

Social Monitoring Report

Project Number: 48424-002
September 2018

KAZ: CAREC Corridors 1 and 6 Connector Road (Aktobe–Makat) Improvement Road

Prepared by the Dongsung Engineering Co., Ltd in association with subconsultant Zhol-Sapa LLP for the Ministry of Investments and Development, Republic of Kazakhstan and the Asian Development Bank.

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Internal Social Safeguard Monitoring Report

Loan: 3416-KAZ Kazakhstan: CAREC Corridors 1 and 6
Connector road (Aktobe–Makat) Reconstruction Project
(Road section km 330–504)

Report period: January–June 2018

Internal Social Safeguard Monitoring Report

Employer: Committee of Roads, Ministry of Investments and Development

Funded by: Asian Development Bank

Loan 3416–KAZ

Project Management Consultant: “National Company “KazAutoZhol” JSC”

Construction Supervision Consultant: Dongsung + Zhol-Sapa

General Contractor: JSC “Ant Insaat Maden Sanayi A.S.” <Lot -7>

Report prepared by:

Social Safeguard Specialist
Imbarova S.E. / Zhol Sapa

Social safeguard specialist of LLP "Zhol-Sapa" confirms that this report has been prepared by using her experience, thoroughness, diligence and in accordance with the professional standards that can be expected from the consultant, experience in carrying out work.

The conclusions and recommendations contained in the report are based on monitoring reports of work sites and base camps, information obtained through site visit, work inspection, meetings and consultations with interested parts, secondary data (letters, reviews, reports), and information provided by the third parties, which, I believe, are reliable. The report has been prepared for Committee of Roads of Ministry of Investments and Development of the Republic of Kazakhstan, RSE “Atyrauzhollaboratory”, ADB, PMC.

Report status: intermediate and covers period January–June 2018

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Attachment 1. Organization profile. Construction site monitoring report

ABBREVIATIONS

RoK	Republic of Kazakhstan
MID	Ministry of Investments and Development
CoR	Committee on Roads
ADB	Asian Development Bank
CAREC	Central Asia Regional Economic Cooperation
PMC	Project Management Consultant
DED	Design and Estimate Documentation
CP	Crushing Plant
CMP	Concrete Mixing Plant
ACP	Asphalt Concrete Plant
CSC	Construction Supervision Consultant
RSE	Republic State Enterprise
LLP	Limited Liability Partnership
H&S	Health and Safety
RS	Road Safety
PHP	Public Health Protection
GRM	Grievance Redress Mechanism
PP	Project person
PAP	Person affected by the project
FDLAR	Framework document for land acquisition and resettlement
SRL	State Reserve Land
PPTA	Project preparatory technical assistance
NTPsZEM	Land State Scientific and Production Center for Land Management

GLOSSARY

Compensation	refers to any payment in cash or in kind of the replacement cost of the acquired assets.
Corridors of Impact	it is the area that is impacted by the road civil works or by the need to retain sites for use in road maintenance. In the context of involuntary land acquisition and resettlement, it is the area where the displaced persons will be identified who are eligible to receive compensation based on the cut-off date established under the project.
Cut-off-date	means the date prior to which the occupation or use of the Project area makes residents/users of the Project area eligible to be categorized as Displaced Persons (DPs). The cut-off date for the Projects will be the date of decisions for land seizure for state needs by the Akimat of Makat district of Atyrau region.
Displaced Persons (DPs)	are individuals, households, collective owners or other legal entities who are physically displaced (relocation, loss of residential land, or loss of shelter) and/or economically displaced (loss of land, assets, access to assets, income sources, or means of livelihood) as a result of (i) involuntary acquisition of land, or (ii) involuntary restrictions on land use or on access to legally designated parks and protected areas, regardless of their legal rights to the affected lands.
Entitlement	is a range of measures comprising compensation in cash or in kind, income restoration, transfer assistance, income substitution, and relocation which are due to DPs, depending on the nature of their losses, to restore their economic and social base.
Grievance Procedures	is the process established under law, local regulations, or administrative decisions to enable property owners and other DPs to redress issues related to acquisition, compensation, or other aspects of resettlement.
Household	means all persons living together as a single social unit. They are identified in a census being an instrument of their recognition and legitimacy to receive compensation, rehabilitation and assistance under the Project.
Income restoration	is the reestablishment of income sources and livelihoods of DPs to their pre-project levels.
Indigenous people	a distinct, vulnerable, social and cultural group possessing the following characteristics in varying degrees: (i) self-identification as members of a distinct indigenous cultural group and recognition of this identity by others; (ii) collective attachment to geographically distinct habitats or ancestral territories in the project area and to the natural resources in these habitats and territories; (iii) customary cultural, economic, social, or political institutions that are separate from those of the dominant society and culture; and

(iv) a distinct language, often different from the official language of Kazakhstan.

Land Acquisition and Resettlement Plan	is the planning document that describes the activities to be done in addressing the direct social and economic impacts associated with involuntary taking of land
Relocation	is the physical shifting of DP from his/her pre-Project place of residence and/or business
Replacement Cost	the value determined to be fair compensation for land based on its productive potential, the replacement cost of houses and structures (current fair market price of building materials and labor without depreciation or deductions for salvaged building material), and the market value of residential land, crops, trees, and other commodities.
Resettlement	all measures taken to mitigate any and all adverse impacts of the Project on DP's property and/or livelihood, including compensation, relocation (where relevant), and rehabilitation.
Vulnerable household	a household, which might suffer disproportionately or face the risk of being further marginalized by the effects of resettlement such as a household living below the poverty line; female headed household; large household with 4 or more children below 18 years; household with disabled members; or elderly with no family support.

I. Introduction

Aktobe-Makat Road is a two-lane road of republican importance and was built in 1970-1980. Road pavement during the assessment of its condition was in poor condition (with potholes, cracks, ruts, etc.). There is not pavement wholly in some areas. It was necessary to completely reconstruct road pavement with the reinforcement of its structure, which would reduce travel duration on road, fuel consumption of vehicles and operating cost of vehicles on road, and would increase the transport connection and economic development of the region. It was necessary to reconstruct road according to category II standards in accordance with the national regulations of the Republic of Kazakhstan.

Therefore the Government of the Republic of Kazakhstan has appealed to the Asian Development Bank (ADB) to finance reconstruction of Aktobe-Makat section of Aktobe-Atyrau-border of Russian Federation (to Astrakhan) road.

Road project runs through Aktobe and Atyrau regions. Atyrau region (before October 9, 1991 it was called Guryev Region) – regions within Kazakhstan. Administrative center is Atyrau city. Atyrau region borders with West Kazakhstan region, Mangistau region, Aktobe region and Astrakhan region of Russian Federation. The region was formed on January 15, 1938. It is located in the Caspian lowland, to the north and east of the Caspian Sea between the lower reaches Volga in the northwest and Usturt plateau in the southeast. The surface is a flat and there are small mountains in the north. The climate is sharply continental, extremely arid, with hot summers and moderately cold winters.

Makat district is in the center of Atyrau region. Administrative center – village Makat.

II. Short project summary

1. The project as a whole aims to reconstruct the section 457 km of the national road A-27 between Aktobe and Makat on six sub-sites, three of which will be funded by ADB within the framework of this project (totally 300 km). Road section proposed for reconstruction, funded by ADB is located within right-of-way. Subsequently, a new section km 487 - km 504 has been added to the project, located in Atyrau region, which is being reconstructed with funds provided by ADB. The proposed ADB project is limited by reconstruction of Aktobe-Makat road section km 160 - km 458, including:
 - km 160 – km 330 in Aktobe region
 - km 330 – km 468 in Atyrau region, and also
 - km 487 – km 504 in Atyrau region
2. The section runs through Makat district. Territory is 4,9 thousand square km. The terrain is a flat. The territory Makat district is crossed by Sagis river. Village Makat, which is the only populated area of Makat village administration, is located in the north-eastern part of Makat

district, on the north side of “Atyrau-Kandygash” railway, 126 km away to the north-east of regional center – Atyrau city. Village Makat, which population was 15 111 people as of 01.01.2017, is administrative center of Makat district of Atyrau region. There are well developed oil industry, railway connection, oil and gas pipelines in the district. There is a junction railway station with directions to Atyrau, Kandygash, Beineu and Inderbor in Makat village. There is the existing A-27 Aktobe - Atyrau - Russian border (to Astrakhan) road to north of “Atyrau-Kandagash” railway and Makat village. There is produced oil near the village (North Emba oil and gas region). There are the central distribution point "Makat", gathering and oil delivery point, oil pumping station "Makat", as well as the main oil pipelines "Kenkiyak-Atyrau" and "East Makat" to the south of Makat village.

3. There is operated automated gas distribution station (AGDS) "Makat" and compressor station (CS) "Makat" in the village. Compressor station "Makat" is one of the key stations in gas transportation system of Kazakhstan. There is a redistribution of gas flow between “Central Asia - Center” gas transmission pipeline (GTP), running from the north-eastern side village, and “Makat - North Caucasus” GTP, which runs around village from the north side. In addition, there is Makat-Karabatan gas pipeline from the north and west sides of village Makat. Kazakh, Turkmen and Uzbek blue fuel goes by these pipelines to many regions of Kazakhstan and by transit to European countries through of Russia territory.

Short Project summary

Table 1

Project	Reconstruction of “Aktobe - Atyrau- border of RF (to Astrakhan) km 487-504
Employer	Committee on Roads Ministry of Investments and Development
Employer’s representative	RSE “Atyrauzholllaboratory”
Project Management Consultant	NC “KazAutoZhol” JSC
Engineer	Dongsung Engineering / Zhol-Sapa
Contractor	Ant Insaat Maden Sanayi A. S.
Road section length	15,392 km
Contract Amount	3,117,195,256.18 KZT
Contract signing Date	16.08.2017
Commencement Date	20.12.2017
Project Duration	540 days after the Engineer’s Notice of Commencement

Completion Date	20.06.2019
Defects Liability Period	730 days

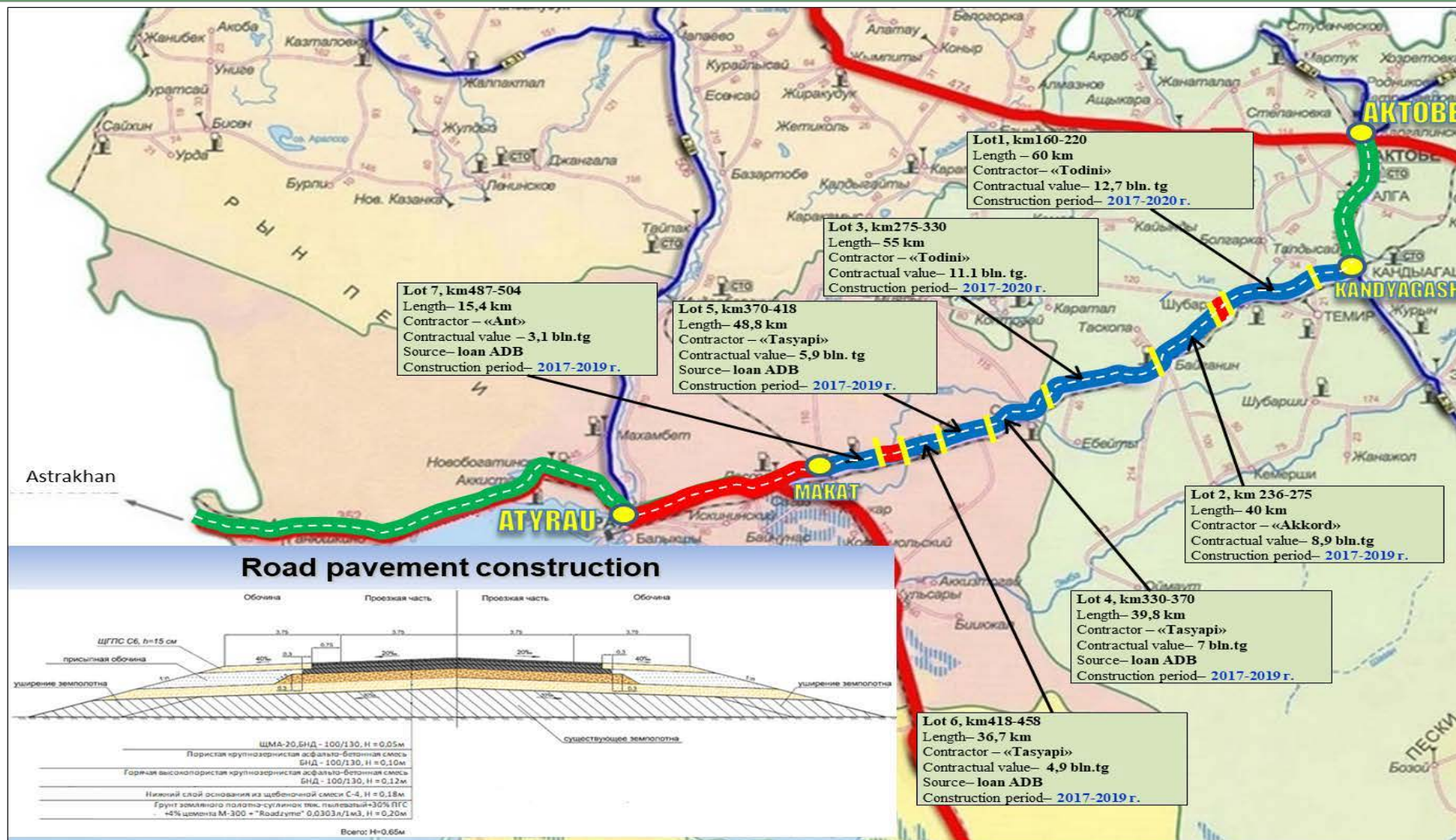
4. Approval and conclusions of interested organizations:

- Administrative Police Committee of the Ministry of Internal Affairs of the Republic of Kazakhstan – working design approval No.5-5-8-144/5-3326 dated 18.03.2016;
- LLP “Archeological expertise” - archaeological work conclusions for revealing and keeping of facilities of a historical and cultural heritage in reconstruction road area and borrow pits location No. AEC-40 dated February 1, 2016;
- Makat regional consumer protection department of Ministry of National Economy of the Republic of Kazakhstan - refusal to conduct sanitary and epidemiological expertise No.ses/E13-03/00035/2 dated April 7, 2016;
- Atyrau regional branch of “National Company “KazAutoZhol” JSC – working design approval No.24-06/458 dated March 18, 2016; horizontal alignment approval by Makat State Institution “Architecture and Urban development” No.09-06-01-11/83 dated 16.03.2016. Engineering and geodesy survey and geological survey work conducted by survey party LLP “Survey center “Zher” in autumn season 2015. Hydrologic survey carried out by LLP “Production company “Arnay” in autumn period 2015.

5. “Aktobe – Atyrau – border of Russian Federation to Astrakhan” road is a part of republic importance road and road section, connecting the northern and western regions Kazakhstan with each other, providing access to Russian Federation territory.

6. The project begins from Aktobe, administrative center of Aktobe region. The road follows from south-western route to the village Makat, which is located about 20 km north-west of Atyrau in Atyrau region. Aktobe-Makat Road is a two-lane road of republican importance and was built in 1970-1980. The length of the site is 457 km, mainly the road has category III / IV, and passes through the territory of Aktobe and Atyrau regions. The project as a whole aims to reconstruct 457 km of the section of the national road A-27 between Aktobe and Makat on six sub-sites, three of which will be funded by ADB within the framework of this project (totally 300 km). The road will be reconstructed by the standards for category II in accordance with the national standard of the Republic of Kazakhstan. Project location of Lot 7 is on Makat district territory of Atyrau region. Road section location on whole Aktobe-Makat project road is given below in Picture 1.

Reconstruction of Republican subordination road A27 “Aktobe-Atyrau-border of RF (to Astrakhan)”



7. This report includes the following information about sites:
8. Section 4: km 330-km 370 (v. Sagiz): This site includes the reconstruction of the category III Road to category II with a total length of 40 km. Other parts of this section, the direction of the traffic flow are the same as the existing coverage with partial deviation from the embankment in areas of rectification and curvature designs. On this section the project provides construction of 2 bridges and 1 overpass. Overpass on km 336 + 900 is in length 42.2 meters. The bridge across the river Nogaity on km 302 + 900 is in length 66.15 meters. The bridge across the river Sagiz on km 160 + 500 is in length 105.3 meters. And in this area the construction of culverts in the number of 14 pcs of different diameters, 6 cattle crossings and 2 rest areas are provided.
9. Section 5: km 370-km 418 (v. Mukur - v. Zhanterek): This site includes the reconstruction of the category III Road to category II with a total length of 48,2 km. Other parts of this section, the direction of the traffic flow are the same as the existing coverage with partial deviation from the embankment in areas of rectification and curvature designs. On this section the project provides construction of 1 bridge. The bridge across the river Mukur on km 379+100 is in length 48.55 meters. And also, in this area the construction of culverts is in the number of 12 of different diameters, 8 cattle crossings and 2 rest areas are provided.
10. Section 6: km 418-km 458 (v. Zhamansor): This site includes the reconstruction of the category III Road to category II with a total length of 36,73 km. Other parts of this section, the direction of the traffic flow are the same as the existing coverage with partial deviation from the embankment in areas of rectification and curvature designs. On this section the project provides construction of 1 bridge. The bridge across the river Sagiz on km 429 + 000 in length 84.25 meters. And also in this area the construction of culverts is in the number of 12 of different diameters, 1 cattle crossing and 2 rest areas are provided.
11. Section 7: km 487-km 504 (v. Dossor): length of 15,392 km, category II, 2 lanes. This site includes the reconstruction of the category III to II. Other parts of this section, the direction of the traffic flow are the same as the existing coverage with partial deviation from the embankment in areas of rectification and curvature designs. And in this area the construction of culverts is in the number of 12 of different diameters and 2 cattle crossings are provided.

Contract details

12. Loan contract No.3416-KAZ for CAREC Corridors 1 and 6 Connector Road (Aktobe - Makat) Reconstruction Project was signed between the Republic of Kazakhstan and Asian Development Bank on December 7, 2016 in Astana and further ratified by law.
13. CoR MID RK signed the Contract with "NC KazAutoZhol" JSC (KAZh) for Project management consulting services in accordance with preliminary specifications acceptable for ADB and applicable within the framework of regulation of the Republic of Kazakhstan. KAZh is fully staffed during the Project implementation. "NC KazAutoZhol" was created in accordance with the Government Decree of the Republic of Kazakhstan dated February 1, 2013 No. 79, with amendment on August 21, 2013.
14. Regional Representative of the Employer is branch of RSE "AtyrauZholLaboratory".
15. The Contract was signed between the Employer and Construction Supervision Consultant (CSC-2) Dongsung Engineering Co., Ltd (Republic of Korea) jointly with the Sub-consultant LLP "Zhol-Sapa" (Kazakhstan) on September 6, 2017. Under the contract, CSC services consisted of consulting services for contract management and construction supervision.
16. According to the Contract No. 01-ADB / PMC-2017, the Project Management Consultant Team started their work on October 9 2017. The environmental part of PMC "NC KazAutoZhol" JSC organization is represented by social and environmental specialist Zeynullina Aliya Amantayevna. The CSC is represented by social safeguard specialist Imbarova Sara Essenbekovna, who has started her work from March 4, 2018.
17. General Contractor of Lot 7 is "Ant Insaat Maden Sanayi A.S." (Turkey), in accordance with the Contract No. 007-ADB/CW-2017 dated August 16, 2017. According to the Contract, by November 17, 2017, the Contractor should be mobilized on site for conducting construction works.
18. According to the Contracts No. 004-ADB/CW-2017, No. 005-ADB/CW-2017 and No. 006-ADB/CW-2017 dated August 16, 2017, "Tasyapi Insaat Taahhut Sanayi ve Ticaret A.S." was appointed as the Contractor of Lots 4, 5 and 6. Due to non-fulfillment of contractual obligations the Contracts with these contractors were stopped with subsequent termination on February 21, 2018. Appointing a new Contractor is expected on the second half-year of the current year.

Main technical and economic indicators

Table 2

No.	Parameters	Regulation	
		SNiP RK 3.03-09-2006	Accepted
1	2	3	4
1	Road category II II	Road category II II	Road category II II
2	Number of traffic lanes, unit 2 2	Number of traffic lanes, unit 2 2	Number of traffic lanes, unit 2 2
3	Width of traffic lanes, m 3,75 3,75	Width of traffic lanes, m 3,75 3,75	Width of traffic lanes, m 3,75 3,75
4	Carriageway width, m 7,5 7,5	Carriageway width, m 7,5 7,5	Carriageway width, m 7,5 7,5
5	Shoulder width, m 3,75 3,75	Shoulder width, m 3,75 3,75	Shoulder width, m 3,75 3,75
6	Culverts	12	12
	Circular reinforced/concrete culvert d=1,5 m	9	9
	Circular reinforced/concrete culvert d=2x1,5 m	2	2
	Circular reinforced/concrete culvert d=3x1,5 m	1	1

19. The projected road has 12 existing junctions (7 junctions are closed based on the minutes HTC dated 09.12.2015). The junctions have been closed taking into account the existing network of field roads. There are 2 intersections and 1 junction construction by the project. The project provides intersections and junctions construction in accordance with the requirements of SNiP 3.03-09-2006.

20. Exits are designed with construction of stopping lanes with width 2.5 meters and storage lanes for the left turns. Road pavement on stopping and storage lanes are adopted similar to the pavement on the main carriageway lanes of the projected road. Also, there is a teardrop interchange, made in marking, at exits. There is provided bus stops construction, equipped with bus shelter, for the connection of transit and local routes.

21. There are not rest areas by the project, due to the close location of villages Dossor and Makat, as well as based on the decision of the minutes TC dated 09.12.2015. Bus stops have been designed with speed change lane and traffic lay-by in accordance with SNiP RK 3.03-09-2006. Road pavement on speed change lane and traffic lay-by are similar with the the main road type. A bus stop is provided for a landing field with width 3 meters and length 13 meters.
22. There is the separation of the landing field from bus stop with curbs BR 100.30.18 for passengers' safety. There are pedestrian paths with width at least 1.0 m of asphalt concrete sandy hot type D mark II, thickness 5 cm, on asphalt-granulate base with thickness 15 cm in bus stop area. According to the requirements of ST RK 2068-2010 "Public road".
- Bus stop facilities include the following elements:
- landing field;
 - waiting area;
 - bus shelter;
 - bench;
 - toilet;
 - containers and boxes for garbage.

III. Methodology and approach during report preparation

23. Methodology, tools and participation approaches have been used in preparation process of this report. The participation approach consists work of social safeguard specialist, involving interested parties of the project, as well as persons affected by the project. Also has been used data from the Contractor's monthly reports. All visits and inspections of construction sites and labor camps have been carried out with the participation of the Contractor's representatives.
24. The qualification of specialists, responsible for managing and monitoring the project's impacts to social environment, has been conducted during information exchange and rapid test.
25. The Contractor has used the Check Sheet during labor camp visit. Organization profile, prepared during visit of CSC social safeguard specialist, has been included in Attachment 1 of this report.

IV. Requirement review

4.1. Bank statement and policy

26. Safeguard Policy Statement of ADB (SPS 2009): Involuntary resettlement has the following aims:

- ✓ If possible, to avoid involuntary resettlement;
- ✓ Minimize involuntary resettlement by consideration of project design alternatives;
- ✓ to improve, or at least restore, the livelihoods of all DPs in real time relative to levels prior to the project start;
- ✓ to improve living standards of the displaced poor and other vulnerable groups.

27. ADB policy includes the following requirements:

- a. Compensation, support and benefit for displaced person (DP)
- b. Social impact assessment
- c. Resettlement planning
- d. Information disclosure
- e. Consultation and participation
- f. Grievance mechanism
- g. Monitoring and reporting
- h. Unexpected effects
- i. Special conditions for indigenous people
- j. Negotiated settlement

28. As a part of preparatory work, LARP has been revised and updated by the project as a framework document dated 2017 to ensure covering all relevant land acquisition and resettlement (LAR) impacts and incorporating updated references to national legislation.

29. Based on paragraphs 8 and 9 of the ADB Operational Manual (ADB OM / F1), dated October 2013, the project is classified as C, as there are no consequences of acquisition and resettlement for more than 200 persons. There is no PAP in this project. The land plots, allocated for construction road, were as state reserve lands.

30. But during construction period the CSC Engineer, complaints and appeal coordinators of the Contractor will conduct internal monitoring of the project's impact to find out PAP and take all necessary measures in accordance with the Republic of Kazakhstan legislation, ADB policies and requirements. The Contractor will mobilize permanent staff on site with specific functions for environmental and social management (including a complaint specialist) who will report to the CSC.

4.2. Loan agreement

31. Published: "Kazakhstanskaya Pravda" dated 15.06.2017, No.113 (28492); "Egemen Kazakhstan" dated 15.06.2017, No.113 (29094); The reference control bank of the National Register of Enterprises of the Republic of Kazakhstan, electronic form dated 19.06.2017; the Government Decree of the Republic of Kazakhstan, 2017, No.11, page 30. Ratification of the Loan Agreement (Conventional operations) (CAREC Corridors 1 and 6 Connector Road "Aktobe-Makat" Reconstruction Project) between the Republic of Kazakhstan and the Asian Development Bank, in Astana on December 7, 2016.









4.3. Republic of Kazakhstan Law requirements, regulatory and legal framework for project works

32. The most significant act for legal regulation of social issues during the Project implementation is the following provisions from regulatory and legal framework: Labour Code of the Republic of Kazakhstan. Section 5. Safety and Labour protection.

33. Article 15 sub-clause 20) approves the procedure and rules of giving employees milk, healthful and dietary meals, special clothing, footwear and other personal protective equipment and establishes the procedure for providing them with the means of collective protection, ablution facilities and devices at the expense of the employer.

34. Article 306. The main directions of the state policy in the field of safety and labour protection. Article 308. Requirements for safety and labour protection. Article 310. The guarantee of the rights to safety and labour protection at the conclusion of the labour contract. Article 311. The guarantees of the rights of employees on the safety and labour protection in the course of employment activities. Article 312. Compulsory medical examination of employees. Article 313. Training, instructing and testing the knowledge of employees on safety and labour protection.

35. Also, there are the following Laws that are related to the project activity in construction site in the Republic of Kazakhstan:

-  About public health protection;
-  About radiation safety of population;
-  About technical regulation No.603-II (as amended as of 10.07.2012);
-  About sanitary and epidemiological welfare of population;
-  About emergency natural and technogenic situation;
-  About compulsory environmental insurance;
-  About consideration of individuals and legal entities' application as of 29.12.2014;
-  Technical regulation "Safety requirements during road designing";

- ✚ Health and Safety during construction and operation;
- ✚ During work execution, General Contractor and Subcontractor should follow the following regulatory and legal documents: requirements of SNiP RK 1.03-05-2001 "Labour protection and safety for construction";
- ✚ "Safety standards for road construction, repair and maintenance";
- ✚ "Safety and sanitary standards during bridge and culvert construction", which is used during road construction;
- ✚ During road construction works it is necessary to keep "Safety instruction" when using any construction equipment. Personal protective equipment must comply with the current GOSTs (state standards) (special aprons by GOST 12.4.029, rubber gloves by GOST 20010, respirator "Lepestok" by GOST 12.4.028, gloves by GOST 12.4.010, protective glasses by GOST 12.4.013, protective mask B and B with a filter, helmets).
- ✚ **Other environmental safeguards documents that may be relevant to social safeguards**

4.4. Other regulatory documents, related to the Project implementation

36. The following regulatory documents have been adopted in the Republic of Kazakhstan, which regulate the main physical and sanitary-epidemiological impacts during road construction works. The most important of them are: Sanitary rules "Sanitary and epidemiological requirements for atmospheric air in city and villages, for soils and their safety, city and village maintenance, working conditions with sources of physical factors that affect to person." Approved by the Government Decree of the Republic of Kazakhstan No. 168 dated 25.01.2012.
37. Safety, cleanliness and good sanitary conditions must always be observed on site. The contractor and subcontractor should be responsible for disposal the garbage, construction and household waste on site, their removal to solid waste landfill. It should be guided by Sanitary Rules and Regulations No.3.01.016.97. In addition, it is necessary to carry out regular inspection of equipment and its repair, to organize training and instructions about safety manner and methods of work for workers, involved in machinery repair and maintenance. It is necessary to keep safety measures when working with equipment to prevent accidents and injuries. Such equipment includes:
- 1) Means of transport;
 - 2) Pumps, compressors;
 - 3) Generator units, crusher plants;
 - 4) Lifting equipment (cranes, lift, cable with slings, loaders);

5) Electrical equipment.

38. For workers to divide a working camp / base camp for changing rooms, drying and washing facilities, showers, heating, canteens with three hot meals a day, toilets, offices on site, rest room, parking and a place for garbage and waste for ensuring proper sanitary conditions. There should be information about safety, labour protection, production and household hygiene in rest rooms. It is necessary to provide first aid boxes and kits. Drinking and domestic water should be stored in different containers on construction sites and camp. Drinking water should be no more than 75 m from the working area. Permission for water use must be received from sanitary and epidemiology authorities in accordance with the requirements of Sanitary Rules and Regulations No.3.05.017.97.
39. When performing work in the dark time, it is necessary to provide artificial lighting in accordance with electrical lighting standards for installation and construction work. Regardless of site or work area lighting, the equipment must be equipped with built-in lighting of working elements and monitoring devices.
40. All fuel and chemicals storage should be in specially designated areas with barbed wire fencing. The storage area should not be located near water sources and depressions. Filling or unloading of materials must be carried out under strict control and in accordance with established procedures. All screws and valves must be protected from undesired opening and vandalism. They should also be easy to open and close when used. The inner surface of containers with fuel and chemicals must be clean. The main provisions, according to conditions of the construction Contract, are for the Contract time (including defects liability period).
41. Contractor is responsible:
- a. to organize every two month information training for all personnel and workers on site, including all contractor employees, all subcontractors and representatives of local community for education and communication about the risks, dangers and consequences of STD and STI in general and HIV (AIDS) in particular and about prevention of these diseases and infections;
 - b. as appropriate, to provide male and female condoms / contraceptives for all employees of the facility;
 - c. to organize check, diagnostics, consultations and visual methodological materials for STD and HIV (AIDS), and also send to all employees of the facility to participate in special national programs on prevent STD and HIV (AIDS) (unless otherwise indicated in the contract conditions).

V. Access to facilities

42. Social safeguard specialist together with Health and Safety engineer, Road Safety engineer and environmental specialist, organizes work in this direction for monitoring social conditions of workers, employed in the project. Procedure and maintenance monitoring aims to collect reliable and complete information for properly assessment the project impact to social environment.

43. Procedure monitoring:

- Visit and inspection of field camp and the Contractor's labour camp;
- Photo report of field camp;
- Interview with workers and managers on site;
- Project work inspection and record keeping.

44. Maintenance monitoring – information, collected by data collecting procedure of impact indicators, is prepared in the following form:

- analytical report for including in semi-annual report of CSC;
- written notice about significant discrepancies is given to the contractor;
- a program is being developed to train the contractor's specialists about the issues, standards, legislation rules and requirements, ADB requirements for preventing or minimizing the negative impact to social environment of the Project.

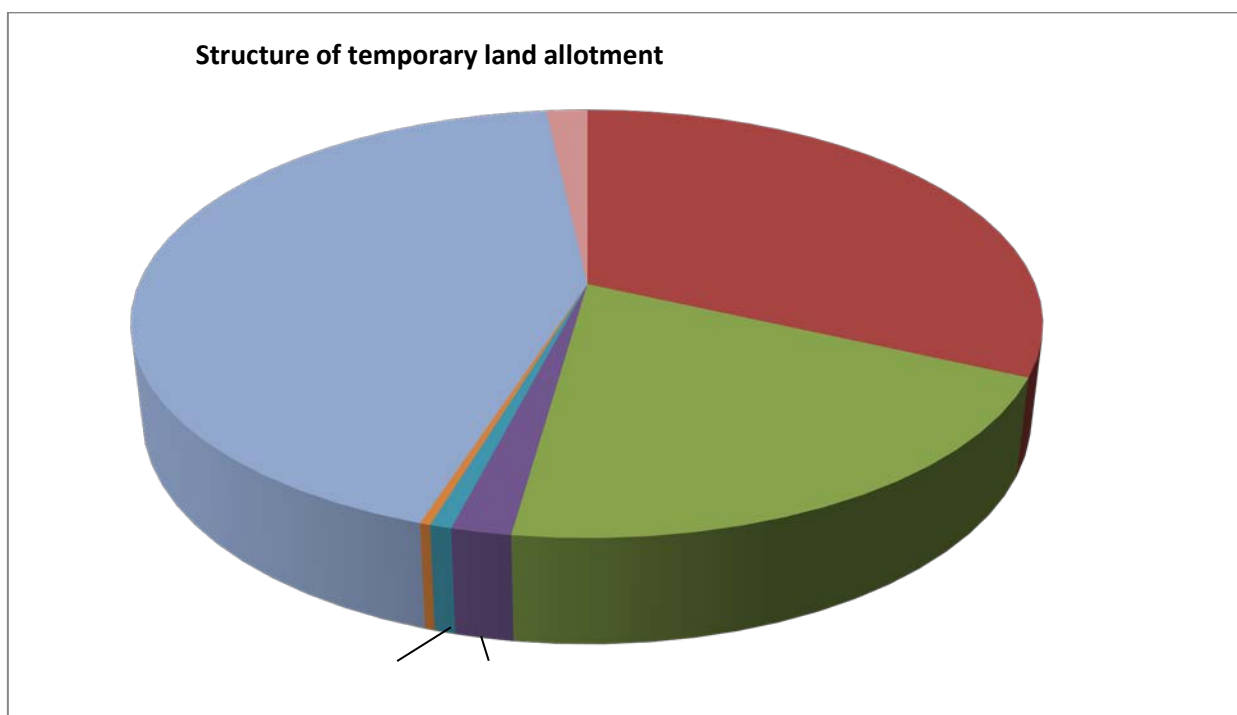
VI. Background of this project re: LARP Preparaton and LARP Implementation Report activities completed in 2016-17

45. There are no private, used or leased land plots in Atyrau Region under the project implementation, i.e. all land plots belong to the government (lands of local authorities – Akimats). Below are given two decrees on the acquisition of state lands issued by Akimats in 2015:

- Decree of Kyzylkoga district Akimat of Atyrau region No. 109 dated December 5, 2015 on compulsory land alienation and giving the right for land allocation for land of "Committee on Roads of the Ministry of Investments and Development of the Republic of Kazakhstan";
- Act for land allocation of land with size of 62,24 hectare No.0138010 dated December 31, 2015;
- Decree of Makat district Akimat of Atyrau region No. 289 dated December 31, 2015 on compulsory land alienation and giving the right for land allocation for land of "Committee on Roads of the Ministry of Investments and Development of the Republic of Kazakhstan";
- For the placement of road elements, a permanent land acquisition is accepted 40 m according to Road Law No. 245-II dated July 17, 2011. Land acquisition for temporary use

is provided only for road construction period. The width of temporary right-of-way along the road, determined by calculation, is 8.0-47.0 m. The area of temporary right-of-way includes travel places of construction equipment, shelves for top soil storage, as well as off-site soil borrow pits, borrow pit roads, bypass roads, construction and technological sites.

46. This draft Land Acquisition and Resettlement Plan (LARP) is prepared under the Project Preparatory Technical Assistance (PPTA) in July-August 2015 based on land acquisition and resettlement law of the RK, Safeguard Policy Statement of ADB dated 2009 (SPS). In July 2015, a work team comprising of representatives of the PPTA resettlement / social development consultants, CoR, Akimats, JSC «NC KazAutoZhol», design consultants carried out preliminary survey of the affected plots and consulted lessees of these plots to collect the data required for development of this draft LARP.
47. The displaced persons (DPs) and affected assets were identified based on preliminary information made available by design consultants “Gazdorproject” LLP, “Kustanaidorproject” LLP and Industrial Company «Arnay» LLP.
48. After draft preparation, LARP was reviewed, updated and approved by the CoR MID. Further on the draft LARP was updated in April 2016 to consider including the new section Mukur-Kulsary in Atyrau oblast, however later that section was omitted from the Project and instead of amending the draft LARP, was developed a separate Due Diligence Report.
49. Due Diligence Report has been prepared in order to assess if there are any LAR impacts associated reconstruction of the Aktobe-Makat road section and provide recommendations on LAR issues that may impact the proposed Project. Subsequently due diligence was conducted in June-July 2017 by the social safeguards consultants involved in the PPTA with assistance of CoR MID.
50. During due diligence process the consultants reviewed approved design documents provided by design consultants, CoR, Land Use Plans developed by NPTsZem in Atyrau region in November 2015. The primary objective of the due diligence is to verify the status of the plots, for which according to the Land Use Plans no acquisition is required, and to identify, and plan appropriate measures to address outstanding compliance issues (if any).
51. Following the preparation of final design the identification of the final impacts LARP was finalized and implemented in 2016/2017.
52. Additional land allotment of the main road is 15,4 ha, on intersections and junctions - 56 ha. Temporary land allotment - 77,07 ha. Structure of temporary land allotment is given below on diagram of Picture 2.



Picture 2. Diagram of temporary land allotment

53. During study of LARP, have been identified the following aspects of the project impact to social environment:

Structure loss - There are no structures located on the parts of the land plots to be taken for the project purposes. None of legal entities and individuals have permanently lost their structures and have displaced.

Business loss - None of the legal entities and individuals have been permanently or temporarily affected due to the Project activities. None of legal entities and individuals have lost income from business activities.

Employment loss - No workers are employed specifically at affected part of the land plot, thus no person has been consequently affected by the acquisition of land used by the legal entities. As a result of the project implementation no one has lost jobs.

Severely affected DPs - Based on data available at draft LARP stage, none of the DPs have lost their entire income generating asset.

54. Land acquisition was approved by all stakeholders in accordance with the established procedure of the Land Code of the Republic of Kazakhstan. Lands, used for road, are poorly productive pasture.

55. Before project construction, formalization works of legal land acquisition have been carried out by the Employer according to Summary Sheet:

- temporary use for off-road soil borrow pits, road for construction equipment, borrow pit roads, construction sites, parking for machinery.
- additional permanent land acquisition for placement of roadbed structures, speed change lanes, bus stop and rest area.

Targeted aid of DP

56. In Kazakhstan, the law on State Targeted Social Assistance (No.246-II dated July 17, 2001, last amendment dated May 19, 2015) considers families with an average per capita income below the poverty line (defined as 40% of the subsistence minimum) are considered vulnerable and are entitled to the targeted social assistance.
57. As of July 2015 (LARP preparation time), the official minimum salary in Kazakhstan is 21,364.00 KZT per person. The poverty line therefore is 8,545.60 KZT per person. In addition, large families with 4 or more children below 18 years old, and households with a disabled member are also considered vulnerable and are entitled to the allowance from state. Akimats is mandated to identify poor and vulnerable households in their territories.
58. During the socio-economic survey in 2016, had been carried out works to identify poor and vulnerable households. None of the households were identified as poor and vulnerable, also female headed households, or elderly with no family support.
59. LARP has been fully implemented in accordance with ADB SPS 2009 requirements and good practices in 2016-17 and project sites were cleared prior to granting commencement of civil works to the contractor.

VII. Internal monitoring indicators

60. Indicators / indexes, characterizing the project progress, were taken into account during monitoring in order to obtain a clear picture of the social impacts. Social safeguard specialist will monitor and collect information by the following indicators related to the process and its result:

- disclosure, information campaign and consultations with DPs and stakeholders;
- payments of compensation on lands and affected assets;
- resettlement status of alienated buildings and other assets of DP;
- lost income payment for small businesses whose interests are affected;
- provision of alternative land leases;
- re-registration of land plots;
- restoration of living standards.

61. The preceding indicators will be monitored monthly by applying the following approaches:

- (a) review of DMS for all DPs;
- (b) consultations and informal interviews with DPs;
- (c) in-depth case studies;
- (d) sample survey of DPs;
- (e) key informant interviews;
- (f) public meetings with people in the villages traversed by the Project road.

VIII. Results of field surveys and consultations with local population

62. During the reporting period CSC social safeguard specialist has conducted monitoring of construction site, labour camp and productions base. Monitoring report is attached in Attachment 1. Also, interviews have been carried out with employees, from workers to managers. Labour camp and field camp processes have been inspected and taken photos. There were not any complaints and appeals at this Lot. Have not been found out also during camp and construction site visit.



63. During monitoring of social and living conditions, some violations have been found out, such as failure to follow sanitary and hygienic regulations, also food quality, which is given for workers by local enterpriser. The Contractor's Project manager informed that, all violations regarding food and accommodation will be solved. 20 containers for accommodation have been delivered to site and all life supports will be connected until July 15.

IX. Grievance Redress Mechanism (GRM)

64. Complaints consideration procedures, related to the project, aim to provide an effective and systematic mechanism for the Project in responding to queries, feedbacks and complaints from affected persons, other key stakeholders and the general public. GRM Guideline on Environment and Social Safeguards for Road Sector Projects prepared and approved by the CoR in August 2014.

65. GRM is available to people living or working in the areas impacted by the project activities. Any person impacted by or concerned about the project activities has the right to participate in the GRM, should have the easy access to it, and be encouraged to use it.

66. The mechanism for resolving complaints is directed to:

-  reduction conflicts, risk of unjustified delays and complications in the project implementation;
-  improving the quality of project activities and results;

- ✚ ensuring compliance with the rights of persons affected by the Project;
- ✚ identification and response to unintended consequences of projects to individuals;
- ✚ maximizing participation, providing support and benefits for local communities.

67. The proposed GRM does not replace the public mechanisms of complaint and conflict resolution envisaged by the legal system of the RK, but attempts to minimize use of it to the extent possible.

68. Overall responsibility for timely implementation of GRM lies on the CoR and RSE “Atyrauzhollaboratory” supported by teams of consultants, such as PMC, CSC involved in managing and supervising the civil works Construction Contractors undertake the actual civil works. Relevant region, district and village Akimats, who are mandated by law to perform grievance related tasks, and mediators / non-governmental organizations (NGO), who are involved in facilitating amicable resolution of grievances are also included in GRM.

Contact information of GRC in Atyrau region (regional level)

Table 3

Name of representative / organization	Address	Contacts
RSE “Atyrauzhollaboratory”	Atyrau, str.I.Taimanov 5	Tel.: 8 (7122) 29-29-40 e-mail: atrjollab@mail.ru
Atyrau regional branch of OJSC “NC “KazAutoZhol”	Atyrau, str.I.Taimanov 5	Tel.: 8 (7122) 29-06-75 e-mail: a.muhanbetkaliev@kazautozhol.kz
PMC Zeinullina Aliya Amantayevna Social safeguard specialist	Astana, Zhiloi massiv Ak bulak 2 str.Amman 8	Tel.: 8 701 982 66 57 e-mail: a.zeinullina@kazautozhol.kz
Imbarova Sara Essenbekovna Social safeguard specialist, CSC	CSC Atyrau region. v.Makat, Makat district	Tel.: 8 771 754 13 55 8 701 362 36 12
Atyrau regional Akimat	Atyrau, str.Aiteke bi 77a	Tel.: 8 (7122) 27-10-24 8 (7122) 35-40-95
Makat district Akimat	Makat district, v.Makat	Tel.: 8 (71239) 3-02-04 e-mail: makatobshiotdel@mail.ru

Contact information of GRC (central level):

Address: ave. Kabanbay batyr 32/1, Astana, 010000, Kazakhstan

Committee on Roads

Ministry of Investments and Development of the Republic of Kazakhstan

Tel: +7 (7172) 75-46-41

E-mail: a.karymbaeva@mid.gov.kz

9.1. GRM levels and procedures

69. This GRM provides two levels of resolution of grievance redress implemented under the guidance of the CoR: Board of Complaints (BC) at the regional (district) and central (Astana) levels, in accordance with GRM Guideline on Environment and Social Safeguards for Road Sector Projects approved by the CoR in August 2014 (GRM Guideline). GRCs are usually composed of members nominated from CoR, Akimats, Regional Zhollaboratories, PMCs, CSCs, CCs. GRCs at regional and central levels are chaired by the Heads responsible for the overall operation of GRM and its efficient and timely implementation, while the Coordinators are responsible for involving the relevant parties and coordinating the works of GRCs at regional/central levels.

70. DPs or other concerned individuals may visit, call or send a letter or fax to GRC at the regional level for Atyrau region.

9.2. Grievance status

71. Request for cattle pass construction at km 487 and for special vehicles traffic at km 493 and 450 were announced at public hearings and then by letter No. 09-10-01-06/579 of “Housing and Communal Services, passenger transport and road” State Department of Makat district of Atyrau region dated 16.10.2015. The appeal was taken into account by the Design Company during the road project development.

72. On April 5, 2018, during introductory presentation of the project, at meeting of Council of Elders of village Dossor, local people requested to take measures to stop on in-village roads traffic of heavy vehicles transporting aggregate materials from railway dead-end to the Contractor’s base camp. After this meeting, in agreement with Akimat of village Dossor, scheme of a temporary bypass road was developed by the Contractor and it was approved for transporting aggregate materials. According to this scheme, in the shortest time the Contractor constructed a temporary bypass road, through it all materials, supplied to the Project, are currently transported.

73. Every week on Friday, by Akimat of village Dossor Saturday cleaning activities are organized in the territory of village. For organization of this activity, the Contractor permanently assists by provision of special machinery (excavators, loaders, dump trucks).

74. Once a quarter, by the invitation of Akim of village Dossor, the Contractor participates in meetings of Akimat or Council of Elders, where he provides information about project work progress. At one of these meetings brought up the issue about considering the Contractor's ability to provide social assistance in repairing road comes from Makat-Dossor to burial place of Baibakty Ata (Grandfather Baibakty – praying place). Having preliminarily discussed and analyzed its possibilities, the company's management decided to render this assistance. Total length of repaired road to Baibakty Ata is 7 km, this work is planned to start after November 10, 2018, when the main works, indicated in Annual Work Program for 2018, will be completed.

9.3. Grievance process disclosure

75. In accordance with the RoK legislation and ADB policies, had been organized and held on public hearings regarding review the Preliminary Environmental Assessment Project, feasibility study and working design, taking into account the expected potential environmental impact, including mitigation measures and public consultations for social issues of the Project road section.

76. For effective operation of GRM, it is necessary to hold an information company for this grievance mechanism and procedures at district levels. The most useful approach is to conduct GRM presentations in Akimats with the participation of population, contractors, local NGO and the media. It is necessary to install boxes for complaints at the most crowded places (shops, post offices, Banks, Public service centers, Akimats) for ensuring access to GRM. To develop and post schedules for taking complaints from the boxes, to indicate the coordinators contacts, who is responsible for complaints. It is necessary to carry out also at labour camp. The most part of population should have access to GRM. The Contractor did not install boxes for complaints and appeals, did not appoint grievance specialist.

77. GRM is permanently be presented during the public consultations and informal meetings at the project area with PMC and CSC representatives at regional level. Grievance resolution information will be continued in subsequent progress reports of CSC for submission to MID, PMC and ADB.

X. Conclusions and recommendations

- The contractor legally ensured compliance with regulations, rules and requirements for ensuring safe construction works, and sanitary and hygienic requirements for formation and life support of workers' camp / labour camp by mobilizing specialists for each position and on a permanent basis, but there is no grievance coordinator;
- There are doubts about the qualification and experience of hired person who, in the course of his work on the project since March of the current year, did not ensure compliance with the

requirements and regulations that are listed in the notice, which is addressed to the Contractor;

- The Contractor involves residents from the nearest villages and complies with the principles of gender balance, does not involve child labour;
- There are not observed and revealed sex discrimination during the payment for labour;
- Residential part construction works are on process at labour camp; site inspection and interview showed, that the contractor is planned to provide conditions for women with regard to sanitary and hygienic requirements based on women needs;
- Regarding providing hot meals, there are some violations: non-compliances of regulations, calories, nutrition balance for workers, whose profession is belonging to the category of heavy physical labour. Here nutrition process is not managed and monitored;
- For workers of asphalt plant, such as operators, repairmen, service personnel and sites, where are negative impacts to workers' health, has not organized the process of giving cultured milk products, because these areas are hazardous for health;
- CSC office is comply with design level and criteria, and observed sanitary and hygienic regulations;

XI. Attachments

Attachment No.1

Report for monitoring of social and living conditions of workers employed by the Contractor Lot 7:

June 6, 2018

Procedure of monitoring:

- Visit and inspection of field camp, the Contractor's and subcontractor's labour camp;
- Photo report of field camp and site;
- Interview with workers and managers on site;
- Project work inspection.

Maintenance monitoring:

The contractor is continuing to arrange residential part of labour camp territory. Containers for accommodation and canteen have been delivered. All life supports will be connected and workers will be moved from village to labour camp until July 15.

All collected information is shown on the table "Organization profile".

Contractor's name	Approach to organization and decent work	Human right	Engagement with local communities
Branch of JSC "Ant Insaat Maden Sanayi A.S."	<p><u>1.Employment:</u> 280 people have been mobilized on site</p> <p><u>2.Engagement between workers and management:</u> No effective, distant. There is no possibility to appeal to management, because it is not allowed. Workers are worried to lose their work, so they prefer not to turn to their managers.</p> <p><u>3. Health and safety on working area:</u> Health and safety engineers have been appointed. Health and safety plan (HSP) has been submitted to CSC for review on April 23, 2018. On May 16, 2018, the Engineer instructed to update HSP. On May 28, 2018 plan has been approved for PMC's approval.</p> <p>There is a medical point equipped with special medicaments. Health and</p>	<p><u>6.Nondiscrimination</u> Did not found out. There was not any appeal from the project workers</p> <p><u>7.Child labour</u> Not used</p>	<p><u>8.Practices:</u> Have not</p> <p><u>9.Employment from local people:</u> There is a practice of employment from local people for positions such as technical personnel for the project infrastructure services, drivers and etc.</p> <p><u>10. Using of local suppliers service:</u> About 45 people are placed on accommodation of local supplier with hot meal provision. This building is temporary, until readiness of living containers.</p>

	<p>Safety, Road Safety specialists carry out health and safety actions according to plan. On the second quarter health studies, information about HIV/AIDS, STI/STD have been conducted during health and safety training for workers and engineering staff.</p> <p>Nutrition on local supplier's canteen needs significant changings regarding regulation compliance, calories and differences. There is not internal monitoring of comply with sanitary and hygienic requirements for food services area. This noncompliance is an important negative impact to the project personnel health.</p> <p><u>4. Payment for labour:</u> There are not any violations. Workers receive their salary on time.</p> <p><u>5. Conflict resolution mechanism:</u> Boxes for complaints and appeals have been installed in village Akimat of Dossor and Makat. And planned for labour camp.</p>		
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Medical point at labour camp



Labour camp