

Social Monitoring Report

Project Number: 48424-002
Semestral Period (July–December 2021)
February 2022

Kazakhstan: CAREC Corridors 1 and 6 Connector Road (Aktobe–Makat) Reconstruction Project

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

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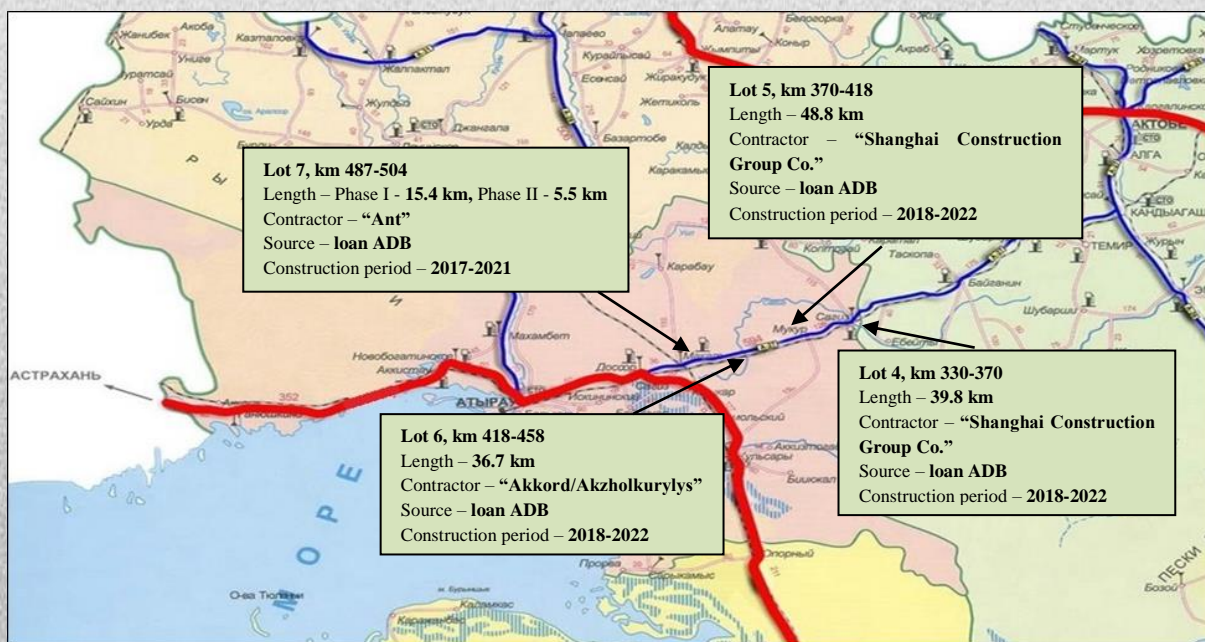
Internal Social Safeguard Monitoring Report

Loan No. 3416-KAZ

Reporting period: July–December 2021

REPUBLIC OF KAZAKHSTAN: CAREC Corridors 1 & 6 Connector Road (Aktobe–Makat) Reconstruction Project (Section km 330-504)

Funded by the Asian Development Bank



Prepared by the Construction Supervision Consultant DONGSUNG ENGINEERING Co., LTD / “ZS ENGINEERING” LLP

Seoul, Korea / Nur-Sultan, Kazakhstan

For the Committee of Roads, Ministry of Industry and Infrastructural Development, Republic of Kazakhstan

Approved by _____ PMC “NC “KazAutoZhol” JSC
(PMC specialist's name) and signature, report submission date

Internal Social Safeguard Monitoring Report CAREC Corridors 1 & 6 Connector Road (Aktobe-Makat) Reconstruction Project (section km 330-504), the 2nd semi-annual 2021

Internal Social Safeguard Monitoring Report

Employer: Committee of Roads, Ministry of Industry and Infrastructural Development, Republic of Kazakhstan

Funded by: Asian Development Bank

Loan No. 3416-KAZ

Supervision Consultant: DONGSUNG ENGINEERING Co., LTD/“ZS ENGINEERING” LLP
Seoul, Korea / Nur-Sultan, Kazakhstan

General Contractor:

Lot 4 and Lot 5: “Shanghai Construction Group Co.”,
Lot 6: JV “Akkord” and “Ak zhol kurylys” LLP
Lot 7: “ANT Insaat Maden Sanayi A.S.” JSC Branch

Prepared by:

Social Safeguard Specialist

Imbarova S.E.

Approved by

Team Leader / Resident Engineer
Lee Kyung Rae

February 2022

Social safeguard specialist confirms that this report has been prepared by using his/her experience, care, diligence and in accordance with the professional standards that can be expected from the consultant, and experience in conducting the 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 also information provided by the third parties, which, I believe, are reliable. The report has been prepared for the Committee of Roads of Ministry of Industry and Infrastructural Development of the Republic of Kazakhstan, “NC “KazAutoZhol” JSC, ADB, PMC.

Report status: the 2nd semi-annual and covers the period from July 1 to December 31, 2021.

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Abbreviations

ACP	Asphalt Concrete Plant
ADB	Asian Development Bank
CAREC	Central Asia Regional Economic Cooperation
COR	Committee of Roads
COVID-19	Coronavirus infection 2019-nCov
CSC	Construction Supervision Consultant
EP	Environmental Protection
GRM	Grievance Redress Mechanism
HIV/AIDS	Human Immunodeficiency Virus / Acquired Immunodeficiency Syndrome
HS	Health and Safety
HSP	Health and Safety Plan
MIID RK	Ministry of Industry and Infrastructural Development of the Republic of Kazakhstan
“NC “KazAutoZhol” JSC Atyrau	Atyrau branch of “National Company “KazAutoZhol” Joint-Stock Company
OJSC	Open Joint-Stock Company
PAP	Project Affected Person
PMC	Project Management Consultant
PP	Project Person
PPE	Personal Protective Equipment
RK	Republic of Kazakhstan
RSE	Republic State Enterprise
SRL	State Reserve Lands
STD/STI	Sexually Transmitted Diseases / Sexually Transmitted Infections
TS	Traffic Safety

GLOSSARY

COVID-19	is an acute respiratory infection disease
COVID-19 pandemic	is the current pandemic of coronavirus infection caused by coronavirus SARS-CoV-2
Displaced Persons	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.
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.
Income Restoration	is the reestablishment of income sources and livelihoods of DPs to their pre-project levels.
Relocation	is the physical shifting of DP from his/her pre-Project place of residence and/or business.
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.
Severely Affected Persons	are persons who will: (i) lose 10% or more of their productive assets, such as agriculture/aquaculture landholding, and/or (ii) physically displaced from housing.
Stakeholders	are interested parties to the project – legal entities and individuals who may affect or be affected by a project progress.
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; large household with 4 or more children below 18 years; household with disabled members; female headed household; or elderly with no family support.

I. Introduction

1. This project follows the existing road Aktobe-Makat, which is a two-lane republican road. There are ADB's environmental and social policy requirements (2009) to be complied with. In all relevant stages of the project implementation, the requirements focus on avoiding the identified social consequences, where possible, or on measures to minimize the consequences or reduce possible consequences to an acceptable level. The designed alignment of section km 330-504 follows the existing road, and any buildings or land plots, including leased land, unauthorized buildings have not been fell under acquisition.
2. The site has a land acquisition from the state land reserve fund for the relocation of power lines for the RMD construction.
3. The purpose of this report is to monitor any emerging issue related to land acquisition and resettlement or complaints from communities during the implementation of construction works on the sites km 330-504.
4. Aktobe-Makat road is a two-lane republican road built in the 1970s -1980s. It has a length of 459 km, mainly Categories III/IV, and passes through the territory of Aktobe and Atyrau regions. Complete reconstruction of the road pavement and strengthening of the entire pavement structure will reduce travel time of vehicles on the road, fuel consumption and vehicle operation costs, and it will contribute to increase in transport connection and economic development in the region. The road will be reconstructed up to Category II as per the national standard of the Republic of Kazakhstan.
5. Since April 11, 2019, COR MIID appointed "NC "KazAutoZhol" JSC, which is the National operator for road management, as an agency executing the Employer's Personnel functions on road projects, replacing RSE "AtyrauZholLaboratory" that performed this function previously.
6. COR MIID made a service contract with "NC "KazAutoZhol" JSC (KAZh) to provide consulting services for project management in accordance with the terms of reference acceptable to the ADB and applicable under the legislation of the Republic of Kazakhstan.
7. KAZh has not been staffed since July 2021 with an Environmental and Social Safeguards Specialist who would conduct audits, site inspections and interact with the Social Safeguards Specialist of the CSC in order to effectively manage the project in terms of implementing environmental protection plans and social aspects of the project.
8. The National Social Safeguards Consultant of the ADB Kazakhstan provides advisory and information support to the CSC to monitor and evaluate the project's social impacts on the stakeholders.

II. Project summary

9. The project includes the reconstruction of km 160 – km 468 of Aktobe-Makat road, including: (i) km 160 – km 330 in Aktobe region; and (ii) km 330 – km 468 in Atyrau region.
10. The entire section of Aktobe-Makat road with the length of 299 km was divided into 7 lots, each of which is a separate contract for construction works. The road section is divided into the following Lots: Lot 1 (km 160 - Km 220), Lot 2 (Km 236 - Km 275), Lot 3 (Km 275 - km 330), Lot 4 (Km 330- Km 370), Lot 5 (Km 370 - Km 418), Lot 6 (Km 418 –Km 458) and Lot 7 (Km 487 – Km 504). This report provides information about Lots 4, 5, 6 and 7.
11. The project in Atyrau region is divided into 4 sections. Lot 4 (Km 330-370) and Lot 5 (Km 370-418) were awarded to the Contractor "Shanghai Construction Group Co.". For Lot 6 (Km 418-458), the Contractor is the Joint Venture "Akkord ICIC" and "Ak Zhol Kurylys" LLP (hereinafter "AZHK"). For Lot 7 (Km 487-504), the Contractor is "ANT Insaat Maden Sanayi A.S" JSC Branch.

Table 1: Project Information Data

As of 31.12.2021

No	Description	Contract			
		Lot 4	Lot 5	Lot 6	Lot 7
1	Contractor	"Shanghai Construction Group Co. Ltd."		JV "Akkord / Akzhol Kurylys"	"Ant Insaat Maden Sanayi A.S." JSC
	Contracts	004-ADB/CW-2018	005-ADB/CW-2018	006-ADB/CW-2018	007-ADB/CW-2017
2	Road Length (km)	39.80	48.20	36.74	Phase I: 15.39 Phase II: 5.52
3	Contract Amount (KZT)	10 303 202 299.99	9 472 329 428.58	9 822 499 957.4	Phase I: 3 177 195 256 Phase II: 2 378 137 587
4	Date of Contract Signing	20.07.2018	20.07.2018	10.07.2018	16.08.2017
5	Commencement Date	08.01.2019	08.01.2019	01.10.2018	20.12.2017 (Phase I) 04.12.2020 (Phase II)
6	Time for Completion (Days)	1326 (790+110+149+277)	1291 (880+110+66+235)	1 366 (790+274+302)	Phase I : 540 Phase II : 346
		Initial	Initial	Initial	Phase I

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		07.03.2021 Extended 25.06.2021 26.08.2021 25.08.2022*	05.06.2021 Extended 23.09.2021 21.07.2022*	29.11.2020 Extended 31.08.2021 28.06.2022**	12.06.2019 Phase II 29.09.2021
7	Defects Liability Period	2 years (730 days)	2 years (730 days)	2 years (730 days)	2 years (730 days)
8	No. and length of bridges	2 nos. 171.45 m	1 no. 48.55 m	1 no. 84.25 m	0
	No. and length of overpass	1 no. 42.2 m	0	0	0
	No. of culverts	20	20	13	Phase I : 14 Phase II : 9
	No. of RMD	1	0	2	0

*- a letter of COR MIID ref. No. 26-26/2457-I dated 27.12.2021 based on the ADB's approval dated 06.12.2021;

** - a letter of ADB dated 10.12.2021

12. **Lot 4:** km 330 – km 370 (Sagiz village): This section includes the reconstruction of the road from Category III up to Category II with a total length of 39.80 km. Other parts of this section, the direction of traffic flow coincide with the existing pavement with partial slopes from the embankment in the area of rectification and curve. The project provides the construction of 2 bridges and 1 overpass on this site. Overpass at km 336+900 has a length of 42.2 meters. The bridge across the river Nogayty at km 338+900 has a length of 66.15 meters. The bridge across the river Sagiz at km 342+300 has a length of 105.3 meters. There are 20 culverts with different diameters, 6 cattle passes, 2 rest areas and 1 RMD on this site.

13. During the reporting period the following work activities have been carried out: Reconstruction of high voltage power line 10 kV at CH 101+36, Reconstruction of high voltage power line 10 kV at CH 94+08, Wearing Course construction CH 00+00 - CH 155+00, CH 200+00 - CH 390+00, CH 0+00 - CH 50+66 of bypass road; Binder Course construction CH 0+00 - CH 163+00, CH 193+00 - CH 398+07, CH 0+00 - CH 50+66 of bypass road; Upper Base Course construction CH 0+00 - CH 163+00, CH 193+00 - CH 398+07, CH 0+00 - CH 50+66 of bypass road; Lower Base Course construction CH 0+00 - CH 163+00, CH 193+00 - CH 398+07; Additional Base Course construction CH 0+00 - CH 163+00, CH 193+00 - CH 398+07, CH 0+00 - CH 50+66 of bypass road; Roadbed construction CH 0+00 - CH 398+00. Roadbed construction CH 0+00 – CH 68+00, CH 70+00 - CH 398+00. Expansion joint works have been completed on Sagiz bridge.

14. Expansion joint works are being executed on Nogaity bridge, asphalt concrete pavement is being constructed on the railway crossing overpass. RMD works have been suspended due to the lack of funding by the Contractor. Materials are not procured.

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15. Structure of personnel mobilized during the reporting period is given in the Table 2 below.

Table 2. Structure of personnel mobilized on Lot 4 site in the second half of 2021

Item	2021					
	VII	VIII	IX	X	XI	XII
Total number of employees	157	184	182	184	164	23
Number of Contractor's employees	106	12	127	127	115	11
Number of men / women	147 / 10	173 / 11	171 / 11	173 / 11	153 / 11	18 / 5
Foreign personnel	21	23	23	23	21	7
Local personnel (from the nearest settlements)	57	52	52	52	37	7
From other regions of RK	79	106	109	109	106	9

16. According to data from the Contractor's reports for the second half of 2021, on Lot 4 an average 7% of the total number of workers mobilized for the project are women. Foreigners are represented by Chinese citizens. In average, 15% of the total personnel mobilized are foreign specialists. All foreign citizens have appropriate work permits in the RK and all are vaccinated. In average, 29% of the total number of workers on the site during the reporting period are workers living in the nearest settlements.

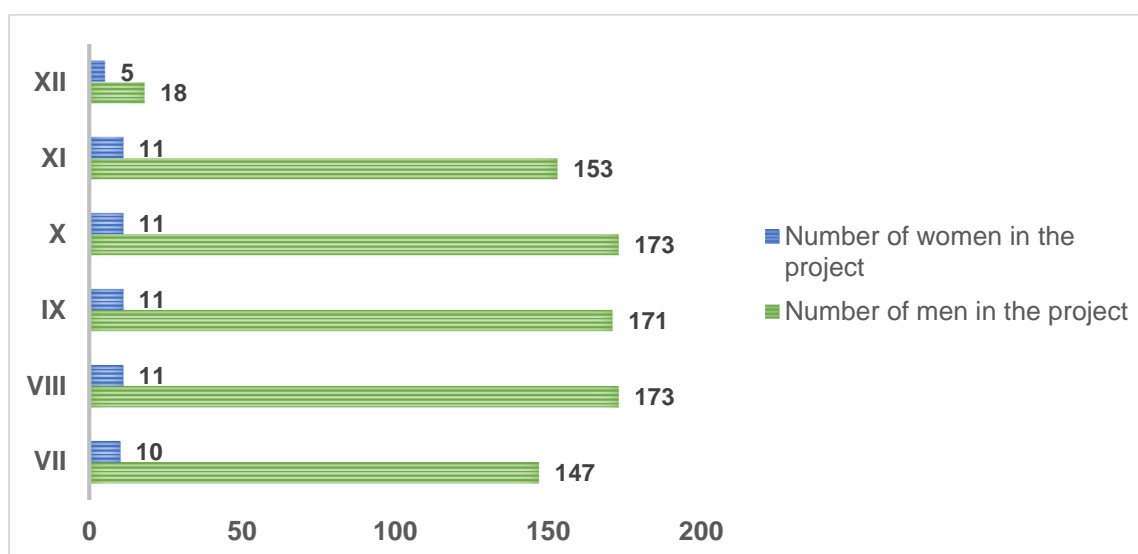


Figure 1. Gender statistics of personnel on Lot 4 site for the second half of year

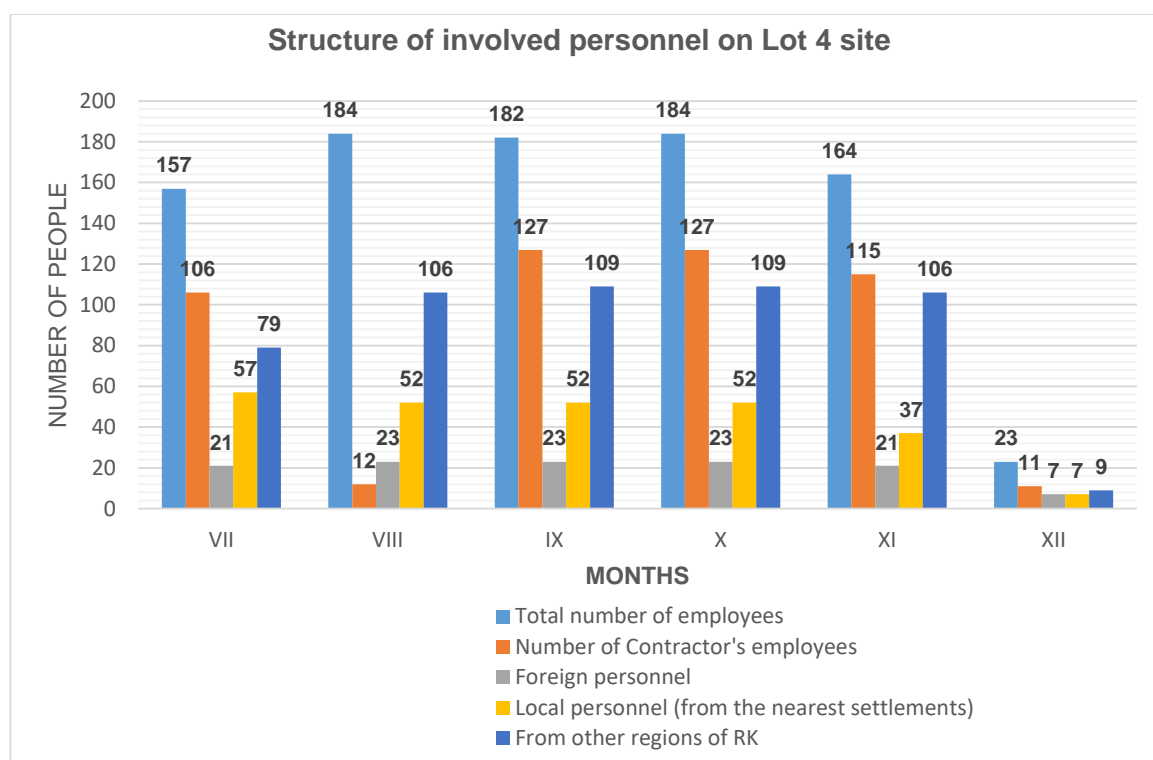


Figure 2. Structure of involved personnel on Lot 4 site in the second half of 2021

17. **Lot 5:** km 370 – km 418 (Mukur village – Zhanterek village): This section includes the reconstruction of the road from Category III up to Category II with a total length of 48.2 km. Other parts of this section, the direction of traffic flow coincide with the existing pavement with partial slopes from the embankment in the area of rectification and curve. During the reporting period, the following work activities have been carried out: earthworks, binder course on the bridge CH 91+23, construction of hot fine-grained asphalt concrete pavement on the bridge CH 91+23, upper base course on the bridge CH 91+23, Mukur bridge, construction of the junction with the embankment, installation of concrete bed for the expansion joint, temporary road marking has been made at own expense on the whole section km 370-41, padding shoulder construction and shoulder strengthening have been completed on the whole section. Guardrails installation works have been completed on Mukur bridge and at locations with high roadbed embankment or edge road delineators. The bypass road removal has been completed in order to bring it to its original condition. All works have been suspended from December 1 to 31 due to low air temperatures.
18. As of December 31, 2021 cumulative progress of works is 72.94% achieved vs 77.0% planned (as per work program). The work was delayed for 235 days. The Contract has been extended until July 21, 2022 due to refusal to issue an extraction license for borrow pit which affected 130 days delay in executing the construction works. Also another reason is quarantine measures

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imposed in Atyrau region due to threat of COVID-19 spread and need for additional days due to change of road structure.

19. Structure of personnel mobilized on Lot 5 site during the reporting period is given in the Table 3 below.

Table 3. Structure of personnel mobilized on Lot 5 site

	2021					
	VII	VIII	IX	X	XI	XII
Total number of employees	114	106	107	118	70	25
Number of Contractor's employees	70	37	49	58	34	19
Number of men / women	108/6	100/6	101/6	107/11	64/6	19/6
Foreign personnel	-	-	-	-	-	-
Local personnel (from project realization area)	-	-	-	-	-	-
From other regions of RK	-	-	-	-	-	-

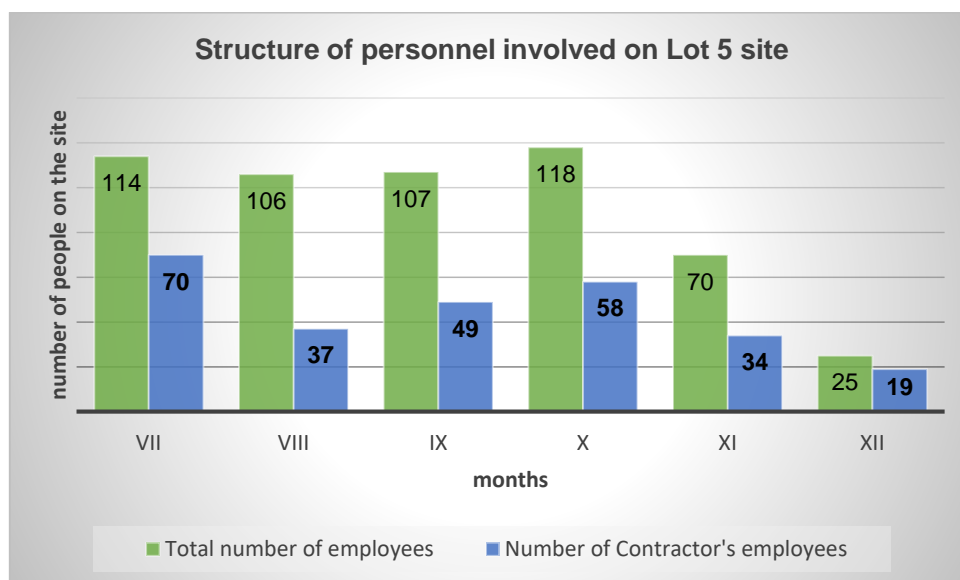


Figure 3. Structure of personnel mobilized on Lot 5 site, the second half of 2021

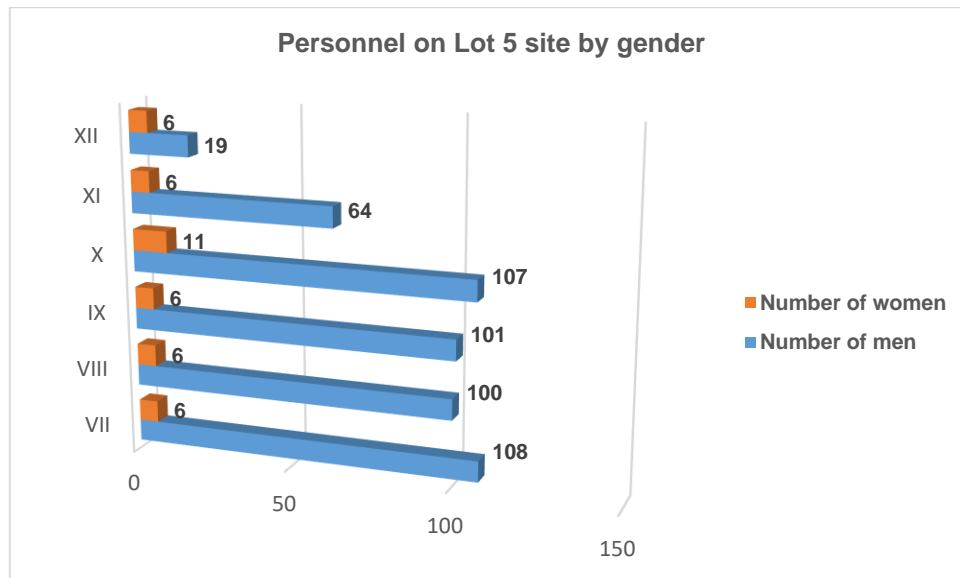


Figure 4. Gender statistics of personnel on Lot 5 site for the second half of year

20. According to the diagrams in Figure 4 above, in average, 8% of the total number of employees on Lot 5 for the reporting period are women. There are no employees involved from the nearest settlements and no foreign specialists.
21. **Lot 6:** km 418 – km 458 (Zhamansor village): This section includes the reconstruction of the road from Category III up to Category II with a total length of 36.73 km. Other parts of this section, the direction of traffic flow coincide with the existing pavement with partial slopes from the embankment in the area of rectification and curve. The Engineer approved the project time extension for this Lot for 302 days: 212 days for additional work quantities for the section with a length 4.8 Km (Km 482.1-Km 487), 23 days for delay in payment of the advance payment for 4.8 Km section and 67 days due to the impact of restrictions because of quarantine due to COVID-19. New completion date of contract is June 28, 2022.
22. During the reporting period, 13 existing culverts have been removed, 11 pipe culverts have been installed, 2 box culverts (including 1 cattle pass) have been installed. The existing beams and pier caps were dismantled on Sagiz bridge at CH 100 + 38.57. The body of intermediate support was increased with in-situ concrete. Precast concrete pier cap blocks were installed and the middle part of pier cap and abutment stone were concreted. Rubber bearings were installed on abutment stones. The assembly of precast concrete middle beams of the superstructure and assembly of backwalls of abutment piers No.1 and No.5 with in-situ concrete were completed. In-situ sections between beams are under preparation. Currently, in-situ sections between beams have been completed, approach slab installation has been started on one side. Installation of metal elements to broaden structure dimensions of carriageway with coating of metal structures by corrosion-

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resistant coating and construction of pavement of carriageway from hydrophobic concrete are in progress. Construction of expansion joints has been completed, the laying of walkway slabs has been started. Since November, the traffic of vehicles is carried out through the binder course and wearing course of the main road with winter maintenance.

23. RMD in Makat village. The working design "Construction of RMD in Makat village at km 477-478" included in the working design "Reconstruction of "Aktobe-Makat" site km 418-468 of republican road A-27 "Aktobe-Atyrau-border of RF (to Astrakhan) site km 418-458" was developed based on the architectural and planning assignment No.122 dated 21.07.2015, issued by the State Enterprise "Department of Construction, Architecture and Urban Planning of Makat District", topographic survey was executed by the Design Company "KustanaiDorProject" LLP in 2015. The functional purpose of RMD is fast and timely maintenance of road at any time of year to ensure accident-free movement of vehicles on the road.
24. The site for RMD was determined according to the Act for permanent land use No.0137941 issued based on the Resolution No.136 of Makat District Akimat dated 15.06.2015 and it is located in Atyrau region, Makat district, at 477-478 km of road "Aktobe-Atyrau". The area of the allocated land plot is 1.5 ha. During monitoring of land management documents it was revealed that the appropriate land acquisition and land management designs have been obtained for the following utilities: power - 5 140 m, fiber-optic communication cable - 5 190 m, water pipeline - 4 180 m and gas pipeline - 3 119 m.
25. During the reporting period, the blockwork of boiler house has been completed in RMD Makat. The blockwork of checkpoint, installation of blocks of sand depot walls, interior blockwork of administrative building, development of trench for communication cable are being carried out. Floor slabs installation is started at Materials and Equipment Depot. The work is being proceeded very slowly.
26. RMD Atyrau. Monitoring of documents showed that all land allocation documents for the site meet the requirements and regulations. During the reporting period, all works on the boiler house and septic tank have been completed. Roofing and installation of heating units of the heated parking have been completed. Outer facing of facade of administrative building has been completed, fire escape stairs and doors have been installed. Checkpoint roofing is completed.
27. During the previous reporting period, the Engineer reviewed the Contractor's Proposal for the Package "Reconstruction of Kandagash-Makat Road 19km" that to be processed under the procedure of Sub-clause 13.3 [Variation Procedure] of GCC. During the reporting period, an Amicable Agreement was signed between COR MIID RK and Lot 6 Contractor JV "AKKORD Industry Construction Investment Corporation" OJSC and "Akzhol Kurylys" LLP for this facility in May 2021, under whould the Contractor will perform additional work quantities on the section Km 468-Km 487.

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28. In July 2021, the Social Safeguards Specialist of CSC carried out works to prepare a due diligence report for the PMC and COR MIID, which was approved by the PMC and ADB. Figures 5 and 6 below show the location of the site included in Lot 6 as additional work quantities.

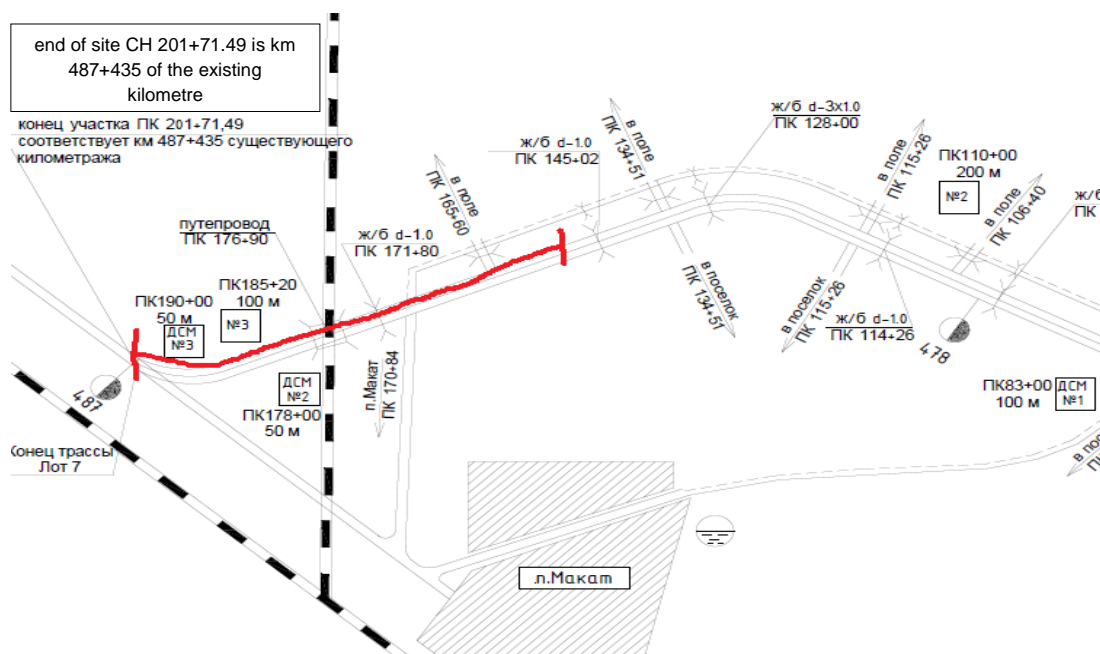


Figure 5. Survey site layout scheme km 482.1 – km 487



Figure 6: Layout scheme of incomplete site km 482.1 – km 487

29. The Due Diligence Report reviews the incomplete section with a length 4.8 (from km 482.1 to km

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487) of road “Aktobe - Atyrau - border of the RF (to Astrakhan) site km 468-487”. Territorially this site belongs to Makat district of Atyrau region of the Republic of Kazakhstan. This project is part of the national road network. The road is important in ensuring transport links between western and northern regions of the Republic of Kazakhstan with access to the Russian Federation, as well as for transportation of regional and local cargo and passenger traffic.



30. Detailed information on this section is provided in the due diligence report (July 2021). At the preparation time of due diligence report, the section with a length 4.8 (from km 482.1 to km 487) was abandoned by the previous contractor due to a lengthy dispute between the Employer and the Contractor. This section is very important as it links the road section from Kandyagash-Makat and Makat-Dossor through Atyrau to the Russian Federation border (to Astrakhan).
31. This section will connect two road sections: from Kandyagash to Makat (its planned completion date and operation is mid 2022) and Makat-Dossor through Atyrau then through the Russian Federation border to Astrakhan.
32. The project will improve the road and transport infrastructure of Atyrau region and the western part of the Republic of Kazakhstan as a whole. For local community, first, this road will ensure the safety of internal village road as it will significantly reduce the traffic on it, reduce emissions into air, and reduce the impact on human health.
33. Pursuant to SPS ADB (2009), affected people should be consulted. The Constitution of the Republic of Kazakhstan guarantees the right of people to access information about the activities of state and local bodies in the manner prescribed by the Constitution of the Republic of Kazakhstan.
34. In accordance with the above requirements of the funding agency policy, the disclosure activities were carried out. The CSC conducted public consultations with the local executive authorities of Makat village and Makat district of Atyrau region. Table 4 below provides details on the consultations provided.

Public consultations details


Table 4

Date and venue	Participants	Summary	Comments
9.07.2021 Time: 15.00 -15.30 Makat village Akimat	CSC Dongsung Engineering / ZS Engineering: Tazabekov Serik - DRE, Imbarova Sara -	About safeguards policy for the implementation of road construction projects, Grievance redress mechanisms,	Participant's feedback: do not use drinking water for construction needs, do not use internal village road for the contractor's equipment.

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	safeguards specialist, Yermagambetov Yerbol - Makat village Akim	Environmental protection plans including mitigation measures against negative impact on the environment	 <p>Photo 1. During the consultation, Makat village Akim and DRE</p>
9.07.2021 Time: 15.45 - 16.25 Akimat of Makat district of Atyrau region	<p>CSC Dongsung Engineering / ZS Engineering: Tazabekov Serik - DRE, Imbarova Sara - safeguards specialist</p> <p>Kekin Shakir - Akim of Makat district of Atyrau region, Bolatbek Sarsen - Deputy Akim of Makat district of Atyrau region</p>		<p>Makat district Akim: During the construction activities, do not stop the work of company "NIET LTD" LLP building a fuel station at the junction to A27 road. This developer obtained the land plot on the basis of an auction made by the district Akimat on 13.04.2021. It is supposed that the construction works will have a temporary and minor impact on this facility by dusting during soil filling. Mitigation measures are included in the Environmental Management Plan. Safety measures are included in the Traffic Management Plan for this site.</p>  <p>Photo 2. Fuel station facility at the beginning stage of construction at km 487</p>




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			 <p>9 июля 2021 г. 14:11:14</p>
	Photo 3. Fuel station construction at km 487		
14.07.2021 consultation by phone	CSC: Imbarova Sara - safeguards specialist, Bozdanov Daul – representative of “NIET LTD” LLP in Kulsary, phone no. +7 701 733 84 23	Information about forthcoming works on this site, EMP mitigation measures, GRM contacts for appeal, process and procedures for complaints and appeals. Information on the Traffic Safety Plans for this site was provided. Consultation on the procedure for submitting documents to obtain the technical conditions for the fuel station construction was provided.	
12.08.2021	ZS Engineering: Tazabekov Serik - DRE	to consult in detail the owner of new fuel station under construction in applying to “KazAutoZhol” JSC for technical conditions for the construction of fuel station along the road under construction if this developer is interested in constructing junction to our road	


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<p>13.10.2021 Visit to "NC "KazAutoZhol" JSC Atyrau</p>	<p>ADB National Consultant Serdaliyev Kanat</p> <p>CSC Imbarova Sara</p>	<p>Crossing the right-of-way by the public on Lot 4, gas station construction on Lot 6 due to owner's application for technical conditions</p>	 <p>13 окт. 2021 г., 11:54:22</p> <p>Photo 4. Work meeting in "NC "KazAutoZhol" JSC Atyrau</p>
<p>14.10.2021 Engineer's office on Lot 6 site</p>	<p>ADB National Consultant Serdaliyev Kanat</p> <p>CSC Dongsung Engineering Lee Kyung Rae - Supervision Consultant Team Leader</p> <p>CSC ZS Engineering: Tazabekov Serik - DRE</p> <p>Imbarova Sara – Safeguards specialist</p>	<p>Discussion about GRM, situation at CH 103+50 gas station access does not comply with road category, at CH 129+30 cafe was built with violation by crossing the right-of-way for 20 cm</p>	 <p>14 окт. 2021 г., 09:30:49</p> <p>Photo 5. Consultations for the CSC's Team Leader and DRE, 14.10.2021</p>  <p>15 окт. 2021 г., 11:05:19</p> <p>Photo 6. CH129+30. Cafe construction. 15.10.2021</p>

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			 <p>15 окт. 2021 г., 11:03:41</p> <p>Photo 7. CH129+30. Cafe construction. Its general view. 15.10.2021</p>
18.10.2021 Visit to Makat district Akimat	<p>CSC Dongsung Engineering / ZS Engineering: Tazabekov Serik - DRE, Imbarova Sara - safeguards specialist</p> <p>Shangalayev A. – District Deputy Akim</p>	<p>Consultation to the public on roadside services. Sending a letter from Akimat to the management of “Niet LTD” LLP that builds a fuel station at the junction to the A27 road about necessity to obtain technical conditions</p>	 <p>18 окт. 2021 г., 11:29:46</p> <p>Photo 8. During a meeting in Makat District Akimat with the District Deputy Akim and specialists from the Entrepreneur Relations Department.</p>
29.12.2021	<p>CSC ZS Engineering: Imbarova Sara – social safeguards specialist</p>	<p>Monitoring the construction of gas station at CH 103+30 and roadside cafe at CH 129+30.</p> <p>A letter from “NC “KazAutoZhol” JSC Atyrau was sent to the owner of the cafe at CH 129+30 about the necessity to remove the construction, as it was built within the right-of-way by violating the land acquisition</p>	 <p>29 дек. 2021 г. 15:19:33 А-27 Актобе-Макат 4-лот 330-370км</p> <p>Photo 9. At CH 103+50 gas station access does not comply with road category.</p> <p>Appendix 3 to this report shows the layout where the access to the gas station is indicated with blue.</p>

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		boundaries	 <p>29 дек. 2021 г. 15:29:12 A-27 Актобе-Макат 4-лот 330-370км</p> <p>Roadside cafe construction within the right-of-way at CH 129+30.</p> <p>Appendix 4 to this report shows the facility layout.</p>
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35. Structure of personnel mobilized on Lot 6 site is given in the Table 5 below. According to the Contractor's reports, in average, 7% of the total number of employees on Lot 6 for the reporting period are women. There are no employees involved from the nearest settlements and no foreign specialists.

Table 5. Status of personnel involved on Lot 6 site, the second half of 2021

	2021					
	VII	VIII	IX	X	XI	XII
Total number of employees	114	106	107	118	70	25
Number of Contractor's employees	70	37	49	58	34	19
Number of men / women	108/6	100/6	101/6	107/11	64/6	19/6
Foreign personnel	-	-	-	-	-	-
Local personnel (from project realization area)	-	-	-	-	-	-

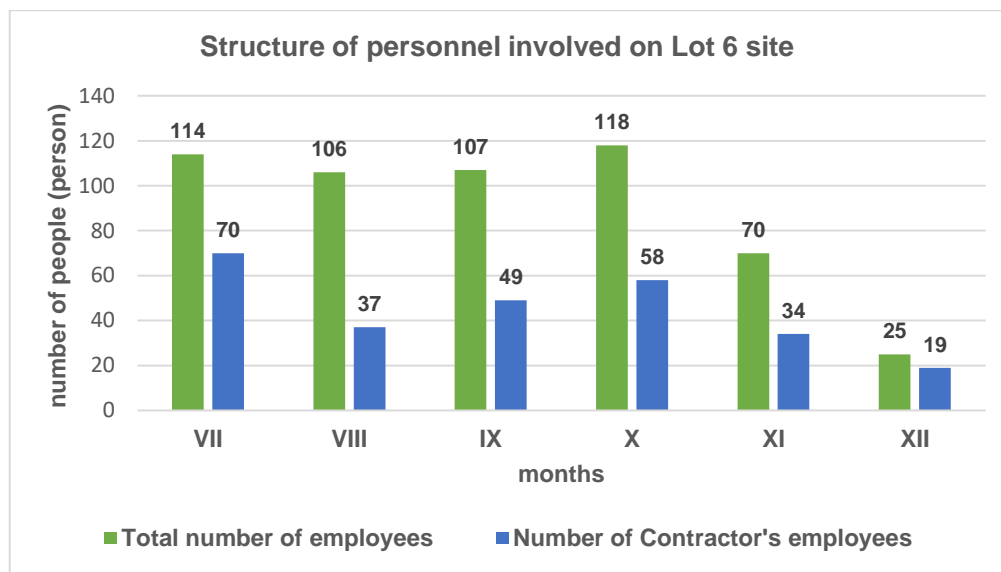


Figure 7. Structure of personnel mobilized on Lot 6 site, the second half of 2021

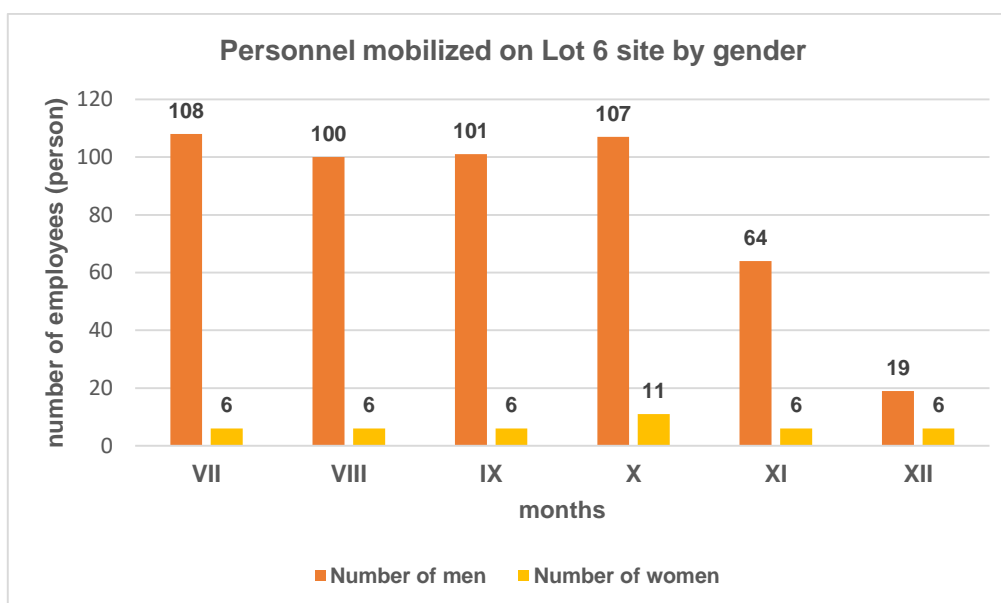


Figure 8. Gender statistics of personnel on Lot 6 site for the second half of year

36. **Lot 7:** km 487 – km 504 (Dossor village): This report reflects the information about the second phase of construction, which includes the construction of Dossor Bypass. This Bypass site is included in Lot 7 Contract as the Phase II. Its total length is 5.52 km. The Contractor has received an official access to the site on 01.12.2020. The Bypass connects the republican roads A27 “Aktobe-Atyrau-border of the Russian Federation (Astrakhan)” and A33 “Dossor-Kulsary -Beineu-Sai-Utes-Shetpe-Zhetybay-Aktau”; it passes through the open area, through the territory of Makat

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district of Atyrau region. The road “Dossor Bypass” passes through the open area and crosses salt-affected sections from CH18+60 to CH21+70, from CH36+76 to CH38+97 and from CH47+30 to CH48+10.00, connects republican roads and has parameters of technical category II.

37. There are two junctions in the design, at the beginning and at the end of the road. Road pavement within the curves, acceleration and deceleration lanes on the existing road is the same as for the main designed road. At the connection of edges of the main and secondary roads the method of ranging of a curvature in the form of a circular curve with symmetric curves – clothoids, its main purpose is prevention of instant occurrence of the centrifugal force causing skidding of the car having unsafe impact on drivers and passengers. The connection of edges and carriageway of the main and secondary roads is made by the circular curve $R=25$ m. To provide deceleration and acceleration of cars leaving the general traffic flow and entering it, there will be speed change lanes and horizontal direction markings. All designed junctions have been approved by the Traffic Police Department of the Ministry of Internal Affairs of the Republic of Kazakhstan.
38. The road axis has 4 turn angles. There will be a cattle pass at CH 09+00.00 made of precast concrete box culvert 4.0 m x 2.5 m to pass animals and small-sized equipment. There will be devices for underground crossing of communication lines at CH 0+55.60 and CH 1+27.00 according to technical specifications of the operating organizations of these communication lines. Mesh fences will be installed along the road at a distance of 15 m from the carriageway edge in order to ensure traffic safety and not to allow animals on the road.
39. The Figure 9 below provides the site layout.



Figure 9. Dossor Bypass layout, Phase II Lot 7

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40. During the reporting period, the Contract Works are completed as of November 18, 2021. The road has been constructed in accordance with requirements of Technical Specification and it is in good condition for safe operation. The Contractor by the letter No. ANT-CS-170-2021 dated November 3, 2021 applied for a Taking-Over Certificate according to sub-clause 10.1 of the General Conditions of Contract. The Defects Notification Period of the Contract is 730 days, which should be applicable and counted with effect from November 18, 2021 inclusively and the expiry date is November 17, 2023. The road of this site was officially opened on 03.12.2021.
41. Structure of personnel mobilized on Lot 7 site during the reporting period is given in the Table 6 below. According to this table, no foreign personnel was involved during the reporting period. 21% of the total number of employees are local people from Dossor village. In average, the share of women on the project is 9%.

Table 6. Structure of personnel involved on Lot 7 site, the second half of 2021

	2021					
	VII	VIII	IX	X	XI	XII
Total number of employees	90	98	97	98	32	15
Number of Contractor's employees	15	19	19	19	6	-
Number of men / women	84/6	92/6	91/6	92/6	26/6	12/3
Foreign personnel	-	-	-	-	-	-
Local personnel (from project realization area)	18	18	18	-	-	6
From other regions of RK	30	39	39	-	-	9

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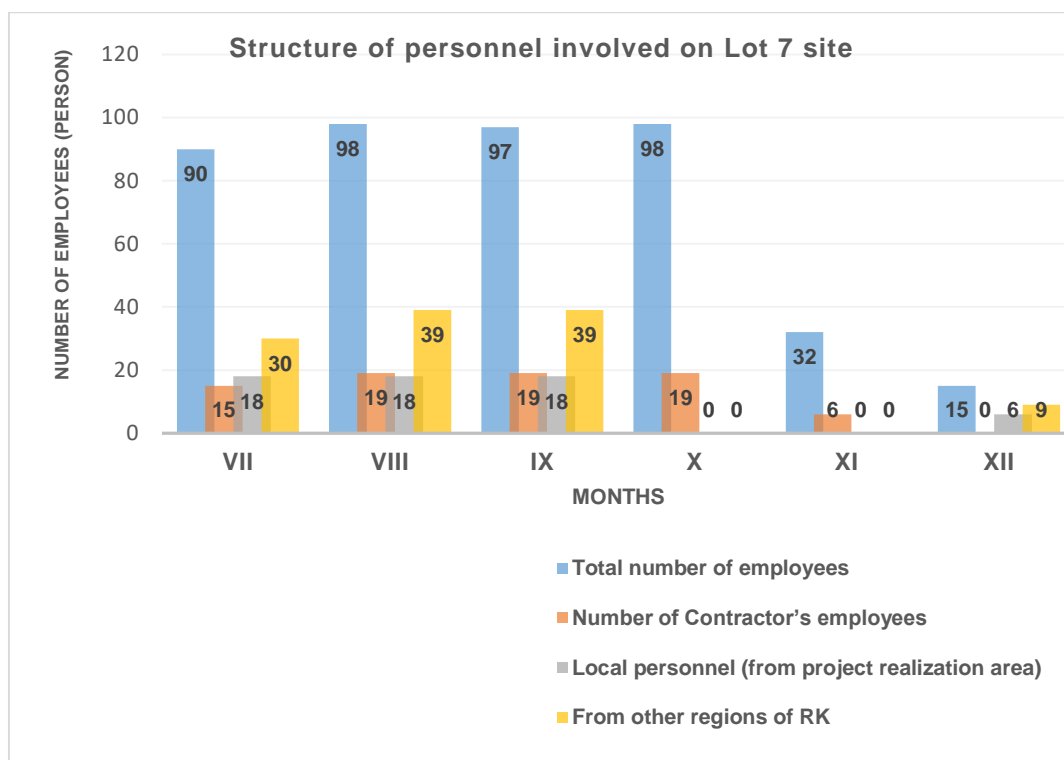


Figure 10. Structure of personnel mobilized on Lot 7 site, the second half of 2021

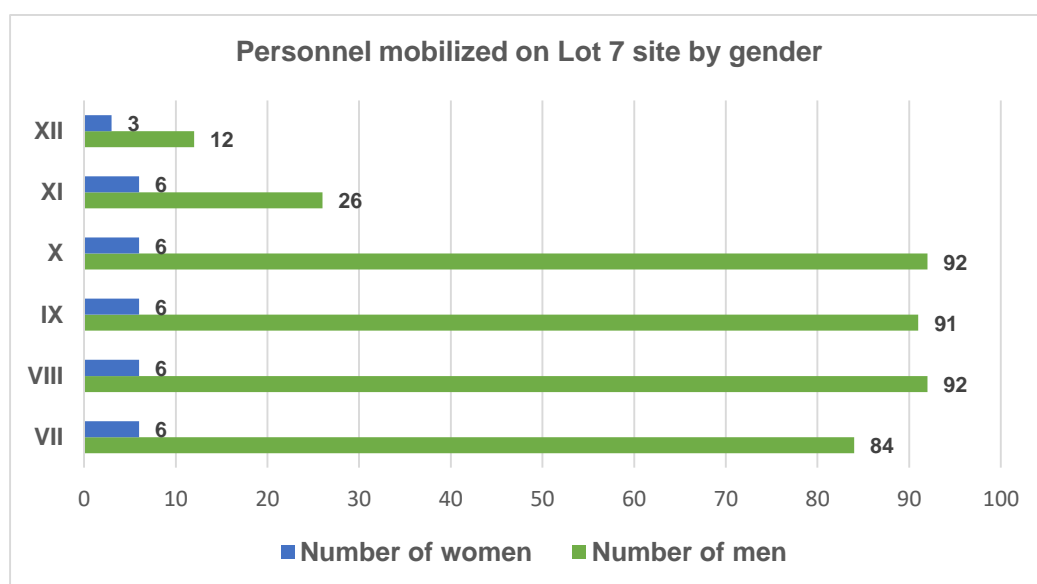


Figure 11. Gender statistics of personnel on Lot 7 site for the second half of year

III. Methodology and Approaches used to prepare the report

42. During the reporting period, the following Decrees were introduced, which introduce and enforce restrictive measures related to COVID-19 pandemic:
- a. Decree No.19 dated August 11, 2021 On strengthening quarantine measures to prevent coronavirus infection among the population;
 - b. Decree of the Chief State Sanitary Doctor of the Republic of Kazakhstan No.38 dated September 2, 2021 "On further strengthening of measures to prevent coronavirus infection among the population of the Republic of Kazakhstan"; and
 - c. Decree No.23 dated September 29, 2021 On restrictive quarantine measures to restrict permission to full-time job of employees who have not been vaccinated against COVID-19 (except for those who have permanent medical contraindications and have had COVID-19 within the last 3 months) in order to prevent the spread of coronavirus infection COVID-19 among the population of Atyrau region;
43. The methodology, tools and approaches with the participation of stakeholders have been used to prepare this report. The participatory approach implies the work of a social safeguards specialist of the CSC, involving project stakeholders and project-affected people.
44. During the reporting period, the social safeguards specialist visited the sites in July, October and December 2021. For the preparation of this semi-annual report, data were used from monthly reports of the Engineer and reports of safeguards specialists of the Contractors Lot 4, Lot 5, Lot 6 and Lot 7.
45. The functions of grievance coordinator on Lot 4 are assigned to a safety specialist who mobilized on the site permanently. On Lot 5, Lot 6 and Lot 7 the functions of grievance coordinator are assigned to a social safeguards specialist of "Akzholkurylys" LLP, who has intermittent work schedule.

IV. LARP Implementation Monitoring and Due Diligence Report

4.1. Land Acquisition and Resettlement Plan and Land-Related Impacts during Construction Works

46. Land Acquisition and Resettlement Plan (LARP) was prepared under the Project Preparation Technical Assistance (PPTA) for the CAREC Corridors 1 and 6 Connector Road Improvement Project (Aktobe-Makat) in 2012 and updated in 2016 in order to review the inclusion of a new section of Mukur-Kulsary in the Atyrau region, but later this section was excluded from the Project. A follow-up audit report was prepared in August 2017 in accordance with ADB Safeguard

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Policy Statements (SPS) 2009 and published on the ADB website. In total, the project will affect 17 state-owned land plots. 11 out of 17 plots were leased to 11 legal entities, including 10 peasant farms and 1 limited liability partnership, while the remaining six plots are used by state organizations.

47. There was also a variation in the project in 2020, namely the construction of the Bypass of Dossor village. The Bypass section is included in the Contract Lot 7 as Phase II. Phase II works include total length of 5.52 km. Due Diligence Report was prepared in June 2020, endorsed and disclosed on the ADB website in July 2020. In the previous reporting period, the Engineer considered the Contractor's proposal for the section "Reconstruction of Kandyagash-Makat Road 19 km» between Lots 6 and 7, which will be worked out in accordance with the procedure stated in Sub-Clause 13.3 [Variation Procedure] of the GCC. In July 2021, Due Diligence Report was also prepared for this part, which was endorsed and disclosed on the ADB website in August 2021.
48. Since the beginning of design preparation, there has not been acquisition of any leased or private land within this road section km 330-504. Land acquisition is approved by all stakeholders in accordance with the established procedure of the Land Code of the RK. The lands used for road are poorly productive pasture. New variations were not identified in the reporting period.
49. The internal monitoring of documents on Lot 4, Lot 5 and Lot 7 sites showed that there are new circumstances on the sites that have the status requiring constant monitoring and control by the CSC and Contractors. Thus, there are 3 facts on Lot 4:
 - There is a gas station at CH103+50. Its access does not comply with the category of the project road and it bears the risks associated with the lack of safety within this area. Appendix 3 shows the location of gas station related to the project road;
 - A local resident has built a cafe building at CH 129+30, violating the boundaries of the project road. This owner was consulted to resolve and eliminate the violation in July and October 2021. Subsequent monitoring of the site made in October and December showed that the owner ignored the information about his violation and the need to rectify it. The photo with the date shows that in December the owner had already completed 80% of the construction works. The owner also ignores the written requirements of "NC "KazAutoZhol" JSC Atyrau to bring the area of the project road into a proper condition by removing the cafe building. In October 2021, Atyrau Branch of NC KazAutoZhol JSC referred this matter to the district Akimat in order to eliminate violations, and then the Akimat sent relevant instructions to other state bodies. A decision on this issue is planned for 2022. There is the layout of the cafe under construction in Appendix 4;

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- The Engineer informed the Employer in writing on October 15, 2021 about the situation on the RMD Sagiz construction site. It was revealed that Akimat installed four precast concrete posts within the RMD territory and the water pipeline was installed 44.5 m deep into the RMD territory. This issue has been closed, the RMD territory has the initial the right-of-way, Akimat relocated all communication lines that were within the RMD territory;
50. One new circumstance has been recorded on Lot 5: the owner of cafe "Bereke". The results of review of this circumstance are given below and in Appendix 2.
51. Regarding the RMD construction on Lot 6, work on land acquisition from the state reserve land fund for utilities has been completed. The documents were received in September 2021. Utility works were completed during the reporting period. All RMD works are being carried out within the RoW where the RMD administrative offices are built.
52. During the reporting period, no complaints and appeals were registered by the Contractors through the GRM. Boxes are installed in base camps and in Akimats of settlements. Box content is extracted every month by a commission. During the reporting period, the Engineer received four complaints: one complaint on Lot 4, 2 complaints on Lot 5. One of complaints was sent for review within the legal environment, as this dispute was related to the rent of subcontractor's machinery and equipment. This complaint is not included in the register. One complaint was related to Lot 7. Appendix 5 contains the register of complaints and appeals of the project.
53. **Lot 4:** In June 2021, a complaint from Individual Entrepreneur "Zhenisbek" was written to "NC "KazAutoZhol" JSC Atyrau concerning the compensation for losses incurred to his business due to 2 years of downtime since 2019. Increased height of roadbed will cause accidents during adverse weather conditions when vehicles will crash to building of his cafe "Alikhan". He also claims that the Contractor had crossed his land boundaries. The Engineer and Contractor reviewed the appeal and provided a written response rejecting all his claims in June. His business was not idle, he was provided with an access, violation of his boundaries was not confirmed by measurements and the embankment height was designed to prevent cattle from entering the carriageway. The roadbed is provided with guardrails for safety. The Engineer notified the parties on August 19, 2021 that to ensure safe access for vehicles, the design access at CH 86+30.6 should be moved to CH 85+69.6. Letter about Lot 4 access is in Appendix 6.
54. **Lot 5:** the owner of cafe "Bereke" wrote to the Engineer regarding the unauthorised excavation within his area by the Contractor's vehicle and the levelling of the cafe area as potholes and pits were remained after the Contractor's vehicle. The Contractor met with the cafe owner. The Contractor's vehicle do not visit the cafe and could not have made the excavation and use the car park. However, the Contractor will help the owner to remove the inconveniences. The Contractor made levelling of the area and the pothole backfilling with soil on 9.10.2021. Appendix 2 to this

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report encloses the owner's acknowledgement of no claims against the Contractor. The Engineer conducted a telephone interview regarding the appeal and level of satisfaction.

55. **Lot 7:** In July, a group of local people held a rally at the water supply network preventing the Contractor's vehicle from taking construction water. To resolve the situation, the Contractor held a meeting jointly with Akimat and explained to local people that the low water pressure was a short-term problem and there was no other alternative water source available for the Contractor. The Contractor has all permits for this source.

V. Internal monitoring indicators

56. ADB's social safeguards are set out in the ADB Social Safeguard Policy Statement (2009), which aims to analyse the main threats to the preservation and, if possible, improvement of the level and quality of life of project-affected people.

57. The safeguard policy requires that:

- impacts are identified and assessed early in the project cycle;
- plans to avoid, minimize, mitigate, or compensate for the potential adverse impacts are developed and implemented;
- affected people are informed and consulted during project preparation and implementation.

58. During the construction works, all requirements of ADB policy listed above have been met, the GRM is operational. There is no open complaint and appeal. All four complaints have been closed during the reporting period. In order to get a clear picture of the social impact, a number of indicators/parameters that characterize the project progress were taken into account during the social audit and subsequent requests made remotely. The audit data is presented in the Table 7.

Table 7. Progress status of mitigation measures

Type of impact	Measures for mitigation / elimination of negative impact	Monitoring indicators	Measures progress status
Construction camps			
Temporary land acquisition	Legalization and legal registration of temporary land acquisition	- agreement for temporary land acquisition; - payment for rent in case of rent from land user	Land for construction camps, production bases of Lot 4, 5, 6 and 7 are allocated from the state land reserve fund. There is no payment. Lot 7 base camp has been reclaimed and it was returned to the

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			state land reserve fund.
Impact on society			
Land and buildings for commercial purposes	Construction work monitoring	reports of Contractor's specialists responsible for social aspect	<p>There is a disregard of the owners of roadside cafe and gas station to the norms and legal requirements on Lot 4.</p> <p>Roadside service points have not been built yet.</p> <p>Complaints were made by local businesses on Lot 4 and Lot 5 sites about loss of business benefits. But the informations have not been confirmed.</p> <p>The condition of bypass roads is being monitored.</p>
Temporary or permanent loss of employment due to the loss of a building or business	Monitoring of site and roadside service point condition		
impact as loss of business and loss of business benefits	Construction work monitoring		

59. Monitoring of the impact on society is included in the work plans of the CSC's social safeguards specialist. The Table 8 below shows information on all sites of the Project for the reporting period.

Table 8. Indicators progress monitoring

Indicators / parameters	Collected information
information disclosure, information campaign and consultations with the PP and other stakeholders;	There are boxes for appeals on Lot 4, Lot 5, Lot 6 and Lot 7. The GRM information in Russian and Kazakh languages is posted in base camp in places convenient for review.
compensation payments for land and affected buildings	During the reporting period, no new PAP were recorded
relocation status of alienated buildings and other property of the PP	none
payment of lost income to small businesses whose interests are affected	No claim was made by PAP, no such cases were identified
renting of alternative land plots	none

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re-registration of land plots;	Land acquisition procedures related to the utilities of RMD Makat of Lot 6 have been completed. Documents were obtained and approved by the relevant authorities in September.
restoring of living standard.	none

VI. Results of field studies, consultations with local community

60. In the reporting period, the CSC's Safeguards Specialist carried out monitoring in July, October and December of this year. During the site visits, it was noted that everyone has access to GRM and boxes were placed in accessible locations. Additionally there is a phone number of "NC "KazAutoZhol" JSC hot line.
61. On Lot 4, during the reporting period, Safety and Safeguards department staff was kept as before. The site provides reporting in a special format that the CSC introduced since September 2019.
62. The GRM is operational on Lot 5. A social safeguard specialist has been mobilized on the site, who covers Lot 6 and Lot 7. This specialist is the most experienced. During the reporting period, the specialist ensured the GRM operation and submitted monthly social safeguard reports on time. Unprecedented measures to prevent infectious diseases, provide conditions for vaccination, monitoring of plans and schedules of facility treatment with disinfectants were introduced on the site.
63. The GRM on Lot 6 is operational all the time, and internal monitoring of compliance with the safeguard standards is being carried out, Health and Safety Plan is being updated weekly and interaction with Occupational and Road Safety staff is maintained. Similar to Lot 5, the Contractor's social safeguards specialist has arranged and ensured monitoring and evaluation of the implementation of social safeguards of the Contractor's personnel.
64. On Lot 7, the position of social safeguard specialist covered by the same specialist for Lot 6 and Lot 5.
65. Public consultations upon completion of construction and start of defects notification period for the construction works have not been carried out as the region is in red zone. The Project Manager of Lot 7 visits periodically Dossor Village Akimat and submits necessary information to Akim and stakeholders about construction works. Visits are taken at least 2 times a month. In addition, GRM is operational: box for complaints and proposals is installed in Akimat. The hotline of NC KazAutoZhol JSC (1403) is functioning.

VII. Public consultations and Grievance Redress Mechanism

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66. Project-related grievance redress procedures aim to provide an effective and systematic mechanism for the Project to respond to questions, feedbacks and complaints from affected persons, other stakeholders and public.
67. Guideline on grievance redress mechanism on environment and social safeguards for road sector projects was prepared and approved by the COR in August 2014. Grievance redress mechanism aims to:
- ✓ reduce conflicts, risk of unnecessary delays and complications in project implementation;
 - ✓ improve the quality of project activities and results;
 - ✓ ensure that the rights of people affected by the project are respected;
 - ✓ identify and respond to unforeseen impacts of project on individuals;
 - ✓ maximize the participation, support and benefits for local communities.
68. The GRM provides two levels of grievance redress for the road sector projects implemented under the management of COR: Grievance Redress Committee (GRC) at regional (oblast) and central (Nur-Sultan) levels in accordance with the Guideline on GRM. GRCs are usually composed of members nominated from COR, Akimats, "NC "KazAutoZhol" JSC, PMC, CSC and Contractors. 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 GRC at regional/central levels.
69. Project-Affected People and other stakeholders can visit, call or send a letter or fax to the GRC at regional level in Atyrau region. Detailed information on the GRC members is presented in the Table 9.
70. 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 its use as much as possible. Overall responsibility for timely implementation of GRM lies on the COR and "NC" KazAutoZhol" Atyrau branch 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 oblast, region and village Akimats, who are mandated by law to perform grievance redress related tasks, and mediators/non-governmental organizations, who are involved in facilitating amicable resolution of grievances shall be also included in GRM.
71. There are boxes for complaints and proposals at all construction sites (base camps), which are checked every month. During the reporting period, there was no change among the GRC members.

Table 9. GRC Contact details in Atyrau region (regional level)

Internal Social Safeguard Monitoring Report CAREC Corridors 1 & 6 Connector Road (Aktobe-Makat) Reconstruction Project (section km 330-504), the 2nd semi-annual 2021

Representative / Organization name	Address	Contacts
Izbassov K. “NC “KazAutoZhol” JSC Atyrau regional branch	Atyrau, Isatai Taimanov avenue 5	Phone +7 7122 29 01 49 e-mail: atyrau.info@kazautozhol.kz
Urazgaliyev Aset Director of Atyrau regional passenger transport and road Department Zhumagaliyev Parasat Road Department Manager	Atyrau, Abay street, building 10a	Phone +7 (7122) 32-55-02
Krykbayev Nurzhan PMC, Team Leader	Nur-Sultan, Kunayev street, 10 BC “Emerald Tower”	Mobile phone: + 7 700 333 16 59
Imbarova Sara Social safeguard specialist, CSC	CSC, Atyrau region, Zhamansor village, Lot 6 base camp	Mobile phone + 7 771 754 13 55, + 7 701 362 36 12 e-mail: imbarovas@mail.ru
Atyrau regional Akimat, State Entity “Atyrau regional Akim's office”	Atyrau, Aiteke bi street, 77	Phone + 7 (7122) 354-092 e-mail: obl.akimat@atyrau.gov.kz
Bazhenov Arman Kyzylkoga district, Akimat of Miyali community	Kyzylkoga district, Miyali community, A.Kunanbayev street, building 4	Phone + 7/71238/ 2 13 45

GRC Contact details (central level):

Address: 32/1 Kabanbay Batyr avenue, Nur-Sultan, 010000, Kazakhstan

Committee of Roads,

Ministry of Investments and Infrastructure Development of the Republic of Kazakhstan

Khassenov N.

Tel: +7 702 795 65 26

7.1. Status of complaints and appeals

72. During the reporting period, 4 complaints were received by the Engineer: 1 complaint on Lot 4, 2 complaints on Lot 5 (one of which is not included in the register), 1 complaint on Lot 7. Appendix 5 contains a register of complaints and appeals of the project. During the reporting period, all complaints were closed and the complainants were informed about the outcome.

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73. The contents from boxes for complaints are extracted every month by a commission with the issue of Extraction Act for box content. During the reporting period, there were no complaints and appeals in the Contractor's boxes.

7.2. Social audits and missions

74. During the reporting period, the CSC's social safeguard specialist visited the sites three times: in July during preparation of Due Diligence Report for Lot 6, in October and in December 2021. Information on social audits and observations are shown in the Table 4 above.

VIII. Conclusions and recommendations

<p>Lot 4</p>	<p>Conclusions:</p> <ul style="list-style-type: none"> i. During the reporting period, there was written notice to the Employer, PMC and Engineer about conflicts with the external environment. By the support of parties, the situation was resolved legally by law enforcement authorities; ii. The GRM is operational. Box content extraction act is documented; iii. Social safeguard reporting meets the appropriate level both in terms of awareness and documentation of work; iv. Medical staff jointly with Occupational and Road Safety specialists arranges lectures and educational services about infectious diseases and vaccinations; v. Activities to provide with preventive agents and personal protective equipment are being carried out fully. There is the unlimited supply of resources for the prevention of COVID 19 spread. Staff have been vaccinated; <p>Recommendations:</p> <ul style="list-style-type: none"> • To prohibit staff to go to the village to avoid conflict with local people. • Continuous monitoring of problematic locations: gas station at CH 103+50 and shop at CH 129+30
<p>Lot 5</p>	<p>Conclusions:</p> <ul style="list-style-type: none"> vi. Lot 6 specialist covers the GRM work on this site. Box content extraction is formalized by the act; vii. During the reporting period, no conflicts with the external environment have been recorded, no new project affected people and no new circumstances

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	<p>have been found;</p> <p>viii. Social safeguard reports have been submitted monthly and as per the content required;</p> <p>ix. A complaint from a local resident (cafe "Bereke") was resolved as soon as it was received;</p> <p>x. Resources for COVID 19 prevention and avoidance are adequately provided. There is the unlimited supply of PPE, disinfectants.</p> <p>xi. Medical staff arranges monthly lectures and studies about non-proliferation of infectious diseases, daily treatment of all facilities.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> • Constant monitoring the replenishment of unlimited supply of disinfectants and antiseptics; • Interaction with the project external environment. The work with GRM.
<p>Lot 6</p>	<p>Conclusions:</p> <p>xii. The GRM is operational. Box content extraction is formalized by the act;</p> <p>xiii. Awareness activities are documented and monthly reports are provided;</p> <p>xiv. During the reporting period, no conflicts with the external environment have been recorded, no new project affected people have been identified. There is one circumstance with fuel station which should be taken under continuous monitoring of procedures to obtain technical conditions for fuel station;</p> <p>xv. State acts for land plots for utilities of RMD Makat on Lot 6 have been obtained in September;</p> <p>xvi. Vaccination of personnel on the site is being carried out in medical facility on the site, involving medical staff from healthcare institutions;</p> <p>xvii. Activities to provide with preventive agents and personal protective equipment are being carried out fully. There is the unlimited supply of resources for the prevention of COVID 19 spread.</p>
<p>Lot 7</p>	<p>Conclusions:</p> <p>xviii. The GRM is operational. Box content extraction is made by the safety specialist and medical worker;</p> <p>xix. During the reporting period, no conflicts with the external environment have</p>

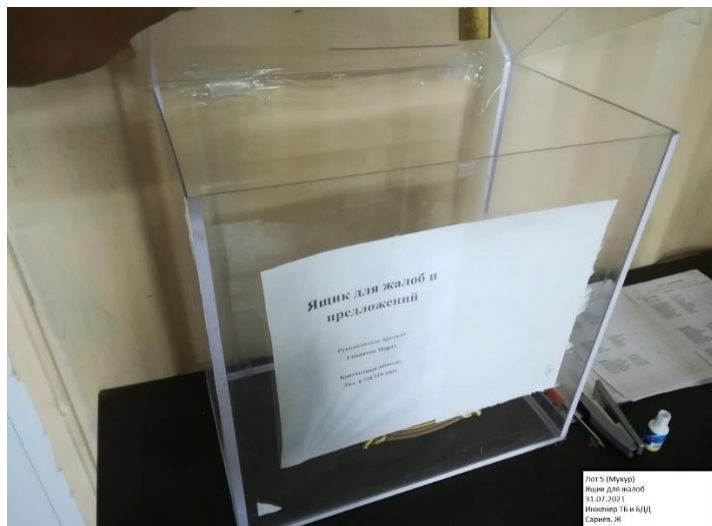
Internal Social Safeguard Monitoring Report CAREC Corridors 1 & 6 Connector Road (Aktobe-Makat) Reconstruction Project (section km 330-504), the 2nd semi-annual 2021

	<p>been recorded, no new project affected people and no new circumstances have been found;</p> <p>xx. Consultations for population on issues of concern are conducted monthly.</p>
	<p>Recommendations:</p> <ul style="list-style-type: none"> • No

IX. APPENDICES

Appendix 1

Photos of sites



Lot 5, the box for complaints in the Contractor's office



Vaccination of Lot 5 Contractor's personnel



Lot 5, a medical worker is conducting training for the first-aid treatment, August 2021



Extraction of content from box for complaints at Lot 6 base camp, August 2021

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During the consultation for the work with complaints on Lot 5, ADB consultant Serdaliyev Kanat, the Contractor's specialist Gulnaz and head of Contractor's safety staff Barmakov Berkin. 14.10.2021



Lot 7, Information lecture about vaccination against COVID-19, 02.08.2021

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Lot 5, extraction of content from box for complaints and appeals



Lecture about infectious diseases, Lot 6



Vaccination of Lot 7 employee, 10.08.2021



Extraction of content from box for complaints at Lot 7, August 2021

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Реконструкция автомобильной дороги Республиканского значения А-27 «Актобе-Атырау» граница РФ (на Астрахань) участок км 370-418 Лот 5

АКТ
Выемки предложений граждан из почтового ящика

«31» 07 2021 года

ТОО «Ак жол кұрылыс»

Порядком вскрытия специализированных ящиков «Для жалоб предложений» установленный за территории городка ТОО «Ак жол кұрылыс».

1. Руководитель проекта Ринат Ринатович
2. Инженер ТБ и БД Сергей
- 3.

31 июля 2021 года в 11 ч. 00 минут произведено вскрытие специализированного почтового ящика, предназначенного для жалоб и предложений по адресу за территории городка ТОО «Ак жол кұрылыс» при входе столовой.

Установлено: Обращений нет.

В ящике жалоб не имеется.

Наличие или отсутствие механических повреждений специализированного почтового ящика пломбы - не выявлено.

Реконструкция автомобильной дороги Республиканского значения А-27 «Актобе-Атырау» граница РФ (на Астрахань) участок км 418-458 Лот 6

АКТ

выемки предложений граждан из почтового ящика

31 август 2021 года ТОО «Ак жол кұрылыс»

Порядком вскрытия специализированных ящиков «Для жалоб и предложений» установленный за территории городка ТОО «Ак жол кұрылыс» при входе № 1 поста охранного агентства ТОО «Золотой-Дракон».

1. Мурзабаев Уланбек Сергей Инженер ТБ
2. Кенжетов Кайрат Сергей Инженер ТБ
3. Аманова Тулкан Анастасия Инженер ТБ

31 августа 2021 года в 18.30 минут произведено вскрытие специализированного почтового ящика, предназначенного для жалоб и предложений по адресу за территории городка ТОО «Ак жол кұрылыс» при входе № 1 поста охранного агентства ТОО «Золотой-Дракон».

Установлено. Обращений и жалоб специализированном ящике не обнаружено. Повреждений не выявлено.

1. Мурзабаев Уланбек Сергей Инженер ТБ
2. Кенжетов Кайрат Сергей Инженер ТБ
3. Аманова Тулкан Анастасия Инженер ТБ

Наличие или отсутствие механических повреждений специализированного почтового ящика пломбы, наличие обращений граждан не обнаружено.

Extraction act for content from box for complaints for July, Lot 5

Extraction act for content from box for complaints for August, Lot 6

Реконструкция автомобильной дороги Республиканского значения А-27 «Актобе-Атырау» граница РФ (на Астрахань) участок км 370-418 Лот 5

АКТ
Выемки предложений граждан из почтового ящика

«31» 10 2021 года

ТОО «Ак жол кұрылыс»

Порядком вскрытия специализированных ящиков «Для жалоб предложений» установленный за территории городка ТОО «Ак жол кұрылыс» при входе № 1 поста охранного агентства ТОО «Золотой-Дракон».

1. Руководитель проекта Самантасович М.М.
2. Инженер ТБ Богданов А.А.
3. Инженер ТБ Сергей

31 октября 2021 года в 18 ч. 30 минут произведено вскрытие специализированного почтового ящика, предназначенного для жалоб и предложений по адресу внутри территории ТОО «Ак жол кұрылыс» в столовой ИП «Бастау».

Установлено: Обращений и специализированном ящике обнаружено-1. Повреждений не выявлено.

1. Руководитель проекта Самантасович М.М.
2. Инженер ТБ Богданов А.А.
3. Инженер ТБ Сергей

Наличие или отсутствие механических повреждений специализированного почтового ящика, пломбы, наличие обращений-граждан выявлено 1.

Реконструкция автомобильной дороги Республиканского значения «Актобе-Атырау» граница РФ (на Астрахань) участок км (487-504)

АКТ

Выемки предложений граждан из почтового ящика.

«30» 08. 2021 года

лот 7.

Порядком вскрытия специализированного ящика «Для жалоб предложений» установленный на территории городка лот 7:

1. Инженер ТБ Сергей Аманов В.И.
2. Мастер участка Субханов Б.Е.

За август 2021 года в 10.45 часов произведено вскрытие специализированного почтового ящика, предназначенного для жалоб и предложений на территории городка лот 7.

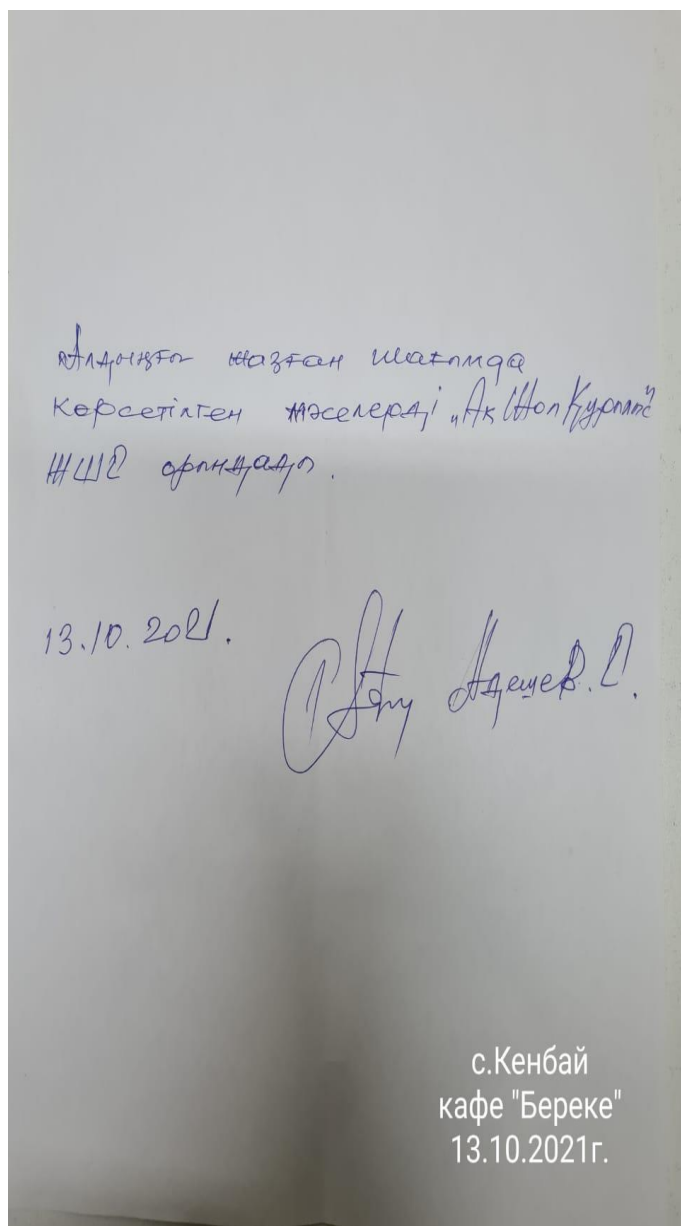
Установлено: Обращений нет, в ящике не имеются жалобы.

Наличие или отсутствие механических повреждений специализированного почтового ящика не выявлено.

Extraction act for content from box for complaints, October 2021. Lot 6

Extraction act for content from box for complaints, August 2021. Lot 7

Appendix 2

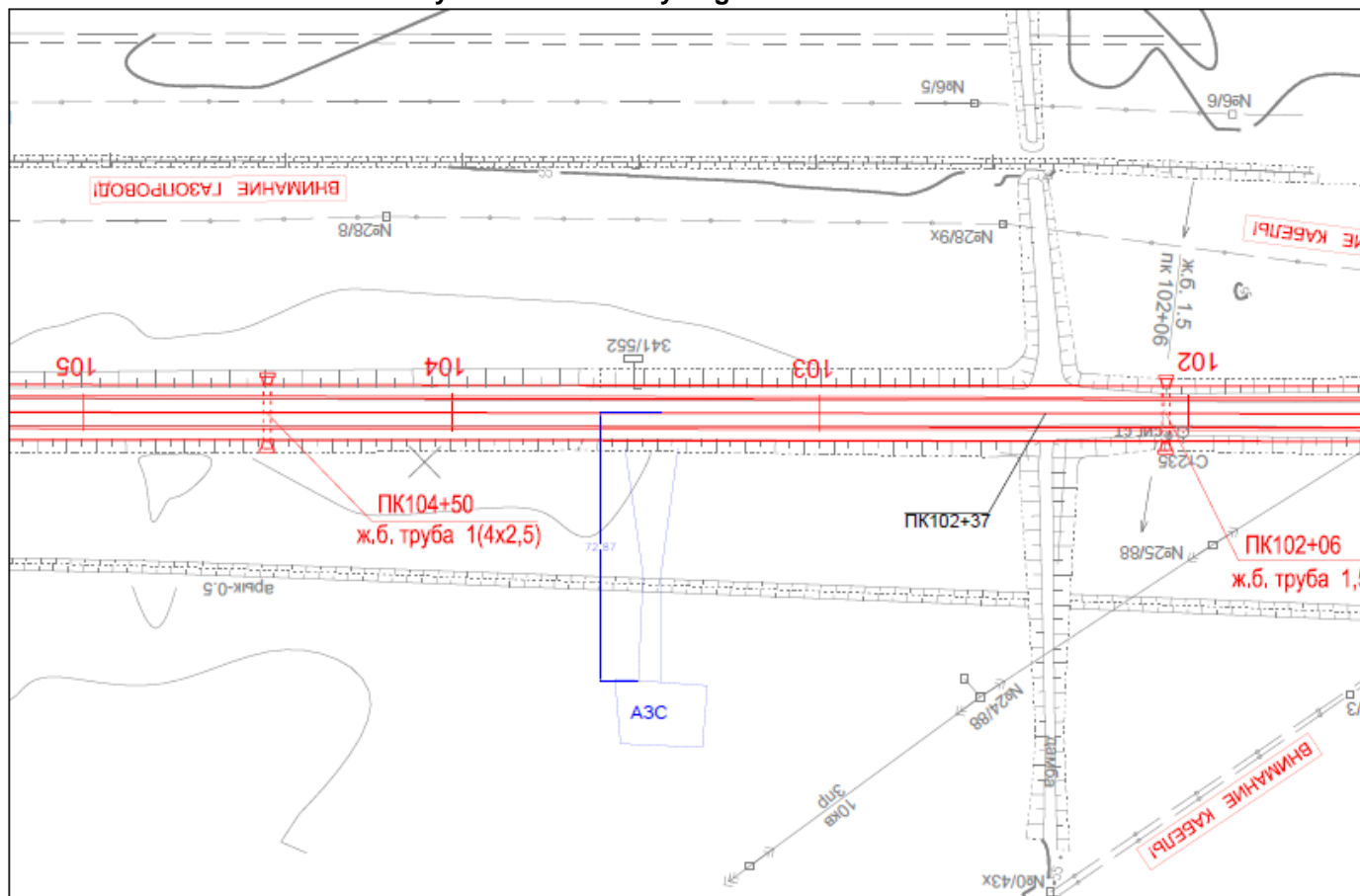


Note from the café owner about satisfaction with the works executed as per his complaint, Lot 5, 13.10.2021



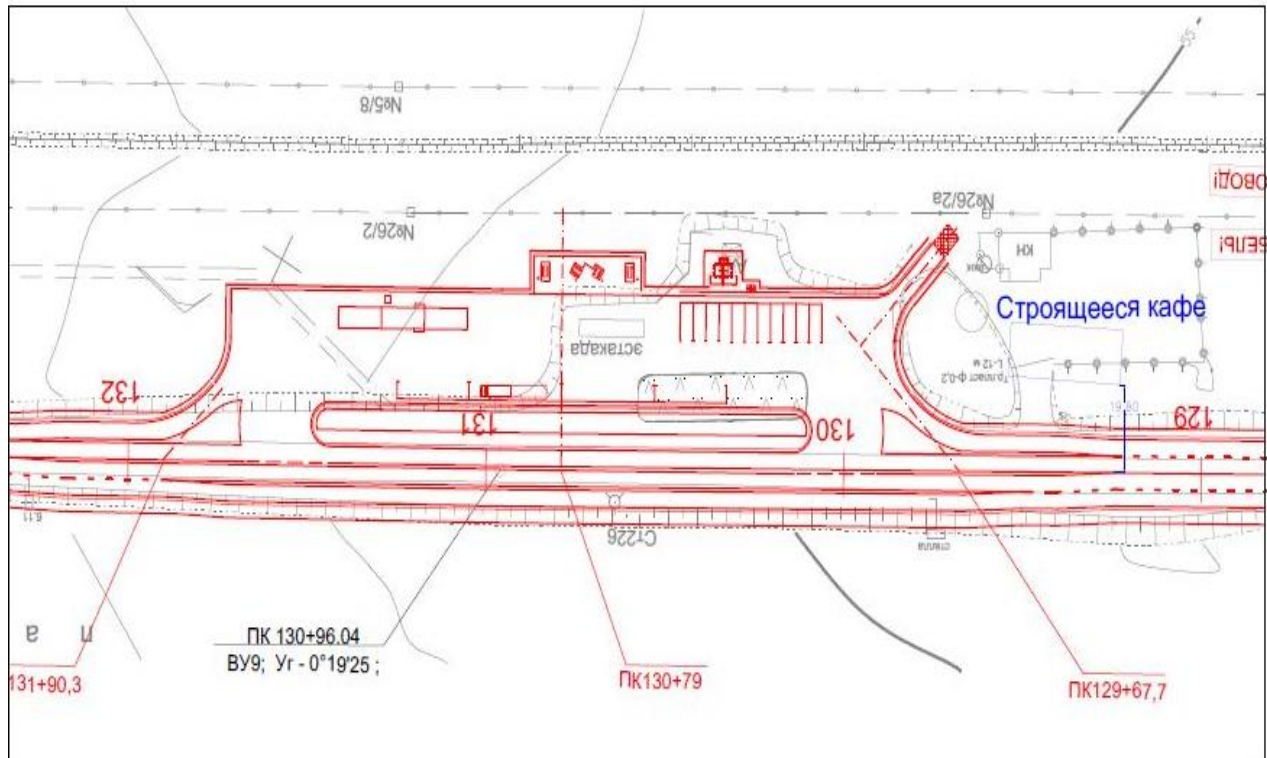
The Contractor Lot 5 is carrying out filling and levelling works by the appeal from owner of cafe "Bereke", 9.10.2021

Layout of access way of gas station on Lot 4



Appendix 4

Cafe layout on Lot 4 at CH 129+30



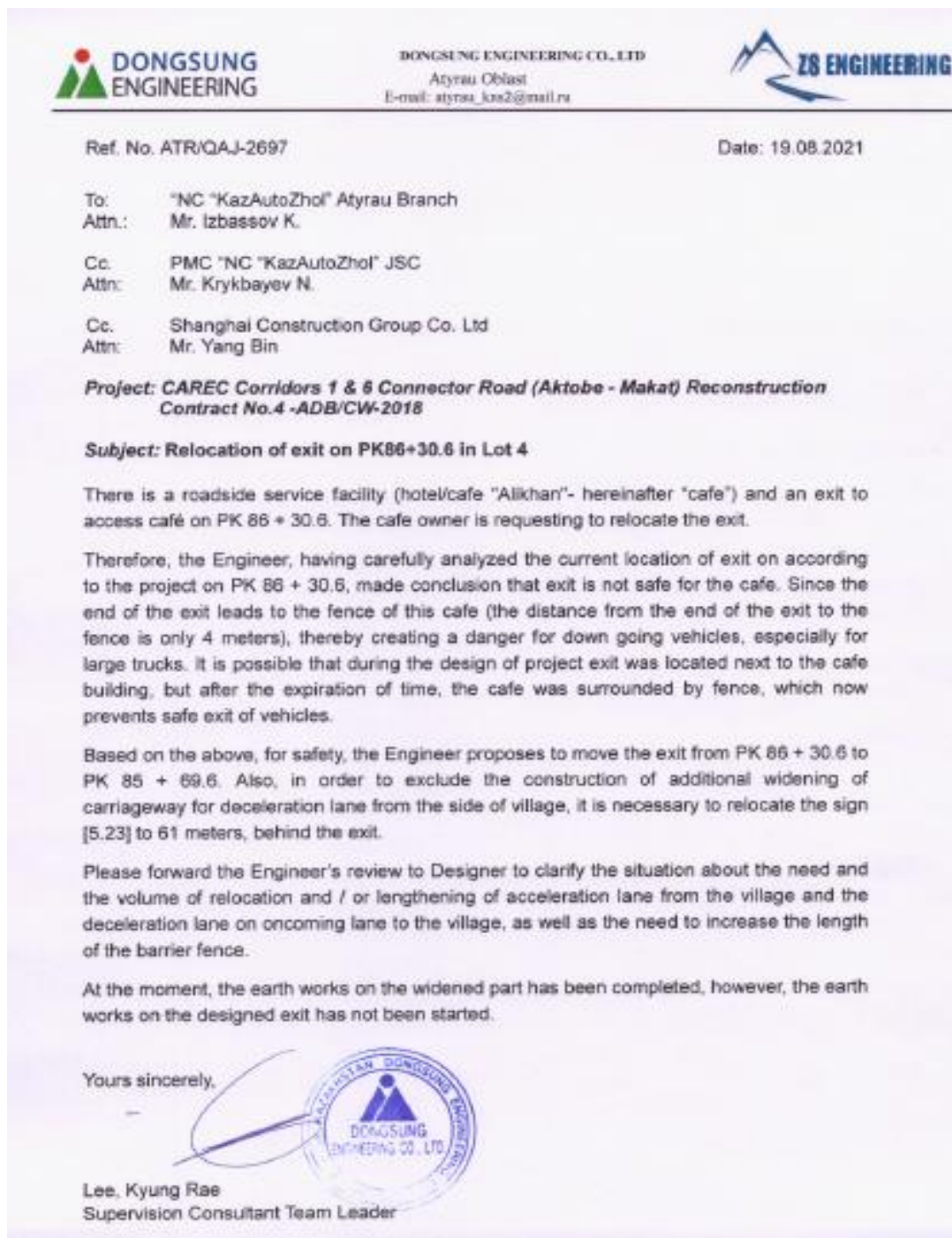
Internal Social Safeguard Monitoring Report CAREC Corridors 1 & 6 Connector Road (Aktobe-Makat) Reconstruction Project (section km 330-504), the 2nd semi-annual 2021

Appendix 5

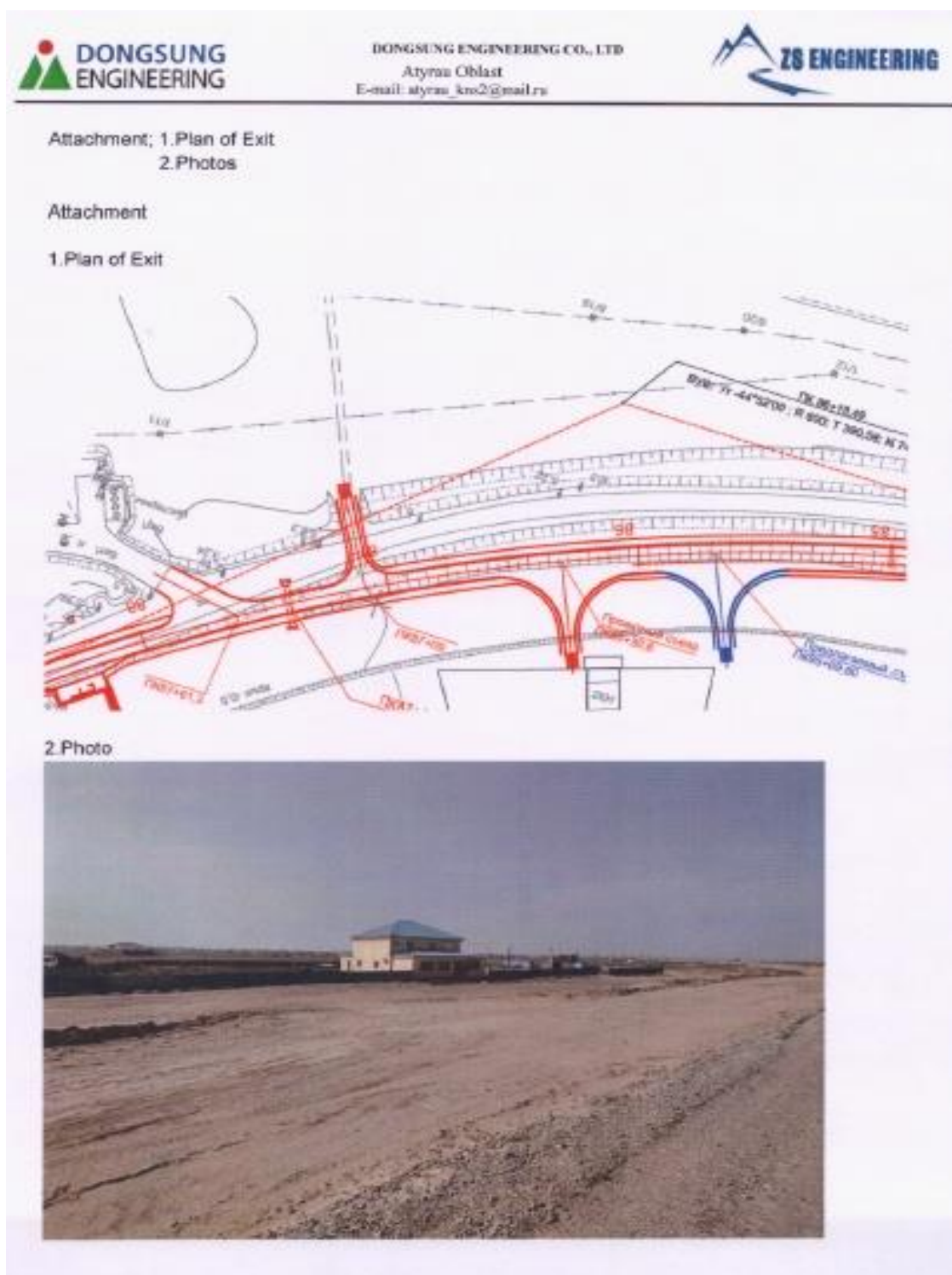
Register for complaints and appeals

No	Appeal receipt day	Claimant details	Content of appeal	Steps taken	Appeal status: In process, open, closed
1	12.07.2021	Group of local people and civil society activist	Low water pressure due to the Contractor's construction activities	Meeting with the population and Akimat. Clarification of the nature of the problem, provision of permits for water intake. Assurance to local people that the problem is temporary and there are no other alternative sources	closed
2	5.10.2021	Sagyngali Abdeshev	Lot 5. Cafe "Bereke" The Contractor illegally excavated, leaving a pit, and a parking area is not properly maintained after use by the contractor	Site visit, site inspection. The Contractor did not excavate, has own material much closer, area was not used, this is due to transit vehicle. On 9.10.2021 the Contractor backfilled a pit, levelled area as assistance	closed
3	12.10.2021	Amirshe Nurlybek 8 777 596 67 18	Lot 4. Cafe "Alikhan" , violation of right-of-way, safety is not provided and downtime for 2 years due to lack of access to the cafe	Site visit and joint inspection. Violation of right-of-way was not confirmed, The cafe was in operation during the construction period and access was provided. High embankment is a design solution to prevent cattle passage. To ensure safety within this area, the Engineer approved to relocate the project access from CH 86+30.6 to CH 85+69.6	closed

The Engineer's letter about the relocation exit on Lot 4



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	<p>DONGSUNG ENGINEERING CO., LTD Atyrau Oblast E-mail: atyrau_km2g@mail.ru</p>	
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Исх. № АТН/ QAJ-2697 Дата: 19.08.2021

Кому: Атырауский областной филиал
Вним.: АО «НК «КазАвтоЖол»
Г-на Избасова К.

Копия: КУП АО «НК «КазАвтоЖол»
Вним.: Г-на Крыкбаева Н.

Копия: Шанхай Констракшн Груп Ко. Лтд.
Вним.: Г-на Янг Бин

Проект: Реконструкция дороги «Актобе - Магат», соединяющий Коридоры ЦАРЭС 1 и 6
Контракт № 004-ADB/CW-2018

Тема: Перенос съезда на ПК86+30.6 на Лоте 4

Имеется объект придорожного сервиса (гостиница/кафе «Алихан» - далее «кафе») и съезд к данному кафе на ПК 86 + 30.6. Хозяин кафе просит перенести съезд.

Инженер, тщательно проанализировав текущее расположение съезда по проекту на ПК 86+30.6 пришел к заключению, что съезд не безопасен для данного кафе. Так как конец съезда приходится к ограждению вышеназванного кафе (расстояние от конца съезда до ограждения всего 4 метра), тем самым создавая опасность спускающимся транспортом, в особенности большими грузовыми автомобилями. Возможно, во время проектирования съезд по проекту находился рядом со зданием кафе, однако по истечению времени кафе был огражден забором, который теперь в настоящее время препятствует безопасному съезду автотранспорта.

Исходя из вышеизложенного, для безопасности, Инженер предлагает переместить съезд с ПК 86+30.6 на ПК 85+69.6. Также, в целях исключения строительства дополнительного уширения проезжей части для полосы торможения со стороны поселка необходимо переместить знак [5.23] на 61 метр, за съезд.

Пожалуйста, направьте анализ Инженера Проектировщику, чтобы прояснить ситуацию о необходимости и объемах переноса и/или удлинении полосы разгона от поселка и полосы торможения по встречной полосе до поселка, также о необходимости увеличения длины барьерного ограждения.

На данный момент земляные работы по уширяемой части выполнены, однако земляные работы запроектированного съезда не начаты.

С уважением,

Ли Кенг-Рэ,
Руководитель Группы Консультантов по Надзору

