because of the dust. The air monitoring has been attentively checked and the dust did not affect the Sokh enclave village.

### 8.5 The water

We do not record any complaints or problems related to the water. In particular, because of the fair relations with the Irrigation Department in Ak-Turpak [ex Burgandi], the villagers could

receive the water for the irrigation even when the cross culverts were under construction or rehabilitation.

The fear of a big flood of Sokh River that could disrupt the operations and the stocks in the crushing plants vanished, but the Contractor was obliged to reinforce his cofferdam since the month of July and the effect of the flood results only in some erosion to the cofferdam.

## 8.6 The improvements in the main villages along the road:

Halmion [WB Project: km 125 to km 155] km 138, north:

Sensitive improvements are recorded

Alga [WB Project: km 125 to km 155] km 145, north:

Sensitive improvements are recorded

Kyrgyz-Kishtak: km 168:

The improvements are evident along the road, less evident far from the road.

Targovi: km 175:

The improvements are very evident along the road, less evident far from the road.

Minchinar: km 183 2.km south: The improvements are very evident along the road

Ak-Turpak [ex Burgandi]: km 190, south:

The improvements are not evident along the road, but they are important within the village; they are conditioned by the instable situation of the gas exploitation; a mosque is under construction in the village and some new houses at km 192 RHS [north].

Chon-Kara: km 202, north: The improvements are not evident

Tort-Gul: km 228: A new pharmacy has been opened near the road.

The Chairmen of Kyrgyz-Kishtak, Targovi and Ak-Turpak organized the allocation of many plots near the road and the auction of the plots along the road.

In Kyrgyz-Kishtak, the Chairman organized an auction for 46 plots and the procedure for further 24 is already completed.

In Ak-Turpak [ex Burgandi], 18 plots have been auctioned; 20 are ready for a further auction and 200 small "garden" plots have been prepared along the road.

In Tort-Gul, 2 large parcels have been auctioned.

Generally, the new owners plan to build shops, houses, restaurants and gas stations.

## 8.7 The agriculture

It remains the main activity (rice, onions, maize, apricots) together with the cattle farming (cows, sheep, goats), and no change is recorded.

## 8.8 The irrigation

The irrigation network seems to have improved its efficiency.

## 8.9 The industry

The gas exploitation in the gas fields North of Ak-Turpak [ex Burgandi] is stopped and this affects the entire region.

## 8.10 The energy

The distribution of the gas and the electric power in the villages has not been affected by the road works.

## 8.11 The transports

The transports have been sensitively boosted by the construction of the road, even if the construction is not completed yet.

We record a great increase in the number of tankers carrying petroleum products towards Batken and beyond, and of many other trucks carrying general cargo.

Every week, we record also a great number of heavy convoys composed of five (or more) trucks with Chinese, Tajik and Kyrgyz plate going fully charged towards Batken [and beyond], and coming back empty.

The travel time from Batken [km 235] to Kadamjai [km 125] decreases from more than 3 hours to 2 hours for a 4x4 vehicle and from more than 4 hours to 3 hours for a minibus.

The travel time from km 220 to km 155 is now 1 hour for a 4x4 vehicle and 2 hours for a minibus.

## 8.12 The health organizations

The Oblast Health organization has not changed but the presence of a new pharmacy in Targovi bazaar is a good improvement for that area.

## 8.13 The land acquisition

The “Land Acquisition” formalities are almost over and the new design of the road from km 193 to km 195 should not add further problems.

The Engineer’s national expert has always been in contact with the authorities in all the villages in order to accelerate the procedures. His permanent presence on site has been extremely important to mitigate the huge lack of information recorded one year before.

The identification and compensation of the Project Affected People (PAP) has been long and time-wasting.

The self-declared “Affected People” have been identified and discarded at the first screening in March 2011.

In December 2010, the number of the claims was 30; the claimants were - all - from the Kyrgyz-Kishtak village.

In March 2011, the commission:

- rejected 6 claims for the “land-for-land” compensation, and
- approved 8 claims for the “land-for-land” compensation.

The claimants were officially informed of the decision and the 8 claimants received the official document of property of the new land dated April 19, 2011.

The claims (and claimants) remained 16 only.

In June 2011, the commission finalized the claims of the 14 holders of “99 years Lease” documents:

- 10 claims were approved and the Chairman of the village finalized the compensation modalities with every claimant, as the Chairman has the authority to issue “99 years Leases” in his village;
- 4 claims were rejected, as the holders had not renewed their Lease agreement
- 2 claims “land-for-land” remained.

The procedure of dispatching all the new official documents was time consuming, but the last 2 documents have been sent by registered mail on October 02.

The reception of these last documents closes all the procedures of the “Land Acquisition & Compensation” procedure.

## Chapter 9 - June 2012 - The social situation

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### The improvements from September 2011 to June 2012

*The construction of the road modifies the nature and the conditions of the region.*

**9.1 The road** It is under construction and faces some months delay.

**9.2 The region**

The construction of the road has not changed the mentality of the inhabitants and the agriculture remains the main activity in the region.

The main social problem in the region is the lack of works suitable for the local residents.

The trend of the “expatriation” does not seem to be changed and the lack of work at the gas exploitation near Ak-Turpak [ex Burgandi], may increase the departure of many other professionals from the region, as the exploitation is not resumed.

**9.3 The trade**

Many new activities are recorded:

- Km 138 [Halion] The weekly market of animals is operational, with customers every Friday from all the area from km 125 [Kadamjai] to km 190 [Ak Turpak].
- Km 168 [Kyrgyz-Kishtak] Restaurants and shops are opened along the road and are welcome by travellers and drivers.
- Km 174 [Targovi Bazaar] The restaurant in the big hangar attracts the truck drivers of the national and international convoys and should need a parking area; the Credit Bank agency is widening its agency as it seems that its credit services are appreciated by villagers; the existing gas station is doubling the number of pumps.
- Km 175 [Targovi Bazaar] A series of 12 “container shops”+ 6 shops in masonry are operational and some additional are under construction.
- Km 183-185 [Minchinar North] The settlements in the area are booming both LHS and RHS; they concern mainly the construction of houses and the fencing of large plots; the hangars are not many, and they are built rather close to the road; the problem of the access to these plots [ramps] becomes important.

**9.4 The air**

The problem of the dust from km 175 to km 195 disappears after the application of the binder course in the section. It raised the complaints of the villagers and the mitigation of dust was one of the main problems that the Contractor did not undertake with the appropriate care.

The unpaved road is only in the gas fields and in the villages of Targovi bazaar and Ak Turpak / Burgandi, where the road is still under construction. In these sections are concentrated the water carriers which were spread all along the road.

The management of the asphalt plant and its pollutants did not raise any problems. The air monitoring has been attentively checked and the fumes did not affect the Sokh enclave village.

### 9.10 The water

We do not record any complaints or problems related to the water. The villagers could receive the water for the irrigation even when the cross culverts were under construction or rehabilitation.

Seasonal storms in April, May and June tested the drainage system and highlighted the need of improvements in some sections

### 9.11 The improvements in the main villages along the road:

Halmion [*WB Project: km 125 to km 155*] km 138, north:

Sensitive improvements are recorded in constructions and agriculture; a second bazaar along the road is under construction and the first one is building a second floor in the eastern section.

Alga [*WB Project: km 125 to km 155*] km 145, north:

Sensitive improvements are recorded; three important hostels are operational along the road and, according to the number of cars and trucks parked nearby, their services are appreciated by the customers [drivers, travellers and workers of a Gas exploration company]

Kyrgyz-Kishtak: km 168:

The improvements are evident along the road, especially southwards; less important northwards, as conditioned by the presence of the main irrigation channel.

Targovi: km 175:

The improvements are very evident along the road since km 173, especially southwards, less evident far from the road; many houses are built from km 174 to the junction and in the area from km 176 to 177, northwards.

Minchinar: km 183 south & north:

It is the section where the constructions have been booming since March 2012, much more than everywhere else along the road.

Ak-Turpak [ex Burgandi]: km 190, south:

The improvements are not evident along the road, but they are important within the village; they have been conditioned by the situation of the gas exploitation which is not yet settled; a mosque is completed.

Chon-Kara: km 202, north:

The improvements are not evident; we monitor only the construction of few hangars in the area north of the village.

### 9.12 The agriculture

It remains the main activity (rice, onions, maize, apricots) together with the cattle farming (cows, sheep, goats), and no change is recorded.

### 9.13 The irrigation

The irrigation network seems to have improved its efficiency and a new channel is under construction north of the road from km 188 towards 185.

### 9.14 The industry

The gas exploitation in the gas fields North of Ak-Turpak [ex Burgandi] is still not operational and this affects the entire region.

### 9.15 The energy

The distribution of the gas and the electric power in the villages has not been affected by the road works.

### 9.16 The transports

The transports have been sensitively boosted by the construction of the road, the comments of the villagers and the drivers are extremely positive.

We record a great increase in the number of tankers carrying petroleum products towards Batken and beyond, and of many other trucks and convoys carrying general cargo.

Every week, we record also a great number of heavy convoys composed of five (or more) trucks with Chinese, Tajik and Kyrgyz plate going fully loaded towards Batken [and beyond], and coming back empty.

The travel time from Batken [km 235] to Kadamjai [km 125] decreases to 1min for a 4x4 vehicle and to 1h 30 min for a minibus.

The travel time from km 220 to km 155 is now less than 1 hour for a 4x4 vehicle and less than 1 h 10 min for a minibus.

### 9.17 The health organizations

The Oblast Health organization has not changed but the presence of a new pharmacy in Halmion and a second in Targovi bazaar is a good improvement for the entire area.

### 9.18 The land acquisition

The "Land Acquisition" formalities are not over and the new design of the road from km 193 to km 195 should not add further problems.

The Engineer's national expert has always been in contact with the authorities in all the villages in order to accelerate the procedures. His permanent presence on site has been extremely important to mitigate the huge lack of information recorded one year before.

The procedure of dispatching all the new official documents was time consuming, but the last 2 documents have been sent by registered mail on October 02.

The final documents should be ready not before July 2012. The reception of these last documents will close the procedures of the “Land Acquisition & Compensation”.

## 9.19 SUMMARY

### June 2012

#### object

The Oblast Authorities General Attitude  
The consultation & the records of operations

#### Social

The Ministry & Engineer's consultation  
The Labor Office  
The employment of national workers: units  
The Salary  
The employment of foreign workers: units  
The foreign workers accommodations  
The foreign workers sanitation  
The foreign workers waste disposal

#### The Health

The First Aid  
Medical services: Hospitals, Family Doctors, Clinics  
The Meetings & Consultations on SIT, HIV, malaria

#### The Land Acquisition & Compensation

The Ministry & local commission: verification  
The Project Affected People [PAP]: claims  
Details:

The land-for-land compensation  
Loss of structure, crops, trees, income & business  
The holders of valid 99 years Lease  
The holders of expired 99 years Lease  
The Total claims **to be compensated** [final]  
The Total **compensated** claims [final]  
The Total **rejected** claims [final]  
The Total claims **to be analyzed**

#### The Grievance Redressal Mechanism

The information & communications  
The village Chief  
The complaint for dust  
The crops  
The irrigation channels

#### The Safety

The Safety plans

### June 2012

#### Notes

Fair relationship  
Possible only after September

#### Social

Better contacts with villagers on day-by-day requests  
No contact from the Contractor  
up to 63 units; 61 in June  
No record for expatriates; 100 USD/month for nationals  
up to 106 units and stable [Contractor's monthly report]  
Completed  
Completed  
Completed

#### The Health

Operational; seldom utilized  
Hospitals: Kadamjai & Batken; Family Doctor: Targovi  
**No meetings since September 2011**

#### The Land Acquisition & Compensation

Last documents annexed  
**No.30**.claims completely settled  
Details:

**No.16**.claims: **10** approved + **6** rejected = **No.0** remaining  
**No.0**.claims  
**No.10**.claims: **10** approved + **0** rejected = **No.0** remaining  
**No. 4**.claims: **0** approved + **4** rejected = **No.0** remaining  
**No.30**.claims  
**No.18**.claims  
**No.10**.claims  
**No.0**.claims

#### The Grievance Redressal Mechanism

Much improved since September 2011  
New Chief; in strict contact with Supervision  
Almost inexistent  
No complaint  
No complaint; only some minor disruptions

#### The Safety

The plan is implemented; no major accidents with casualty

*The BTUOOS Environmental Safety Agency*

*The crushing plant Safety plan*

*The asphalt plant Safety plan*

*The fire stop devices*

#### **The camps**

*Land Office temporary usage of land certificates*

*The Sanitary & Hygiene Inspectorate agreement*

*The waste disposal authorization*

*The living accommodations*

*The canteens*

*The water*

*The washing & bathing*

*The latrines*

*The disposal of excreta / septic tanks*

*The shelters along the road*

#### **The borrow pits & the spoil areas**

*The license for exploitation*

*The 7 pits - Documents for exploitation*

*The 14 pits - Documents for exploitation*

#### **The pit No.11 - km 199+400 in the Sokh River bed**

*The Water Resources Dept. Agreement*

*The Water Protection Zone Agreement*

*The old asphalt*

#### **The crushing plants**

*The license for exploitation*

*The safety*

*The waste disposal*

#### **The asphalt plant**

*The license for exploitation*

*The license for emission of pollutants into atm.*

*The safety*

#### **The traffic**

*The Traffic Management Plan*

*The horizontal & vertical signs & barriers*

*The dust*

*The road maintenance*

#### **The transports**

*The goods*

*The persons*

*The travel time from km 155 <> 220 for Minibus & 4x4*

*The HSEM plan is implemented*

*No crushing plant in operation*

*The plan is s implemented; no major problem*

*Provided & up-dated*

#### **The camps**

*Provided - Issue to be revised at the demobilization stage*

*Issued; no inspection in the period*

*Issued; no inspection in the period*

*Construction completed; poor standard, not international*

*Construction completed; poor standard, not international*

*Construction completed; poor standard, not international*

*Construction completed; poor standard, not international*

*Construction completed; poor standard, not international*

*Construction completed; No septic tanks >>> reserves*

*Very, very few, provided for the culverts construction only*

#### **The borrow pits & the spoil areas**

*Issued for 7 pits*

*Not expired*

*14 Pits; agreed by the Batken Environmental Dept, not expired*

#### **The pit No.11 - km 199+400 in the Sokh River bed**

*Borrow pit no more in operation since December 2011*

*Borrow pit no more in operation since December 2011*

*Not yet removed in Targovi and in Burgandi*

#### **The crushing plants**

*No crushing plant in operation; only stockpiles of aggregates*

*No crushing plant in operation; only stockpiles of aggregates*

*No crushing plant in operation*

#### **The asphalt plant**

*Not expired; plant efficient and operational*

*Not expired; plant efficient and operational*

*The plan is s implemented; no major problem*

#### **The traffic**

*Operational, without mayor problems*

*Very poor, home-made signs & barriers; not conform to needs*

*Suppression very efficient and interventions reduced (binder}*

*No record*

#### **The transports**

*Improved transit of international convoys and tankers*

*Improved frequency of taxis*

*< 1 h 30 min for Minibus, < 1 h 10 min for a 4x4 vehicle*

**Health, Safety, Environmental Management  
{HSEM}**

*The HSEM plan*

*The Specialized Services Provider [NGO]*

**The water**

*The water supply*

*The Sokh River*

*The irrigation network*

**The air**

*The dust*

*The pollutants*

*Implemented and without mayor problems*

*Presence not monitored; doubtful efficiency & results*

**The water**

*The network construction is efficient*

*The seasonal floods are increasing after a long period of calm  
Culvert works proceeding, water flow never stopped, no  
problems*

**The air**

*Suppression very efficient and interventions reduced (binder)  
Permanent monitoring at the plant; usual occasional problems*

## Chapter 10 - July 2012 - The Social situation

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### The improvements in July 2012

The construction of the road modifies the nature and the conditions of the region.

#### 10.1 The road

It is under construction and faces some months delay; the total paved length is 51 km.

#### 10.2 The region

The construction of the road has not changed the mentality of the inhabitants and the agriculture remains the main activity in the region.

It is possible to monitor everywhere the activities in the fields.

#### 10.3 The trade

New activities are recorded:

- Km 155 [Alga] Prospections for oil are proceeding
- Km 168 [Kyrgyz-Kishtak] Further works for the mosque
- Km 175 [Targovi Bazaar] New commercial building (two floors) along the road
- Km 183-185 [Minchinar North] Settlement of a new agriculture store and construction of several house foundations south and north.

#### 10.4 The air

The last complaints for “dust” have been received by the Resident Engineer on June.

The air monitoring has been attentively checked and the asphalt plant’s fumes do not affect the Sokh enclave village.

#### 10.5 The water

We do not record any complaints or problems related to the water.

The fear of a big flood of Sokh River that may disrupt the stocks in the old crushing plants is increasing.

#### 10.6 The improvements in the main villages along the road:

Alga [WB Project: km 125 to km 155] km 145, NORTH:

Sensitive improvements in houses construction

Kyrgyz-Kishtak: km 168: The improvements are evident only southwards; the presence of the main channel conditions the development.

Targovi: km 175: The improvements are very evident north & south of the road.

Minchinar: km 183<>185: The improvements are evident north & south of the road.

Burgandi: km 189: The improvements are are important within the village.

Chon-Kara: km 202, north: The improvements are not evident  
Tort-Gul: km 228: Better care in the agriculture works in the fields near the road

### 10.7 The agriculture

It remains the main activity (rice, onions, maize, apricots) together with the cattle farming (cows, sheep, goats), and no change is recorded.

### 10.8 The irrigation

The irrigation network seems to have improved its efficiency.; a new channel in prefabricated elements is under construction from km188 to 185, north of the road

### 10.9 The industry

The gas exploitation in the gas fields North of Ak-Turpak [ex Burgandi] is stopped and this affects the entire region.

### 10.10 The energy

The distribution of the gas and the electric power in the villages is normal.

### 10.11 The transports

We record a great increase in the number of tankers carrying petroleum products towards Batken and beyond.

The travel time from Batken [km 235] to Kadamjai [km 125] is now 1 h 10 min for a 4x4 vehicle and to 1 h 30 min for a minibus.

The travel time from km 220 to km 155 is now less than 1 h for a 4x4 vehicle and for a minibus.

### 10.12 The health organizations

The Oblast Health organization has not changed but the presence of a new pharmacy in Halmion is a further improvement for that area.

### 10.13 The land acquisition

The "Land Acquisition" formalities are over and the new design of the road from km 193 to km 195 should not add further problems.

In July, the Social National Expert could receive the following documents [annex 1]:

- mmmm
- dddd
- rrr
- ccc
- ddd

**10.14 SUMMARY****July 2012****object**

The Oblast Authorities General Attitude  
The consultation & the records of operations

**Social**

The Ministry & Engineer's consultation  
The Labor Office  
The employment of national workers: units  
The Salary  
The employment of foreign workers: units  
The foreign workers accommodations  
The foreign workers sanitation  
The foreign workers waste disposal

**The Health**

The First Aid  
Medical services: Hospitals, Family Doctors, Clinics  
The Meetings & Consultations on SIT, HIV, malaria

**The Land Acquisition & Compensation**

The Ministry & local commission: verification  
The Project Affected People [PAP]: claims  
Details:

The land-for-land compensation  
Loss of structure, crops, trees, income & business  
The holders of valid 99 years Lease  
The holders of expired 99 years Lease  
The Total claims **to be compensated** [final]  
The Total **compensated** claims [final]  
The Total **rejected** claims [final]  
The Total claims **to be analyzed**

**The Grievance Redressal Mechanism**

The information & communications  
The village Chief  
The complaint for dust  
The crops  
The irrigation channels

**The Safety**

The Safety plans  
The BTUOOS Environmental Safety Agency  
The crushing plant Safety plan  
The asphalt plant Safety plan

**July 2012****Notes**

Meetings with Kadamjai Akim for social issues  
Impossible in July; Possible only after September

**Social**

Minister MinTrans on site to assess actual conditions  
No contact from the Contractor  
up to 63 units; 52 in July  
No record for expatriates; 100 USD/month for nationals  
up to 106 units, 91 in July [Contractor's monthly report]  
Completed  
Completed  
Completed

**The Health**

Operational; seldom utilized  
Hospitals: Kadamjai & Batken; Family Doctor: Targovi  
**No meetings since September 2011**

**The Land Acquisition & Compensation**

Last documents annexed  
**No.30.claims completely settled - Documents annexed**  
Details:

**No.16.claims: 10 approved + 6 rejected = No.0 remaining**  
**No.0.claims**  
**No.10.claims: 10 approved + 0 rejected = No.0 remaining**  
**No. 4.claims: 0 approved + 4 rejected = No.0 remaining**  
**No.30.claims**  
**No.18.claims**  
**No.10.claims**  
**No.0.claims**

**The Grievance Redressal Mechanism**

Very efficient; issue of the Targovi culvert immediately settled  
New Chief; in strict contact with Supervision  
Almost inexistent  
No complaint  
No complaint; only some minor disruptions (Targovi culvert)

**The Safety**

Spectacular accident of a truck full of Coca Cola; no casualties  
No mayor problems  
No crushing plant in operation  
The plan is daily implemented; no major problem

*The fire stop devices*

**The camps**

*Land Office temporary usage of land certificates*

*The Sanitary & Hygiene Inspectorate agreement*

*The waste disposal authorization*

*The living accommodations*

*The canteens*

*The water*

*The washing & bathing*

*The latrines*

*The disposal of excreta / septic tanks*

*The shelters along the road*

**The borrow pits & the spoil areas**

*The license for exploitation*

*The 7 pits - Documents for exploitation*

*The 14 pits - Documents for exploitation*

**The pit No.11 - km 199+400 in the Sokh River bed**

*The Water Resources Dept. Agreement*

*The Water Protection Zone Agreement*

*The old asphalt*

**The crushing plants**

*The license for exploitation*

*The safety*

*The waste disposal*

**The asphalt plant**

*The license for exploitation*

*The license for emission of pollutants into atm.*

*The safety*

**The traffic**

*The Traffic Management Plan*

*The horizontal & vertical signs & barriers*

*The dust*

*The road maintenance*

**The transports**

*The goods*

*The persons*

*The travel time from km 155 <> 220 for Minibus & 4x4*

**Health, Safety, Environmental Management  
{HSEM}**

*Provided & up-dated*

**The camps**

*Provided - Issue to be revised at the demobilization stage*

*No inspection in the period*

*No inspection in the period*

*Construction completed; poor standard, not international*

*Construction completed; poor standard, not international*

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*Construction completed; poor standard, not international*

*Construction completed; No septic tanks >>> reserves*

*Very, very few, provided for the culverts construction only*

**The borrow pits & the spoil areas**

*Issued for 7 pits*

*Not expired*

*14 Pits; agreed by the Batken Environmental Dept, not expired*

**The pit No.11 - km 199+400 in the Sokh River bed**

*Borrow pit no more in operation since December 2011*

*Borrow pit no more in operation since December 2011*

*Removed in Targovi, not yet in Burgandi*

**The crushing plants**

*No crushing plant in operation; only stockpiles of aggregates*

*No crushing plant in operation; only stockpiles of aggregates*

*No crushing plant in operation*

**The asphalt plant**

*Not expired; plant efficient and operational*

*Not expired; plant efficient and operational*

*The plan is daily implemented; no major problem*

**The traffic**

*Operational, without mayor problems*

*Very poor, home-made signs & barriers; not conform to needs  
Suppression very efficient and interventions reduced (binder laid}*

*No record*

**The transports**

*Improved transit of international convoys and tankers*

*Improved frequency of taxis; requests for auto-stop increased*

*< 1 h 30 min for Minibus, < 1 h 10 min for a 4x4 vehicle*

*The HSEM plan*

*The Specialized Services Provider [NGO]*

***The water***

*The water supply*

*The Sokh River*

*The irrigation network*

***The air***

*The dust*

*The pollutants*

*Implemented and without mayor problems*

*Presence not monitored; doubtful efficiency & results*

***The water***

*The network construction is efficient*

*The seasonal floods are reaching their maximum; no danger*

*Culvert works proceeding, irrigation water flow never stopped*

***The air***

*Suppression very efficient and interventions reduced (binder laid)*

*Permanent monitoring at the plant; usual occasional problems*

## 11 Conclusions

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### The “Short-Term Targets”

... ..

- *The economic stimulus for the improvement of the Batken Oblast residents*
- *The resolution of the border disputes due to the presence of the Uzbek and Tajik enclaves*

... ..

### The “Medium-Term Targets”

... ..

- The improvement of connections of the Batken Oblast to the rest of the Kyrgyz Republic*
- The improvement of the essential services for the Batken Oblast residents*
- The improvement of the communication in the Central Asia*

... ..

**On the ground of the evidence of the above,**

***it seems that the construction of the road has favorable perspectives to attend the Short-Term and the Medium-Term Targets.***