

# Social Safeguards Due Diligence Report

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Loan 3293-ARM

## ARM -Sustainable Urban Development Investment Program, Tranche 2 (for Davtashen-Ashtarak Road Link)

Prepared by the Yerevan Municipality for the Asian Development Bank.

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## **Social Safeguards Due Diligence Report**

for Davtashen-Ashtarak Road Link under Sustainable Urban  
Development Investment Program, Tranche 2

## ABBREVIATIONS

<b>MFF</b>	Multi Tranche Financial Facility
<b>ADB</b>	Asian Development Bank
<b>RA</b>	Republic of Armenia
<b>MoEDI</b>	Ministry of Economic Development and Investments
<b>EA</b>	Executing Agency
<b>IA</b>	Implementing Agency
<b>YM</b>	Municipality of Yerevan
<b>PIU</b>	Project Implementation Unit
<b>AP</b>	Affected Person
<b>AH</b>	Affected Household
<b>LARP</b>	Land Acquisition and Resettlement Plan
<b>LARF</b>	Land Acquisition and Resettlement Framework
<b>CAP</b>	Correction Action Plan
<b>DDR</b>	Due Diligence Report
<b>IEE</b>	Initial Environmental Examination
<b>EMA</b>	External Monitoring Agency
<b>EMP</b>	Environmental Management Plan

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# 1 INTRODUCTION

## 1.1. Project Background

1. The Sustainable Urban Development Investment Program, Project 2 (the Project), financed by ADB under a Multi Tranche Financial Facility (MFF), is being implemented by the RA Ministry of Economic Development and Investments (MoEDI), as the Executing Agency (EA), and the Municipality of Yerevan (YM), as the Implementing Agency (IA) working directly with the PIU. The project aims at promoting a sustainable, integrated, socially affordable and cost efficient urban transport system. In the short term, the main objective is to complete the road based missing links of the western urban ring. The Project includes three road and highway rehabilitation and construction Subprojects. All Subprojects have resettlement impacts. Separate LARPs have been provided for 3 Subprojects under Tranche 2.
2. This Due Diligence Report (DDR) refers to the Subproject 2: Davtashen-Ashtarak Road Link (hereinafter: Project). The project is located in the administrative districts of Davtashen and Ajapnyak. The proposed 2.4 km road section would extend the Eghvard highway to intersection of Halabyan St. in the area of Republican Hospital and Davtashen Village. From Davtashen Village it would pass parallel to Melkumov Street before reaching the intersection of Melkumov Street and Chaush Street.
3. The Project LARP covering section 9 of Project2/Tranche2 is classified as Category A for involuntary resettlement impacted 76 AHs with 302 APs. It has been approved by ADB on 29 June, 2016 and by the Government of RA on 14 July, 2016. The implementation of the LARP has commenced in September, 2016 and is still in progress. Compliance report will be prepared by External Monitoring Agency (EMA) upon completion of the LARP implementation and provided for the ADB approval. No commencement will be given to the Contractor for sections included in the LARP (km 1+060 to km 2+400) until LARP is fully implemented and the Compliance report prepared by the EMA is approved by ADB.

## 1.2. Objective and Scope of the Report

4. The IA has requested ADB's no objection to commence the works and give access to start of the civil works in an area of approximately 1 km of the project where there are no LAR impacts. These sections have not been included in the project's LARP.
5. In this regard this due diligence report (DDR) has been prepared to demonstrate the following:
  - (i) To describe the findings of social due diligence exercise to demonstrate the absence of LAR-related permanent and temporary impacts in the particular section of the Project in terms of Involuntary Resettlement with respect to the requirements of the ADB Safeguard Policy Statement (2009).
  - (ii) To indicate the area for which commencement of civil works can be started with exact chainage and length.
  - (iii) To demonstrate the mitigation measures to be undertaken by the IA to ensure, that publicity is properly informed about the commencement of the construction and all types of possible impacts during the construction will be mitigated, if any.

## 1.3. Safeguard Requirements for the Project

6. Land Acquisition and Resettlement Framework (LARF) for the Project has been prepared and approved by ADB and GoA which details mechanisms, procedures and compensation entitlements to be applied in the planning and implementation of Land Acquisition and Resettlement (LAR) activities. The Land Acquisition and Resettlement Plan (LARP) prepared for the Subproject 2 addressed project LAR impacts based on the detailed design and respective budget for its implementation.
7. According to the Project LARF the affected community land plots owned by YM are not subject for acquisition and compensation in case if there are no LAR impacts and affected households

(including illegal users) identified, therefore these types of sections have not been included in the Project LARP and are covered by this DDR.

## 2 SCOPE OF IMPACTS OF THIS PARTICULAR SECTION

### 2.1. Location of the Section

8. This particular section starts from the Ashtarak highway up to Yeghvard highway. Davtashen-Ashtarak main road is 1.06 km. The separate RAMPs with chainage and length under this section is presented in the Table 1. The map of this particular section with indication of exact chainage is attached.

**Table 1 Chainage and length of the RAMPs**

Legend	Name of RAMPs/road	Chainage		Length	Description
		From (km)	To (km)	m	
A	Davtashen-Ashtarak main road	0+000	1+060	1,060	Dual 3 lines carriage way
B	RAMP 8_Small clover	0+000	0+400	400	Single ramp One-way 2 lines
C	RAMP 7_Big clover	0+100	0+253	153	Single ramp One-way 2 lines
D	RAMP 1_Asharak-Chaush	0+040	0+130	90	Single ramp One-way 2 lines
E	RAMP 6_Chaush-Melkumov	0+000	0+188	188	Single ramp One-way 2 lines
F	RAMP 2_Chaush str.	0+000	0+301	301	Dual 3 lines carriage way
<b>Total</b>				<b>2,192</b>	-

### 2.2. Permanent and Temporary Impact

9. The screening for involuntary resettlement impacts was done to implement the due diligence exercise. Both permanent and temporary impacts were considered and analyzed during the screening process though detailed measurement survey and inventory of affected land plots.
10. In total 12 land plots with 88,583.93m<sup>2</sup> surface area are affected within this particular section. All of these are community-owned land plots and not used by any third party: either illegal users or informal tenants. The information about absence of any registered right (owner, renter and etc.) to these land plots was identified in the base of the data provided by the State Cadaster Committee. According to the cadastral data the target purpose of all these land plots is residential while the cadastral operational significance of 5 land plots with 83,907.80 m<sup>2</sup> surface area is other land, 5 land plots with 4,303.30 m<sup>2</sup> surface area are lands of common use and the cadastral operational significance of 2 land plots are not specified. The details on land impact are presented in the Table 2 below.
11. No fruit trees or crops are identified along this particular section. The decorative trees identified along the particular section belonging to the YM and are specified and included in the Project IEE prepared for the whole section 9<sup>1</sup>.
12. There are no any permanent or temporary impacts on businesses or access to any economic resources.

**Table 2 Land Impact by Category and Ownership/ Occupation Status**

No	Lot-codes	Target purpose per Cadaster	Operational purpose per Cadaster	Ownership status	Affected surface (sqm)
1	01-004-0056-0007	Residential	Other land	Community	56,035.00
2	01-004-0056-0001	Residential	Other land	Community	10,444.00
3	01-004-0071-0001	Residential	Other land	Community	93.80

<sup>1</sup> In total 139 trees belonging to YM have been identified and included in IEE.

No	Lot-codes	Target purpose per Cadaster	Operational purpose per Cadaster	Ownership status	Affected surface (sqm)
4	01-004-0057-0001	Residential	Other land	Community	16,425.00
5	01-004-0055-0001	Residential	Other land	Community	910.00
6	01-004-1195-0001	Residential	Common use	Community	900.00
7	01-004-1210-0001	Residential	Common use	Community	956.60
8	01-004-1190-0001	Residential	Common use	Community	1,665.00
9	01-004-1194-0001	Residential	Common use	Community	324.50
10	01-004-1183-0001	Residential	Common use	Community	457.20
11	01-004-0055-0008	Residential	-	Community	301.30
12	01-004-0051-0025	Residential	-	Community	71.53
<b>Total</b>					<b>88,583.93</b>

13. In certain cases when unforeseen impacts are identified during the construction period the Contractor has to report to the Supervision Consultant and stop the civil work activities in affected areas. The Supervision Consultant should insure that the new impacts are identified, properly measured, inventoried and compensated as indicated in the LARP provisions, also will assist to PIU to prepare the CAP.

### **3 ACTIVITIES TO BE COMPLETED PRIOR TO THE CIVIL WORKS**

14. The commencement of works can be provided to this particular section upon approval of this DDR by ADB. PIU/IA has taken an obligation to supervise the works to ensure that the conditions of the due diligence are strictly observed by the contractor. The actions required to be implemented prior to the start of civil works are presented below.

#### **3.1. Mobilization of Safeguard and Environmental Specialists**

15. The safeguard and environmental specialists of Contractor and Supervision Engineer will be on board and mobilized to organize the public consultation prior to the construction, to properly introduce and circulate the Project GRM during the public consultation and collect the grievances if any.

#### **3.2. Baseline Investigation Survey**

16. There are about 23 commercial and residential buildings located closer to the RoW (starting from 0m from the right of way) along Davtashen-Ashtarak main road (km 0+200 to km 0+280 and km 0+600 to km 1+060). The baseline situation of mentioned buildings will be properly investigated, documented by specialists hired by the Contractor and explained to the property owners before construction starts. The methodology of the baseline investigation survey prepared by the contractor will be approved by the Supervision Engineer and submitted to ADB for review.

#### **3.3. Development of Environmental Management Plan**

17. To ensure compliance with ADB's environmental safeguard requirements and all applicable laws, regulations and standards for environmental protection in Republic of Armenia, the Site Specific Environmental Management Plan (SSEMP) will be developed by the Contractor and approved by the Supervision Engineer within 28 days after commencement of the works before construction starts. The EMP contains the measures to mitigate and prevent the unwanted effects that may arise during the Project implementation, as well as the monitoring actions to check the compliance of construction works to the planned mitigation measures.

#### **3.4. Provision of Temporary Access**



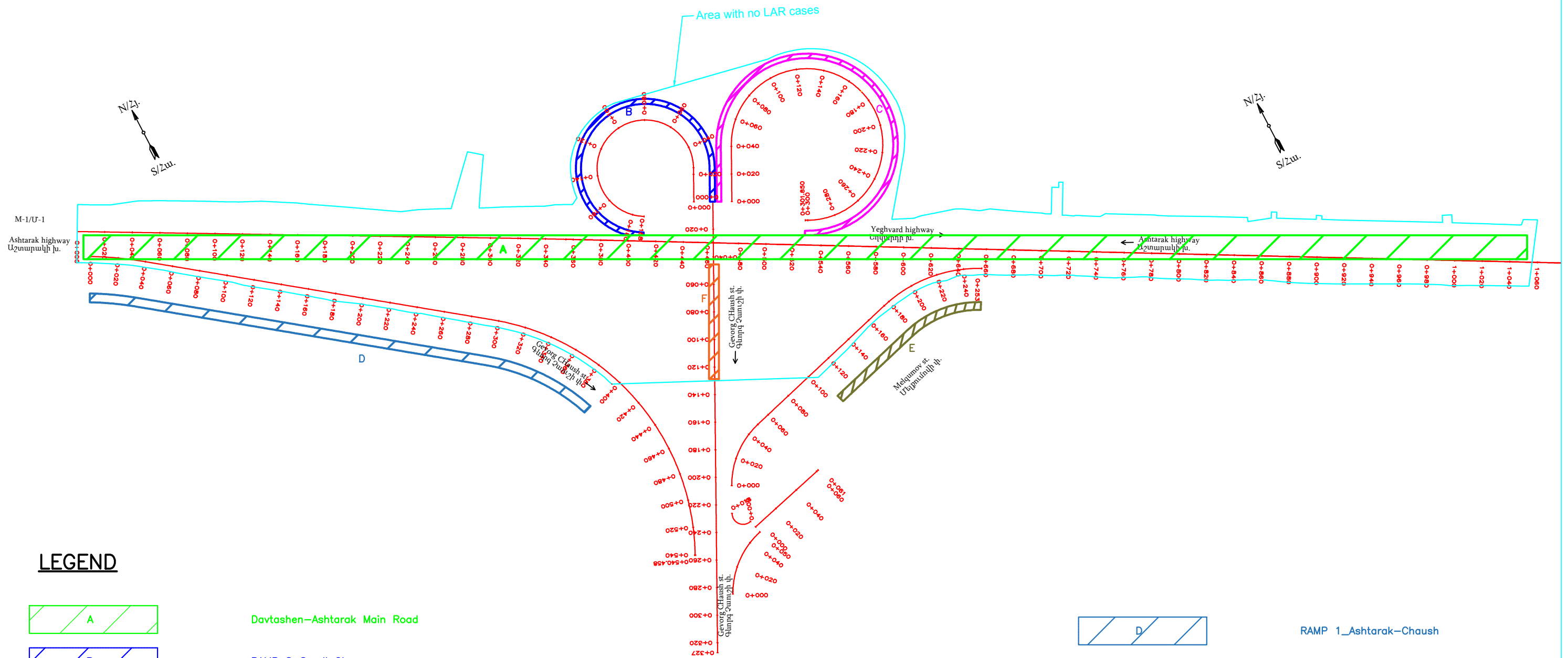
18. Before the implementation of construction works, to avoid temporary restriction of access or difficult pass ability situation the following mitigation measures will be undertaken by construction Contractor:

- (i) Before the commencement of civil works, the Contractor will ensure the alternative solution for the access of community members to their land or place of residence, as stated in the Construction contract. Traffic Management Plan will be prepared by the Contractor and provided for the approval of the Engineer and Road Police within 28 days after commencement of the Works;
- (ii) In case of unavailability of alternative solution for the access, the Contractor will have to arrange/plan his works so that they do not affect local residents. Contractor also should inform all residents and traders about the nature and duration of work well in advance so that they can make necessary preparations;

### **3.5. Public Awareness, Information Disclosure and Grievance Redress Mechanism**

19. The information about commencement of the civil works, civil works schedule, traffic management plan for this particular section and the other sections included in the LARP, as well as the Project GRM will be disclosed to the APs through public consultation conducted by the contractor prior to the start of civil works.

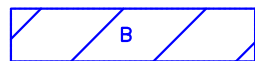
- (i) **Commencement of the civil works:** The APs will be informed about start of the construction on this particular section through the public consultation to be carried out before starts of the civil works. No commencement of the construction will be given to the Contractor for the remaining sections included in the LARP (km 1+060 to km 2+400) until LARP is fully implemented and the Compliance report prepared by EMA is approved by ADB.
- (ii) **Traffic and Access Management Plan:** According to the requirements of traffic management plan defined by EMP for the whole section and for this particularly the movement of vehicles and machinery in a manner creating least interference to the flow of traffic will be organized, temporary passage way for general traffic will be provided, 24h/24 access of public to houses, shops, business will be ensured, accessible pedestrian passage ways at all times will be maintained. All type of possible impacts will be mitigated, including issue of the access.
- (iii) **Grievance Redress Mechanism:** In order to receive and facilitate the resolution of potential affected peoples' concerns, complaints, and grievances concerning the Project's performance, a Grievance Redress Mechanism (GRM) established by the PIU will be operated. The Contractor's representative (construction foreman, engineer, social or environmental specialist) will register the APs' suggestions, complaints into the grievance registration logbook, meantime informing the Supervision Consultant and PIU by sending them the copy of written complaint. The Contractor should implement the appropriate measures to address the complaints that arise during the implementation of the civil works. In case if APs are not satisfied with the response, they can lodge the complaint to the Supervision Consultant who will monitor the Contractor's reply to ensure that all mitigation measures are timely and properly implemented.



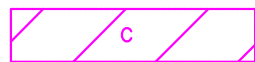
**LEGEND**



Davtashen-Ashtarak Main Road



RAMP 8\_Small Clover



RAMP 7\_Big Clover



RAMP 1\_Ashtarak-Chaush



RAMP 6\_Chaush-Yeghvard hgw



RAMP 2\_Chaush str.