

Environmental Monitoring Report

1st Semi-annual Report
August 2020

KGZ: Central Asia Regional Economic Cooperation Corridors 1 and 3 Connector Road Project (Phase 2)- Additional Financing

Prepared by Roughton International Ltd in association with RAM Engineering Associates LLC for the Ministry of Transport and Roads of the Kyrgyz Republic and the Asian Development Bank.

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Abbreviations

ADB	Asian Development Bank
ACP	Asphalt Concrete Plant
CAREC	Central Asian Regional Economic Cooperation
CIP	Connectivity Improvement Project
CSC	Construction Supervision Consultant
DDPSSES	Department of Disease Prevention and State Sanitary and Epidemiological Surveillance of the Ministry of Health of the Kyrgyz Republic
GoKRG	Government of the Kyrgyz Republic
EMP	Environmental Management Plan
IPIG	Investment Projects Implementation Group
km	kilometre
KR	Kyrgyz Republic
LARP	Land Acquisition and Resettlement Plan
MPC	Maximum Permissible Concentration
MPL	Maximum Permissible Level
MTR	Ministry of Transport and Roads of the Kyrgyz Republic
MoF KR	Ministry of Finance of the Kyrgyz Republic
SAEMR	Semi-Annual" Environmental Monitoring Report
SCP	Stone Crushing Plant
SCU	Solution Concrete Unit
SCIEN	State Committee for Industry, Energy and Subsoil Use
SESFA	State Agency for Environmental Protection and Forestry
SIETS	State Inspectorate for Environmental and Technical Safety
SPS-2009	Safeguard Policy Statement 2009
SSEMP	Site-Specific Environmental Management Plans
TOR	Terms of Reference

1. INTRODUCTION

1.1 Preamble:

The Government of the Kyrgyz Republic (GoKRG) requested the Asian Development Bank (ADB) to identify, design and prepare a follow-on loan and/or grant for the CAREC Corridors 1 and 3 Connectivity Improvement Project (CIP) under Section – 1 "Balykchy km. 0 -km. 43" and Section – 2A "Kochkor – Epkin (km. 64 - km. 89)". The project will improve socio-economic indicators of the Kyrgyz Republic regions: (i) shortened travel time for movement of people and goods from the southern regions to Naryn and Issyk-Kul Oblasts; (ii) reduced transport costs due to reduced route and better road conditions; (iii) increased local and international traffic and movements; (iv) additional income generating opportunities for local residents; (v) creation of new jobs; (vi) good condition of vehicles and (vii) reduced transportation costs.



Map 1: Schematic layout of Section 1 (Balykchy km. 0 –43) and Section 2A (Kochkor – Epkin, km. 64 - 89)

Within the framework of the project, the consortium of two consultancy firms, "Roughton International Ltd., and sub-consultants RAM Engineering Associates LLC." were appointed as the Construction Supervision Consultant (CSC). The contract for construction, repairs and rehabilitation works was awarded to "Sinohydro-Powerchina Road Bridge JV".

This is the first "semi-annual" environmental monitoring report (SAEMR) covering the six months period, January – June 2020. It presents environmental aspects, mitigation and monitoring activities undertaken by the Contractor and reviewed by the CSC.

This report contains the work performed by the contractor and the CSC. The results are based on the information received from the Contractor for the six months reported period, as physically observed by the national environmental expert.

1.2 General Information:

CAREC Corridors 1 and 3 Connecting Road Project. Additional Financing Balykchi km Section 1. 0 -km. 43", Section 2A "Kochkor - Epkin (km 64 - km 89)" with a total length of 68 km. More detailed information on the plots is provided below.

Section – 1 "Balykchy km.0 – km.43" of the road is a 43 km, traversing from east to west. It begins at a traffic circle located at the entrance to the city of Balykchy. Five roads converge at this point, one of which is a section of the project road heading south – east. As a rule, this section follows the existing highway, right up to post km 43. A major part of this section, about 29 km, is located within Issyk-Kul Oblast. While the remaining 14 km are in Kochkor Rayon of Naryn Oblast

According to zoning of "Issyk-Kul" biosphere territory, this section of the corridor "Balykchy km.0 -km.43" is located in the zone of sanitation, i.e. in the zone that includes anthropogenic disturbed territories that require regeneration and re-cultivation measures (Regulation on the "Issyk-Kul" biosphere territory, approved by the Decree of the Government dated January 24, 2000 N 40). The territory of the project section of the road, since its construction in the 1970s, has been under anthropogenic impact for a long time. Separate cordons or observation stations in this section are not installed due to the lack of such necessity. Rare and endangered species included in the IBAT system and occurring in the biosphere area¹. In this area of the Balykchy section they do not occur, because they live in high mountainous areas. In this regard, rehabilitation work in this project section of the road will not have a potential negative impact on the existing biological resources of the biosphere area, including red-listed species, on species included in the IBAT system.



. Figure 1: Layout of Project Site 1, "Balykchy km.0 - km.43»

¹ A list of rare and endangered species is attached in section J, IEE.



Figure 2: Layout of Project Section 2A, "Kochkor - Epkin (km. 64 – km. 89)"

Section 2A "Kochkor – Epkin", project road is 25 km long, running from east to west. It begins at the junction of three roads. It crosses Village Kochkor, where the highway Bishkek-Naryn-Torugart serves as a detour for Kochkor Village and this road section. This section follows the existing highway to Epkin village (89 km). The entire Section is located in Naryn Oblast and crosses only one district, namely Kochkor District, Kochkor village being the center.

2. PROJECT DESCRIPTION AND CURRENT WORK.

2.1. Project Description:

According to the classification of ADB Safeguard Policy Statement 2009 (SPS-2009), the project is classified as category B [bi]. Kyrgyzstan is a mountainous and landlocked country, where regional trade is heavily dependent on roads, which dominates Kyrgyzstan's transport system. There is no rail or water transport network, while air transport is not possible for mass transport and becomes expensive for any freight.

Implementation of this project will help to connect the southern districts of Osh, Batken and Jalalabad with the northern districts of Naryn, Issyk-Kul, Chui and Talas, which in-turn will be connecting all with regional road corridors. The project envisages rehabilitation of the road with the total length of 68 km, of which 43 km are in the section 1 "Balykchy km.0 - km. 43" and 25 km on section 2A "Kochkor - Epkin (km. 64 - km. 89)».

The entire road corridor lies within the Northern and Inner Tien Shan mountain ranges. The route passes through mountain and plain parts of the Issyk-Kul, Naryn regions at an altitude of 700 – 3,500 m above mean sea level, crossing Chu River valley. The entire road corridor belongs to the local steppe climate, which is described as continental with cold winters and hot summers.

According to the general characteristics of districts, in accordance with geo-botanical zoning, Tonsky District of Issyk-Kul Oblast (Section 1) shall be referred to desert steppe with fragments of forests and spruce woods. The flora of Issyk-Kul BR includes about 1,500 plant species, including about 30 species of very important wild medicinal plants.

The territory of Kochkor Raion, Naryn Oblast (Section 2A) is a vast area of agricultural land occupied by crop and livestock production. The Kochkor Valley is bounded by the Kyzart mountain ridges in the north and Karagatty Kyzart in the south. The mountainous region has a very dissected relief with high slopes. The height difference in the valley varies from 1,700 – 2,400 meters, and the tract from 2,400 – 4,502 meters. The area is characterized as wavy and mountainous terrain, which is covered with highly palatable grasses, suitable for grazing.

Reconstruction of road will be carried out in accordance with the Kyrgyz State Standard (SNIP 32-01:2004), with geometrical and structural requirements up to Technical Category II (strip width 3.5 – 3.75 m; width of carriageway 7.00 – 7.50 m; width of shoulder 3.25 – 3.75 m (of which 0.50 m - 0.75 m will be paved). In this way the total road width of 15 m will be achieved. Existing small bridges and culverts will be repaired and/or replaced, side drains and other drainage facilities will be constructed, retaining walls and, if necessary, measures to protect the river will be provided, proper road signs, markings will be provided, bus stops will be built, and one underground crosswalk will be constructed.

It is expected that majority of environmental impacts from the renovation project will be directly from construction work and some impacts will occur during operation. These impacts are attributable to increased traffic and high vehicle speeds due to good road surface. In turn, it gives rise to increased gas emissions and noise generation, as well as potentially increased traffic accidents involving pedestrians and vehicles. In addition, there is an increased risk of accidents associated with possible spills of harmful substances. During the feasibility study of the project, following impacts were identified in the IEE study of 2017:

- a. Noise, airborne pollutant emissions, as well as vibration, are of particular importance within communities near the project road and in places where sensitive receptors such as schools, hospitals, mosques, etc. are located.
- b. Impacts on watercourses/ rivers.
- c. Impacts resulting from quarrying.
- d. Impacts on soil and vegetation, including forced removal of trees near the project road due to site clearance activities.
- e. Impacts resulting from rehabilitation of bridges and drainage structures.
- f. Impacts from asphalt mixing, concrete batching plants and aggregates crushing plants.
- g. Impacts from contractor work camps.
- h. Impacts on historical and archaeological sites.

2.2 Project Contracts and Management:

Key features of this contract and its management descriptions are being presented in the following matrix tables:

Table 1: Project Contracts and Management

Project	Improvement of Connecting Road for Corridors 1 and 3 under CAREC. Additional Funding
Construction Supervision Consultant (CSC):	Roughton International Ltd., and sub-consultants RAM Engineering Associates LLC
Notification for CSC's commencement of work:	20 May 2020
Contractor:	Sinohydro - Powerchina Roadbridge JV
Road Sections:	Total length of two road sections - 68 km
Section 1:	«Balykchy km. 0 –km. 43» - 43 km
Section 2A:	«Kochkor – Epkin» - 25 km
Donor:	Asian Development Bank
Date of Contract:	14 February 2017
Executive Body:	Ministry of Transport and Roads Kyrgyz Republic
Issuance of Work Order:	22 June 2020
Date of Completion:	22 June 2022.
Time to finish – in days:	730 days
Extension – in days:	-
Warranty Period:	36 months
Contract Amount:	
Section 1 «Balykchy km.0-km.43»	USD 22,671,896.26
Section 2A «Kochkor-Epkin»	US\$ 17,537,958.57

Table 2: Consultant's Staff List

International staff	
Males:	
Project Director	Edin Begovic
Resident Engineer-Team Leader	Mike Neilan
Contract Specialist	Edwin Vowles
Social Development and Resettlement Specialist	Nurul Hoque
Environment Specialist	Ayaz Khan
PBM Engineer	Alexandra Spornol

Quality Assurance Engineer	Donald Gater
Road Safety Engineer	Francisco Javier Lopez Delgado
Bridge/Structural Engineer	Andrzej Kozuch
Local staff	
Males:	
Assistant Engineer - 1	Mamatbek Mambetaliev
Assistant Engineer - 2	Izat Toktomambetov
Pavement and Materials Engineer - 1	Torobek Osmonov*
Pavement and Materials Engineer - 2	Taalai Ermatov
Quality Engineer	Eldar Samarkulov*
Bridge Engineer	Victor Urlapov
Road Safety Engineer	Shyloobek Sadyraliev
Quantity Surveyor	Edil Shabdanov
Measurement Technician - 1	Emil Bayseitov
Tracer by volume - 2	Dastan Tashtanov
Translator - 1	Kanat Abaskanov
Translator - 2	Bakytbek uulu Bakai
Office manager - 1	Ruslan Boronov
Office manager - 2	Nursultan Ishenaliev
BCD Engineer	Nurbek Zhumaliyev
Archaeologist	Kubatbek Tabaldiev
Topographer - 1	Rinat Zhumabekov
Topographer - 2	Mayrambek Sabyraliev
Topographer - 3	Dilshat Tajibayev
Site Inspector - 1	Nurbek Omorov
Site Inspector - 2	Emilbek Atambekov
Site Inspector - 3	Ravshan Seyitov
Site Inspector - 4	Erlan Berdibaev
Laboratory Technician - 1	Kanybek Korkombayev
Laboratory Technician - 2	Melis Ayazbekov
Laboratory Technician - 3	Kenzhebek Andakeev
Females:	
Environmental Protection Specialist	Nasiba Akhmatova
Resettlement Specialist	Raya Osmonalieva

Project Organogram

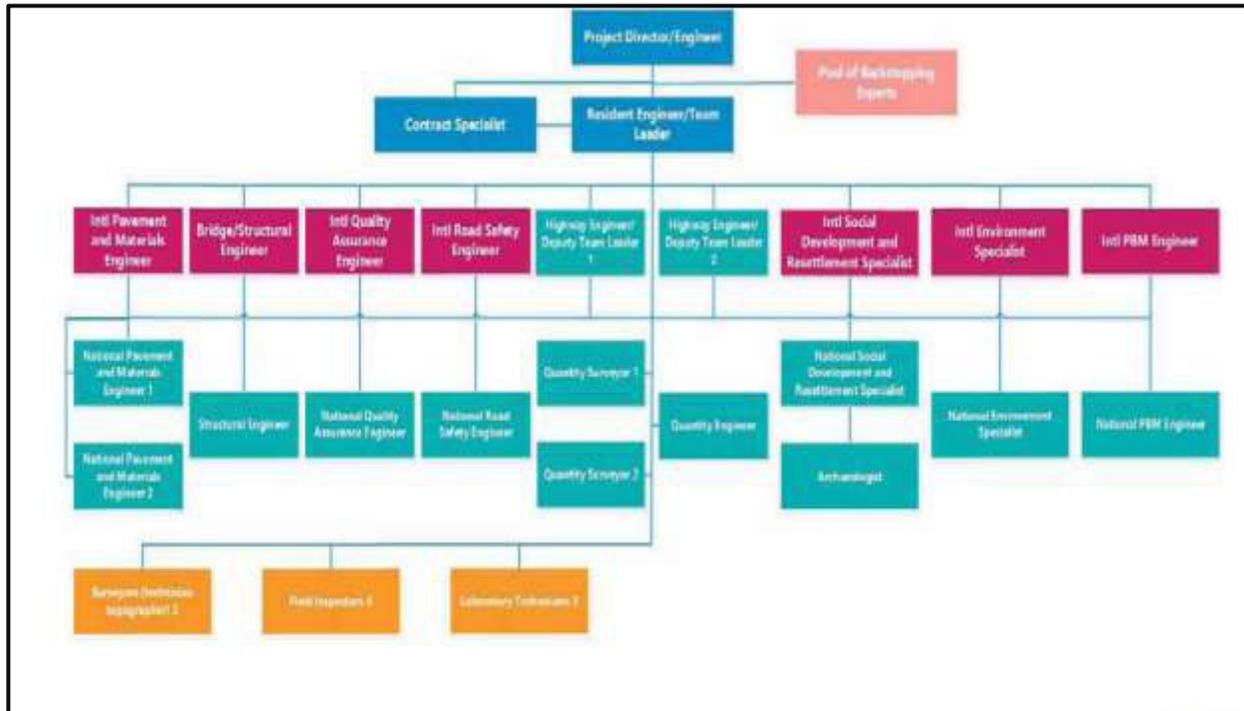


Figure 3: Project Organizational and Management Structure

2.2.1 Carriageway Specification:

This road section has been designed according to standards of II-Technical Category (main streets of city importance). The general carriageway specification of the road are displayed as under:

Table 3: Carriageway Specifications

#	Description	Nos/Dimensions
1	Number of traffic lanes	2
2	Traffic lane width	3.5 ~ 3.75 m
3	Carriageway width	2 x 7.5 m
4	Shoulder width	3.25 ~ 3.75 m
5	Design axle load	11.5 tons
6	Total carriageway width	15 m
7	Asphalt concrete coating	14.0 cm
a	Top layer	5.0 cm
b	Bottom layer	9.0 cm

Depending upon a number of factors, overall width of the right-of-way is variable, 30 – 60 meters. Within settlements, road width is increased to four (04) lanes configuration, along with pedestrian walkways.

2.2.2 Scope of Work:

Salient features, specifications and quantities of the work for the project road are briefly displayed at the following table:

Table 4: Scope of Work

#	Description	Specifications	Quantities
1	Top pavement layer	6 cm	42,505 m ³
2	Coarse-grained asphalt at junctions	5 cm	682 m ³
3	Levelling layer	9 cm	63633 m ³
4	Base thickness	20 cm	152,829 m ³
5	Underlay	25 cm	345,850 m ³
6	Asphalt concrete mix on sidewalks	4 cm	434 m ³
7	Road safety, Parapet fencing (boots)	-	2,285 Nos

2.2.3 Road Structures:

Due to dilapidated condition of the road, the project also envisages reconstruction, rehabilitation and repair of the following engineering structures and communications, as well as parameters of the scope of work. Salient details are appended at following table:

Table 5: Road Structures

#	Description	Nos
1	Bridge repair with widening	5
2	Small artificial structures	113
3	Underground crosswalk	1
4	Water drainage trays	1,726
5	Parking near markets	04
6	Automobile pavilions	15

2.2.4 Reconstruction of Engineering Communications:

During the course of road construction work, some communication infrastructure is likely to get damaged, which will be replaced by the project. Anticipated details of the same are appended below at table:

Table 6: Engineering Communications

#	Description	Quantities
1	HV – 10 kV poles	30
2	HV – 0.4 kV poles	07
3	Communication line poles	14
4	Lighting poles	530
5	PVC pipes	23,114 m

2.3 Landscaping:

The IEE study has reported standing live green trees on both sides of the road throughout the project sections. Prior to commencement of construction work, number of all such trees has to be determined, which may be subjected to forced cutting and removal. Concerted efforts would be made for replanting the double number of trees, preferably of the same species. Priority will invariably be accorded to endemic species, because of their adaptability and better chances of success and survival. Under ordinary circumstances, due efforts would be made for avoiding the exotic varieties of any species. Explorations will also be made for sowing the tree seedlings at a ratio of 1:2 (2 trees instead of one) are planted.

2.4 Land Acquisition and Resettlement Plan:

A part of the project site is located in close proximity to residential areas. At Section 2A a bypass is under active consideration. If it gets finalized, the road will be traversing through agricultural lands and demolition of fences and the construction of new sidewalks. A Land Acquisition and Resettlement Plan (ППИЗ) was developed, identifying 40 affected persons, who will be compensated by the project, including land owners and users.

2.5 Main Organizations Involved in The Project.

Some of the state ministries and functionaries have a direct dealing with the road project and its quite a few related activities. All such relevant agencies working with the project include:

- Kyrgyz Ministry of Finance (MoF).
- Kyrgyz Ministry of Transport and Roads (MTR).
- Investment Project Implementation Group (IPIG) under MTR.
- State Agency for Environmental Protection and Forestry (SESFA).
- State Inspectorate for Environmental and Technical Safety under the Government of the Kyrgyz Republic (SIETS).
- Department of Disease Prevention and State Sanitary and Epidemiological Surveillance (DDPSSSES) of the Ministry of Health of the Kyrgyz Republic.
- MTR is responsible for the development of the transport sector, and is the Executive Agency (EA) of the project. MTR has overall responsibility for planning, design, implementation and monitoring of the project. IPIG operates under the MTR and performs tasks assigned by MTR.

- KR MoF is the authorized state body responsible for coordination with ADB and other donors regarding external assistance issues.
- SESFA is the leading environmental government agency responsible for government policy and for coordinating with other government agencies on these issues. Its functions include:
 - Development of environmental policy and its implementation.
 - Conducting state environmental impact assessment.
 - Issuance of environmental licenses.
 - Environmental monitoring.
 - Environmental information service.
- SIETS is performed in accordance with the Law "On the procedure for conducting inspections of business entities". SIETS carries out supervision over compliance with the established procedure:
 - a. Environmental legislation, established rules, limits and norms of environmental management, emissions and discharges of pollutants and waste disposal.
Industrial safety requirements during construction, expansion, reconstruction, technical re-equipment, operation, conservation and liquidation of hazardous production facilities.
 - b. Requirements of the land legislation.
 - c. Safety requirements for the operation of equipment and means for storage and supply of oil and gas products, hoisting cranes.
 - d. Requirements of rules of safe operation during construction, installation and adjustment of electric networks and electrical equipment.
- DDPSES also supervises sanitary and epidemiological well-being of the population, safety of goods, products, environmental facilities and conditions, prevention of harmful impact of environmental factors on human health.

A brief list of all the contacts related with environmental aspects of the project is provided in the following matrix:

Table 7: Summary Contacts of Organizations Related to Environmental Protection

#	Organization	Project Activity	Responsible for Environmental Protection	Contact Information
1	ADB	Donor	Ninette R. Pajarillaga	npajarillaga@adb.org
2	ADB Resident Mission in the Kyrgyz Republic	Consultant	Sultan Bakirov	Sbakirov.consultant@adb.org
3	IPIG under MTR	Implementing Agency	Abdygulov Asylbek	asylbeka@piumotc.kg
4	Roughton International Ltd., and sub-consultants	International Environmental Specialist	Ayaz Khan	khan.ayaz99@gmail.com

	RAM Engineering Associates LLC.	Local Environmental Protection Specialist	Akmatova Nasiba	nasibamn@hotmail.com
5	Sinohydro - Powerchina Roadbridge JV.	Contractor	Beisheev Isake	isake.beysheev@bk.ru

2.6 Project Activities During Reporting Period:

2.6.1 Construction Work on The Road:

Because of Covid-19 global pandemic and other related factors, construction work is getting delayed, as envisaged at the time of planning and award of construction contract. Work order for commencement of construction activities was issued to the Contractor on 22 June 2020. But, due to cautious and conservative approach, no construction works could be started at the site. However, the Contractor made the best use of this time, he began with some important pre-construction activities, like topographic survey, linking of the detailed design to coordinate points on the site, identification of camping sites, asphalt / concrete batching plants and identification of construction materials and quarrying sites etc.

2.6.2 Quarries:

In June 2020, MOTR received a temporary permit from the State Committee for Industry, Energy and Subsoil Use (SCIEN) for 6 quarries sites located at Section 1 and Section 2A. The contractor has received all necessary documents/approval from local authorities and the State Agency for Environmental Protection and Forestry (SESFA) for the development of these quarries. Table 8 shows the main characteristics of these quarries.

Location of identified quarry sites, vis-à-vis the available volume of stock and the area of each quarry is displayed at following table:

Table 8: Location of Quarry Sites

Quarry Locations	Stocks (m ³)	Area (Ha)	Distance from Road (m)
No.1 km. 7+500	450,000	18	20
No.2 km. 9+000	380,000	7.6	25
No.3 km. 75+400	225,000	4.5	30
No.4 km. 81+400	375,000	7.5	20
No.5 km. 84+400	305,000	6.1	25
No.6 km. 33+000	609,000	20.3	25

2.6.3 Asphalt, Crushing and Batching Plants:

The Contractor determined the location of the asphalt-bitumen plant and crushing plant. On the part of the contractor started procedures for obtaining the necessary permits from local authorities and territorial departments of ministries and departments.

2.6.4 Workers' Camp:

The Contractor has identified the place for the construction workers camp, which is located on Section 2A "Kochkor – Epkin" at 81+000, about 250 meters from the road, over an area of 4.5 hectares (Ha). All necessary documents/approval from local authorities, State Agency for Environmental Protection and Forestry (SESFA), have been received. The construction and erection of the workers camp has already been started. In accordance with the requirements of the Kyrgyz Republic Legislation, the contractor will also develop an environmental passport.



Figure 3: Layout of Contractors' Camp



Photo 1: General Panorama of Contractors' Camp Location



Photo 2: Preparations for Contractors' Camp



Photo 3: Erection Process of Contractors' Camp

2.6.5 Staff Information:

Due to persistent situation of Covid-19 in Kyrgyzstan, the Contractor could not mobilize his required construction staff to the project site because of stoppage of air traffic and multiple ground checkpoints. At the time of preparation of the report, the Contractor had mobilized five (05) foreign personnel (management staff, engineer, office manager) and about 20 local staff.

During recent times travel restrictions have greatly been relaxed. Hence, it is expected that in the very near future Contractor will be mobilizing his team with full force. The Contractor is also conscious about the fast approaching winter season, which will restrict many construction activities. Hence, expeditious mobility is also in his own interests.

2.7 Description of Project Changes:

Owing to lack of construction related activities, as explained above, so far, no changes of any category had been made in the project.

The project corridor has historical and cultural heritage sites located along the road. Upon instructions of MOTR, the Research Institute "Kyrgyz Restoration" prepared plan of security zones for the sensitive sites, which was approved by the Ministry of Culture, Tourism and Information of the Kyrgyz Republic. Copies of the security zone plans for historical and cultural heritage sites were provided to the Construction Supervisor and the Contractor for study and organization of work to define and mark the security zones, who have registered it for adherence. If necessary, proposals to change the method of work on sites close to historical and cultural heritage sites will be made accordingly.

3. NATURE PROTECTION ACTIVITIES

3.1 General Description of Environmental Protection Measures:

At Contractors' request, MOTR has asked the State Committee for Industry, Energy and Subsoil Use for granting temporary permission to develop six (06) pits. At the time of this report, the Contractor is busy in fulfilling the required obligations. He is passing through the process of obtaining all the required permission letters and permits from the respective local authorities.

3.2. Construction Site Monitoring:

Owing to lack of commencement of any construction related activities, no monitoring work could be done. Once the construction work gets started, monitoring activities along the entire road stretch would be conducted, as envisaged in the Environmental Monitoring Program (EMP).

3.3 Observed Problems (Based on Inconsistency Records):

Because of lack of any physical construction work, no problems had been noted. Any additional problems will get revealed once the physical construction work has been started. Hence, this section of the report will be populated later.

4. ENVIRONMENTAL MONITORING RESULTS

No project monitoring could be performed in the reporting period, as the Contractor could not start the construction work. It has already been explained in the preceding sections of this report.

Once the constructional activities get underway, regular monitoring visits will be a routine feature. Pre-planned visits, coinciding with Contractors' work plan, will be conducted along the entire project road. Besides physical observations, baseline values would also be measured with the help of instruments, such as air, noise, water and vibrations etc.

5. FUNCTIONING OF THE SSEMP

The Contractor has prepared and submitted the Site-Specific Environmental Management Plans (SSEMP) for Construction Supervision Consultant (CSC) review. At the time of this report, SSEMPs are being reviewed. A feed-back to this aspect will be communicated in the due course.

A list of Contractors' SSEMPs is as under:

- i. Emergency Management Plan
- ii. Mechanism for Handling Complaints
- iii. Occupational Safety, Health and Hygiene Plan
- iv. Life Management Plan for The Construction Camp
- v. Construction Waste Management Plan
- vi. Noise Management Plan
- vii. Water Quality Management Plan
- viii. Air Quality Management Plan
- ix. Tree Management Plan
- x. Dust Suppression Plan
- xi. Land Protection Management Plan
- xii. Environmental Protection Plans for Bridge Construction and Reconstruction
- xiii. Career Management Plan

6. BEST PRACTICES AND OPPORTUNITIES FOR IMPROVEMENT

On the part of IPIG and the Construction Supervision Consultant, the Contractor will be provided with comprehensive support in applying the existing experience in eliminating / minimizing environmental impacts during the project implementation.

For resolving any tricky issues, a process of collaboration, consultation and coordination will be adopted under all circumstances. Guidance will be sought from ADB SPS – 2009, local environment related rules, regulations and adopted practices. In case of any conflict, a stringent measure will be given preference for adoption.

7. OUTCOMES AND RECOMMENDATIONS

Owing to Covid-19 pandemic triggered travel restrictions, timely mobilization of the Contractor and the CSC has badly been hampered. In turn, it has activated an understandable chain reaction, resulting in delay of commencement for the physical constructional activities of the road. Due to these impediments, Contractor has not been able to adhere to the basic work programme. Hence, the Contractor has notified the Employer on Force Majeure circumstances.

But, never the less despite these limitations, followings have been the salient outcomes during the reported period:

- On 22 June 2020, the Employer has issued Notices to Commence to the Contractor for both the contracts, i.e. Section 1 and Section 2A.
- The Contractor has been asked for revising the work programme so that the Engineer could give approval.
- Consultant has mobilized the national team and efforts are in-hand for mobilization of international team.
- The Contractor has mobilized four (04) international and 19 local staff members for the project. Further mobilization will be made upon removal of travel restrictions, which is awaited.
- Before Covid-19 lockdown, the Contractor had mobilized nearly 20 pieces of construction and earth moving equipment for the project.
- Because of mobilization difficulties, the Contractor has started exploring the local resources, such as credible local contractors. By now four (04) sub-contractors have been approved.
- The Contractor has started constructing the site camp with offices, accommodation and laboratory, and hopes to have water and power available to these facilities soon. Import of laboratory equipment is impeded due to border closure.
- By now the Contractor has submitted 13 SSEPMs, encompassing various construction related activities, which are being reviewed by CSC.

In the absence of construction activities, it is difficult to make solid recommendations for environmental safeguards. However, in the light of limited achievements and the suggestions of the ADB virtual meeting, following pre-construction recommendations are being furnished:

- Due to conglomerate team composition of construction workers, including the local sub-contractors, the Contractor should formulate an awareness-cum-training plan for their environmental team and senior managers of all components.
- The proposed awareness-cum-training plan should accord due importance to the ensuing Covid-19 pandemic, as well, covering all aspects of health and safety.
- The Contractor should also submit an exclusive Health and Safety Plan based SSEMP, considering Covid-19 protection and prevention measures.

- It will also be advisable for the Contractor and the CSCs to develop their contingency plans in connection to Covid-19 outbreak.
- All information about protected and ecologically sensitive zones along the road has been provided to the Contractor. It must be reflected in the related the SSEMPs.
- It will further be advisable to erect well visible warning sign boards for exercising care, diligence and restraints in the vicinity of such areas, more so for the construction workers.