

Social Monitoring Report

Project Number: 48424-002
July 2020

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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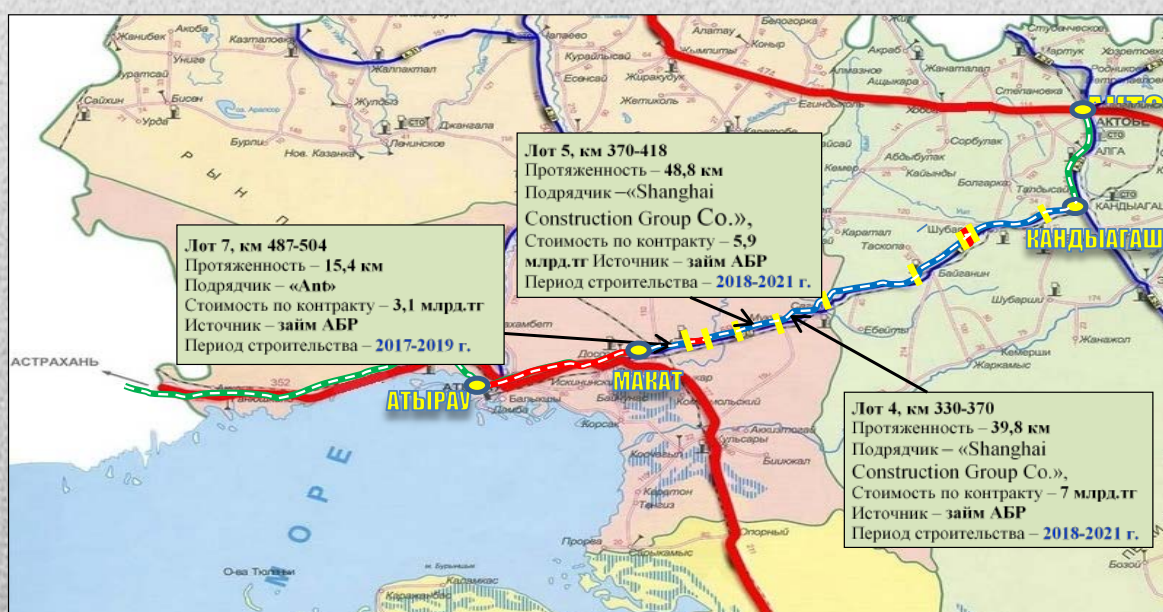
Internal Social Safeguard Monitoring Report

Loan No. 3416-KAZ

Reporting period: January-June 2020

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 for Roads, Ministry of Industry and Infrastructural Development, Republic of Kazakhstan

Approved by PMC “NC “KazAutoZhol” JSC – Zeinullina A.A.
(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 1st semi-annual 2020

Internal Social Safeguard Monitoring Report

Employer: Committee for 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: “Akkord and Ak zhol kurylys” JV
Lot 7: Branch of “ANT Insaat Maden Sanayi A.S.” JSC

Prepared by:

Social Safeguard Specialist

Imbarova S.E.

Approved by

Team Leader / Resident Engineer

July 2020

Social safeguard specialist confirms that this report has been prepared by using 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 for Roads of Ministry of Industry and Infrastructural Development of the Republic of Kazakhstan, “NC “KazAutoZhol” JSC, ADB, PMC.

Report status: the 1st semi-annual and covers the period from January 1 to June 30, 2020.

Internal Social Safeguard Monitoring Report CAREC Corridors 1 & 6 Connector Road (Aktobe-Makat) Reconstruction Project (section km 330-504), the 1st semi-annual 2020

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Abbreviations

RK	Republic of Kazakhstan
MIID RK	Ministry of Industry and Infrastructural Development of the Republic of Kazakhstan
CfR	Committee for 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
OJSC	open joint-stock corporation
EP	environmental protection
HS	health and safety
RS	road safety
PHP	public health protection
GRM	grievance redress mechanism
PP	project person
PAP	project affected person
EMP	environmental management plan
FDLAR	framework document for land acquisition and resettlement
SLR	state land reserves
HIV/AIDS	human immunodeficiency virus / acquired immunodeficiency syndrome
STD/STI	sexually transmitted diseases / sexually transmitted infections

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 no buildings or land plots, including leased land, fell under acquisition.
2. 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 civil works from km 330 to 504. CSC's Social Safeguards Specialist held meetings to verify new circumstances during the reporting period. Details are provided in the Appendix 1.
3. 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.

II. Project summary

4. 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.
5. The entire section of Aktobe-Makat road with the length of 299 km was divided for 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.
6. 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". For Lot 6 (Km 418-458), the Contractor is the Joint Venture "Akkord" and "Ak Zhol Kurylys" LLP (hereinafter "AZHK"). For Lot 7 (Km 487-504), the Contractor is a Branch of "ANT Insaat Maden Sanayi A.S" JSC.

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Table 1: Project Information Data

<As of 30.06.2020>

No	Description		Contract			
			Lot 4	Lot 5	Lot 6	Lot 7
1	Contractor		"Shanghai Construction Group Co. Ltd."	"Shanghai Construction Group Co. Ltd"	"Akkord / Akzhol Kurylys" JV	JSC "Ant Insaat Maden Sanayi A.S."
2	Road Length		39,80 km	48,20 km	36,74 km	15,39 km
3	Contract Amount (Tg)		9 819 136 480	9 396 291 820	7 421 155 010	3 177 195 256
4	Date of Letter of Acceptance		22.06.2018	22.06.2018	22.06.2018	19.07.2017
5	Date of Contract Signing		20.07.2018	20.07.2018	10.07.2018	16.08.2017
6	Commencement Date		08.01.2019	08.01.2019	01.10.2018	20.12.2017 (Phase I) 18.05.2020 (Phase II) ^{Note 3)}
7	Time for Completion (Days)		790	880	790	540 (Yet Confirmed)
			07.03.2021	05.06.2021	29.11.2020	12.06.2019
8	Time for 45% Physical Progress	Day	570	570	395	N.A.
		Date ^{Note 2)}	01.08.2020	01.08.2020	30.10.2019	N.A.
		Remaining days	31	31	-244	N.A.
9	Time elapsed up to this Report (days)		540	540	639	863
			68.35%	61.4%	80.89%	159.81%
10	Physical % Progress Fact : Plan ^{Note 1)}		23.69%: 32.12%	20.61%: 37.80%	43.17%: 53.39%	97.29% : 97.29%
11	Defects Liability Period		2 years	2 years	2 years	2 years
			(730 days)	(730 days)	(730 days)	(730 days)

Note 1) Above Work Progress for Lot 4 & Lot 5 adjusted based on the Revised Work Program that agreed by Contract Addendum, dated 07.05.2020 and the Work Progress Lot 6 is adjusted based on the Approved Work Program by the Engineer dated on 18th February 2020.

Note 2) Time for 45% of Physical Progress has been changed by Contract Addendum dated 07.05.2020 for Lot 4 & 5

Note 3) Noticed the Commencement of Work will be reconsidered for Lot 7-Phase II : Dossor Bypass Way

7. 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 40 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 14 culverts with different diameters, 6 cattle passes and 2 rest areas on this site.

8. Lot 5: km 370 – km 418 (v. Mukur - v. Zhanterek): 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. The project provides the construction of 1 bridge on this site. The bridge across the river Mukur at km 379 +100 has a length of 48.55 meters. There are 12 culverts with different diameters, 8 cattle passes and 2 rest areas on this site.
9. Lot 6: km 418 – km 458 (v. Zhamansor): 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 project provides the construction of 1 bridge on this site. The bridge across the river Sagiz at km 429+000 has a length of 84.25 meters. The project also provides 12 culverts with different diameters, 1 cattle pass and 2 rest areas on this site.
10. The Engineer have reviewed the Contractor's Proposal for the Package of "Kandagash–Makat 19km Reconstruction" that to be processed under the procedure of Sub-clause 13.3 [Variation Procedure] of GCC. By the instruction of the Employer's Representative - "NC "KazAutoZhol" JSC Atyrau branch made the Act dated 10.05.2020, the Engineer and the Contractor has jointly carried out the Site Investigation to find out the defects and Quantification of the Remained Works based on the Original Designed Documents which was incompletes by the previous Contractor "Atyrau Zholdary" and determined the Bill of Quantity (BOQ), as per the Engineer's Evaluation hereby confirms the Amount of KZT 823 679 258.74 (Eight Hundred and Twenty-Three Million Six Hundred and Seventy-Nine Thousand Two Hundred and Fifty-Eight KZT and Seventy Four Tiyn) including VAT.

Therefore, pursuant to the Sub-clause 3.5 [Determination] of GCC, the Engineer shall notice the "Engineer's Determination" of the Bill of Quantity (BOQ) for the Package of "Kandagash – Makat 19km Reconstruction" evaluated under the Sub-clause 12.3 [Evaluation] to the Employer and the Contractor and it shall effect to each Party as the Engineer determined. Final agreement between the both the Employer and the Contractor as per the Engineer Determination still has not been signed during the reporting period. Herewith, in case of signing additional agreement between the Employer and Contractor for "Kandagash – Makat 19km Reconstruction", social inspection to be carried out and the relevant report to be submitted.
11. Lot 7: km 487 – km 504 (v. Dossor): length – 15.392 km, type II, 2 lanes. This section includes the reconstruction of the road from Category III to Category II. Other parts of the site, the direction of

traffic flow coincide with the existing pavement with partial slopes from the embankment in the area of rectification and curve. Twelve (12) culverts with different diameters and 2 cattle passes are provided. Works have been completed on the site on July 30, 2019. Workers have demobilized from the site since August 2019. The Employer Committee for Roads, Ministry of Industry and Infrastructural development of the Republic of Kazakhstan, located in Nur-Sultan city, issued to the Contractor the terms of reference No.13-1231-7/2019 dated July 05, 2019 to prepare the design “Dossor Bypass Way”, and also to organize and conduct the work on assessment of social and environmental impact on the external environment due to the implementation of Dossor Bypass Way construction. It is expected that Bypass Way will be included in Lot 7 Contract, therefore the works at this Lot will require time extension and increase in quantities.

12. During the reporting period the Contractor developed the EMP with its attachment plans, Social Due Diligence Report, Safety Plans, Health and Safety Plans. Social Due Diligence Report was approved in June 2020 and published on websites of the ADB and CfR. All aforementioned plans are under approval procedure. Upon completion that procedure, resources and personnel will be mobilized on the site to commence the construction works.
13. CFR 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. KAZh remains fully staffed throughout the Project implementation. The responsible specialist for environmental and social safeguards conducts audits, site inspections, interacts with a social safeguard specialist of the CSC in order to effectively manage the project in terms of implementing environmental protection plans.
14. Since 11.04.2019, CFR MIID appoints “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.

III. Methodology and Approaches used to prepare the report

15. The methodology, tools, and participatory approaches have not been used fully to prepare this report. The participatory approach implies the work of a social safeguard specialist of the CSC, involving project stakeholders and project-affected people. The emergency state declared in the country since March 24, 2020 due to the threat of a Coronavirus pandemic, has made a big change in the work of the CSC's social safeguard specialist. During the reporting period, site visit was in March 2020, and all subsequent months work was conducted remotely. For the preparation of this semi-annual report, data were used from monthly reports of the Engineer and Contractors, reports of safeguards specialists of the Contractors. Earlier in 2018-2019, the CSC arranged special trainings and consultations for these specialists about provision of social safeguards,

documentation on the implemented measures and filling the format of monthly report of social safeguards specialists.

16. The functions of grievance coordinator on Lot 4 are assigned to a social safeguard specialist with intermittent work schedule. On Lot 5 and Lot 6 the functions of grievance coordinator are assigned to a social safeguard specialist of "Akzholkurylys" LLP, who has intermittent work schedule. The construction activities have not been started on Lot 7.

IV. Integrated Inspection Report

4.1. Impacts, related to land during construction works

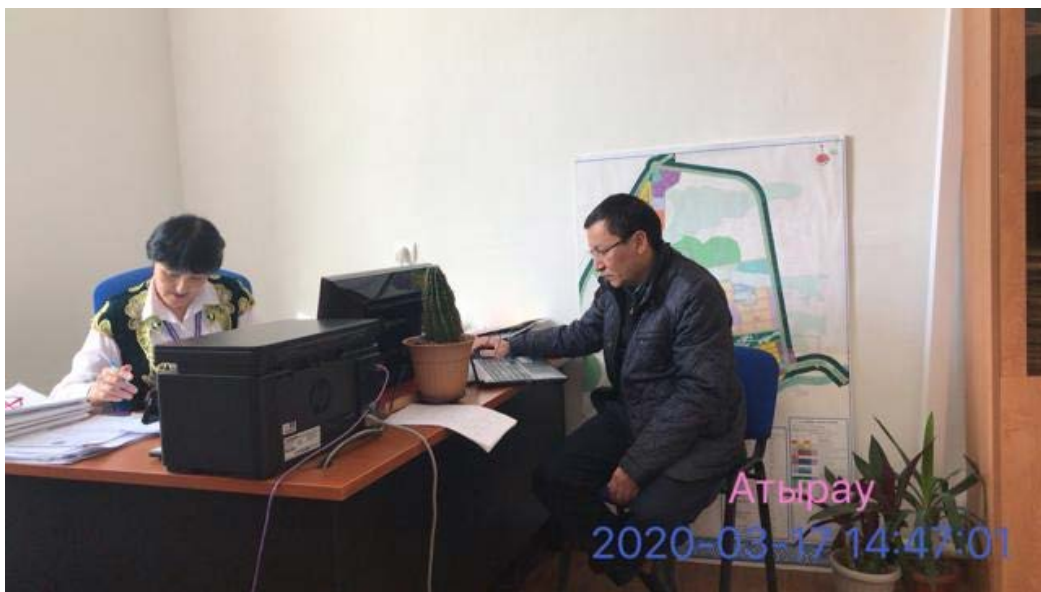
17. Since the beginning of design preparation, there has been no acquisition of any leased or private land at this road section km 330-504. Land acquisition is approved by all stakeholders in accordance with the established procedure of the Land Code of the RK. Lands, used for road, are poorly productive pasture. Detailed information on acquisition and resettlement was provided earlier in the first semi-annual report of 2018. During the reporting period of monitoring at this road section km 330-504, no additional land plots were identified or affected by either permanent and temporary acquisition, and there are no design changes.
18. During the reporting period, no new circumstances were identified for land acquisition on Lot 4, Lot 5 and Lot 6. There is a circumstance on Lot 4 km 330-370 that requires a careful study because land allocated for reconstruction of high voltage power line 10 kV has another purpose as the Contractor specified in his letter ref. No.301 dated 10.10.2019. During the reporting period, the information on the reconstruction of HV PL-10kV did not change. There are no individual housing construction and other buildings at project area PK 101, where planned to relocate HV PL-10kV. After the ending of quarantine, approximately in September 2020 the Engineer plans to study the documents on the site and visit the land management department of akimat to clarify open questions on relocation of HV PL at PK 101 and prepare an inspection report depending on the received data from the akimat.



HV PL-10kV at PK 101 to be relocated

19. In the autumn of 2019, local population appealed with regard to the safety of traffic passing through Dossor village (Lot 7). The road category of this site limits traffic of heavy and oversized load. Dossor Bypass Way is required to solve the safety issues of traffic passing through this village, as this site is mainly used for transportation of oversized loads of oil refining companies in the region. During the transportation of such loads, local population feels inconvenience due to traffic jams and unsafety.
20. The Employer started the work on changes to Lot 7 project. The Contractor Lot 7 was instructed to start the preparation of the design “Dossor Bypass Way” and to organize and carry out the work on assessment of social and environmental impact on the external environment in the light of the construction Dossor Bypass Way. It is expected that the road “Dossor Bypass Way” with a length of 5 km will be included in Lot 7 Contract, and, therefore, the works at this Lot will require time extension and increase in quantities. Design and survey works have been completed and handed over to the State Expertise. The positive conclusion of the State Expertise had been obtained on 30.03.2020. This conclusion was subsequently withdrawn due to a technical error in the feasibility study of the project. In April the positive conclusion was received again.
21. There is no building, including unauthorized users or business entity on the site where planned the construction of Dossor bypass way. Land plots within the impact area of the bypass construction are the state land plots (state reserve lands i.e. akimat’s) with area 23.2 ha. There are no leased or private land plots within the project impact area. There are two large land plots previously used as uncontrolled dumpsite of solid waste. These areas are spontaneous and included in the state land reserve fund. This information was known on March 17, 2020 during the meeting with the Chief specialist of Dossor Public Utilities Department Aitekenova Gulmira. At the same time, Social Due

Diligence Report for the construction of Dossor bypass way was prepared. This report was approved in June 2020 and published on web-sites of the ADB and CfR.



During the interview with the Chief specialist of Dossor Public Utilities Department Aitekenova Gulmira, March 17, 2020

22. The Engineer submitted Social Due Diligence Report for Dossor bypass way, which plans to be included in Lot 7 Contract.
23. During the reporting period, no complaints and appeals from Lot 4, 5, 6 and 7 regarding illegal acquisition, unauthorized land allotment were received. No appeals and complaints have been received about the negative impact on local businesses and roadside trade, as there are no such places on the sites. Visits and observations of construction sites did not reveal negative impacts on the social environment.

V. Internal monitoring indicators

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

The safeguard policy requires that:

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

25. During the construction works, all requirements of the ADB policy listed above have been met and new circumstances have not been recorded either on the GRM or during social audits of the sites. 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 monitoring made remotely. The audit data is presented in the Table 2.

Table 2. 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.
Impact on society			
Land and buildings for commercial purposes	Construction work monitoring	reports of Contractor's specialists responsible for social aspect	Monitoring is carried out weekly by the Contractor's specialists and monthly by the CSC specialist. Roadside service points have not been built yet, and the condition of bypass roads is being monitored. There are no impact by these categories at all sites.
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		

26. Monitoring of the impact on society is included in the work plans of the CSC's social safeguard specialist. Table 3 below shows information on all sites of the Project for the reporting period.

Table 3. 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 6 and Lot 7. The GRM information in Russian and Kazakh languages is posted in base camp in places convenient for review. There are boxes in base camp and in Dossor village on Lot 7. The GRM in Kazakh and Russian languages is shown on information boards
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	Relocation of HV PL-10kV on Lot 4 is under review
re-registration of land plots;	none
restoring of living standard.	none

VI. Results of field studies, consultations with local population

27. In the reporting period, CSC's Safeguards Specialist carried out monitoring jointly with the ADB's National Consultant from March 14 to 17, 2020. 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.
28. On Lot 4, Safety and Road Safety staff turnover was stopped. During the reporting period, Safety and Safeguards department staff was kept as before. The site has been studied and provides reporting on a special format that the CSC proceeded since September 2019.
29. The GRM was commenced on Lot 5. A social safeguard specialist has been mobilized on the site from Lot 6. This specialist has much experience. During the reporting period, he commenced the GRM, resumed the submission of monthly social safeguard reports.
30. On Lot 6 the GRM is on constant progress, internal monitoring on compliance with the social safeguard standards is being carried out, Health and Safety plans are being reviewed weekly and interaction with Safety and Road Safety staff is kept.
31. On Lot 7 the activities have not been resumed as the EMP and its attachment plans approval and the State Expertise conclusion for the construction of Dossor bypass way are awaiting.

VII. Public consultations and Grievance Redress Mechanism

32. Grievance consideration procedures, related to the project, aim to provide an effective and systematic mechanism for the Project in responding to questions, feedbacks and complaints from affected persons, other stakeholders and public.
33. Guideline on grievance redress mechanism on environment and social safeguards for road sector projects has been prepared and approved by the CfR in August 2014. Grievance resolution mechanism aims to:
- ✓ reduce conflicts, risk of unnecessary delays and difficulties in project implementation;
 - ✓ improve the quality of project activity and results;
 - ✓ ensure that the rights of people affected by the project are respected;
 - ✓ identify and respond to unforeseen consequences of project on individuals;
 - ✓ maximize the participation, support and benefits for local communities.
34. The GRM envisages two levels of grievance resolution for the road sector projects implemented under the management of CfR: 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 CfR, 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.
35. People affected by the project, also other interested parties, 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 4.
36. 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 far as possible. Overall responsibility for timely implementation of GRM lies on the CfR 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, rayon and community 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 are also included in GRM.
37. There are boxes for complaints and proposals at all construction sites (base camps), which are checked every month. The Appendix 2 provides Box content seizure act of Lot 4 and Lot 6. During the reporting period, there was no change among the GRC members.

Table 4. GRC Contact details in Atyrau region (regional level)

Representative / Organization name	Address	Contacts
Basharov Zhanabay "NC "KazAutoZhol" JSC Atyrau regional branch	Atyrau, Isatai Taimano avenue 5	Phone +7 7122 29 01 49 e-mail: atyrau.info@kazautozhol.kz
Nurtayev Kairat Talapovich Director of Atyrau regional Department of passenger transport and road Zhumagaliyev Parasat Bauyrzhanovich Road Department Manager	Atyrau, Abay street, building 10a	Phone +7 (7122) 32-55-02
PMC, Zeinullina Aliya Amantayevna Social safeguard specialist	Nur-Sultan, Kunayev street, 10 BC "Emerald Tower"	Mobile phone + 7 701 982 66 57 e-mail: a.zeinullina@kazautozhol.kz
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 Sydykovich 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 Development of the Republic of Kazakhstan

Tel: +7 (7172) 75-46-42

E-mail: r.kusainov@miid.gov.kz

7.1. Complaints and appeals status

38. For the reporting period between January and June 30, 2020, complaints and appeals regarding illegal acquisition, unauthorized land allotment including the temporary or permanent allotment and resettlement according to ADB's Policy in the field of social safeguard measures 2009 have not been identified. No appeals and complaints have received about the negative impact on local

businesses and roadside trade, as there are no such places on the sites. Visiting the construction sites and observing the work on site did not reveal negative impacts on the social environment.

7.2. Social audits and missions

39. During the reporting period, the CSC's social safeguard specialist visited the construction sites on March 16 to 17, 2020. Information on social audits and observations is shown in the Table 5 below.

Table 5. Information on site visits

Date of visit	Auditor's name	Audit's aim	Conclusion summary of the visit
17.03.2020 "NC "KazAutoZhol" JSC Atyrau branch office	CSC: Imbarova Sara – Social Safeguard Specialist Kanat Serdaliyev – ADB's National Consultant	Working meeting to discuss social impact issues on the road section "Reconstruction of Kandyagash-Makat road 19 km"	All risks of the project impact on local population were discussed; The Employer's representative is waiting from the CSC for the technical justification of the options proposed by the Contractor Lot 6 for the implementation of this 19 km road section.
17.03.2020 Lot 4	CSC: Imbarova Sara – Social Safeguard Specialist Kanat Serdaliyev – ADB's National Consultant PMC: Munbayev Nurlan – Road Engineer Contractor: Safety Engineer	Monitoring the implementation of instructions and non- conformities identified in the previous semi- annual period. Implementation status of safeguard measures in the Contractor's Health and Safety Plans	Social safeguard specialists ensure compliance with safety regulations on the construction site and for the public; Additional measures have been introduced to prevent COVID-19; Communication and feedback is established with the external environment; Every month Health and Safety reports in a special format are provided; HV PL-10 kV relocation issue is still open. It is waiting for the decision from the local executive body on granting a new land plot and implementation of all necessary procedures from the Employer's part, as this acquisition refers to the permanent acquisition.
17.03.2020 Lot 5	CSC: Imbarova Sara – Social Safeguard Specialist Kanat Serdaliyev – ADB's National Consultant		Safety measures have been carried out on the base camp and construction site. The GRM is available for the employees and public, there is a registration logbook, Box content

Internal Social Safeguard Monitoring Report CAREC Corridors 1 & 6 Connector Road (Aktobe-Makat) Reconstruction Project (section km 330-504), the 1st semi-annual 2020

Date of visit	Auditor's name	Audit's aim	Conclusion summary of the visit
	PMC: Munbayev Nurlan – Road Engineer Contractor: Dautova Zh. – Head of H&S Department and Environmental Specialist Lot 6		seizure act is not developed in due course. Information is renewed and it is available for the stakeholders. Since April as the safeguard specialist was involved specialist from Lot 6.
17.03.2020 Lot 6	CSC: Imbarova Sara – Social Safeguard Specialist Kanat Serdaliyev – ADB's National Consultant PMC: Munbayev Nurlan – Road Engineer Contractor: Yermukhanov Amangeldi - Safety Engineer		Social safeguard specialists ensure compliance with safety regulations on the construction site and for the public; The GRM is available for the employees and public. Additional measures have been introduced to prevent COVID-19; Communication and feedback is established with the external environment; Every month Health and Safety reports in a special format are provided;

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Working meeting in “NC “KazAutoZhol” JSC Atyrau branch office

From left to right: Kim Duke MIn – CSC’s Team Leader, Dusenov A.- Deputy Director of “NC “KazAutoZhol” JSC Atyrau branch, Kurzhumova Saule – Head of Department of “NC “KazAutoZhol” JSC Atyrau branch, Kanat Serdaliyev – ADB’s National Consultant, Niyazbayev Bakbergen – Deputy Director of “Ak zhol kurylys” LLP, Representatives of Designer.



During working meeting.

Torebalayev Maulen, Director of “Injener Project Story” LLP, is introducing the feasibility study

VIII. Conclusions and recommendations

Lot 4	Conclusions: <ul style="list-style-type: none"> During the reporting period, no conflicts with the external environment have recorded; The GRM is proceeded. Box content seizure act is documented. Approval of change the location for reconstruction of HV PL 10kV conducted by consultation of the CSC and KAZh with notification of local executive bodies. This issue is still open. Due to the emergency state and the further quarantine in the country, this issue remained as open. Social safeguard reporting meets the appropriate level both on awareness and documentation of work;
	Recommendations: Upon the completion of quarantine, the CSC's Engineer should review in detail the documents and background of issue in order to make decision to prepare inspection report for relocation of communication line.
Lot 5	Conclusions: <ul style="list-style-type: none"> The responsible person on the site for the GRM is Lot 6 specialist. Box content seizure is not developed by the act; Social safeguard reports have been submitted.
	Recommendations: Seizure act to be developed. It is recommended to mobilize a social safeguard specialist separately after the completion of quarantine.
Lot 6	Conclusions: <ul style="list-style-type: none"> There is no comment for social safeguards on the site. The specialist works regularly, the GRM is proceeded. Box content seizure is developed by the act; Awareness activities is documented, monthly reports are provided.
Lot 7	Conclusions: There is no work on the site due to the expectation of the contract extension for Dossor Bypass Way. The work on creating an interested environment is carried out within the framework of preparing and informing the public about Dossor Bypass Way project.

The next social safeguard monitoring report should be disclosed by January 31, 2021.

IX. ATTACHMENTS

Attachment 1

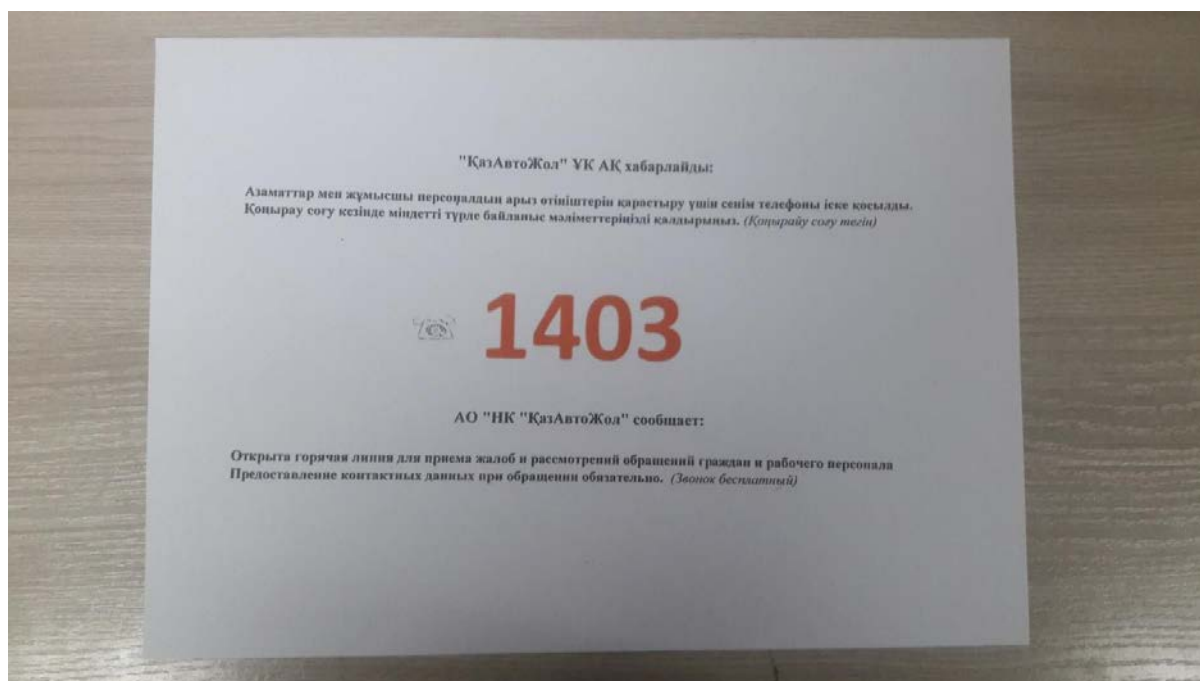
List of people with whom meetings were held

No.	Name	Organization	Note
1	Dusenov A.	Deputy Director, “NC “KazAutoZhol” JSC Atyrau branch	17.03.2020
2	Kurzhumova S.	Head of Department, “NC “KazAutoZhol” JSC Atyrau branch	17.03.2020
4	Aitekenova G.	Chief specialist of Dossor Public Utilities Department, Makat district of Atyrau region	17.03.2020
5	Torebalayev M.	Director of “Injener Project Story” LLP	17.03.2020

Site photos



Box for complaints and appeals on Lot 4



Hot line number of “NC “KazAutoZhol” JSC



Seizure and making act for content from box for complaints at checkpoint of Lot 5 base camp



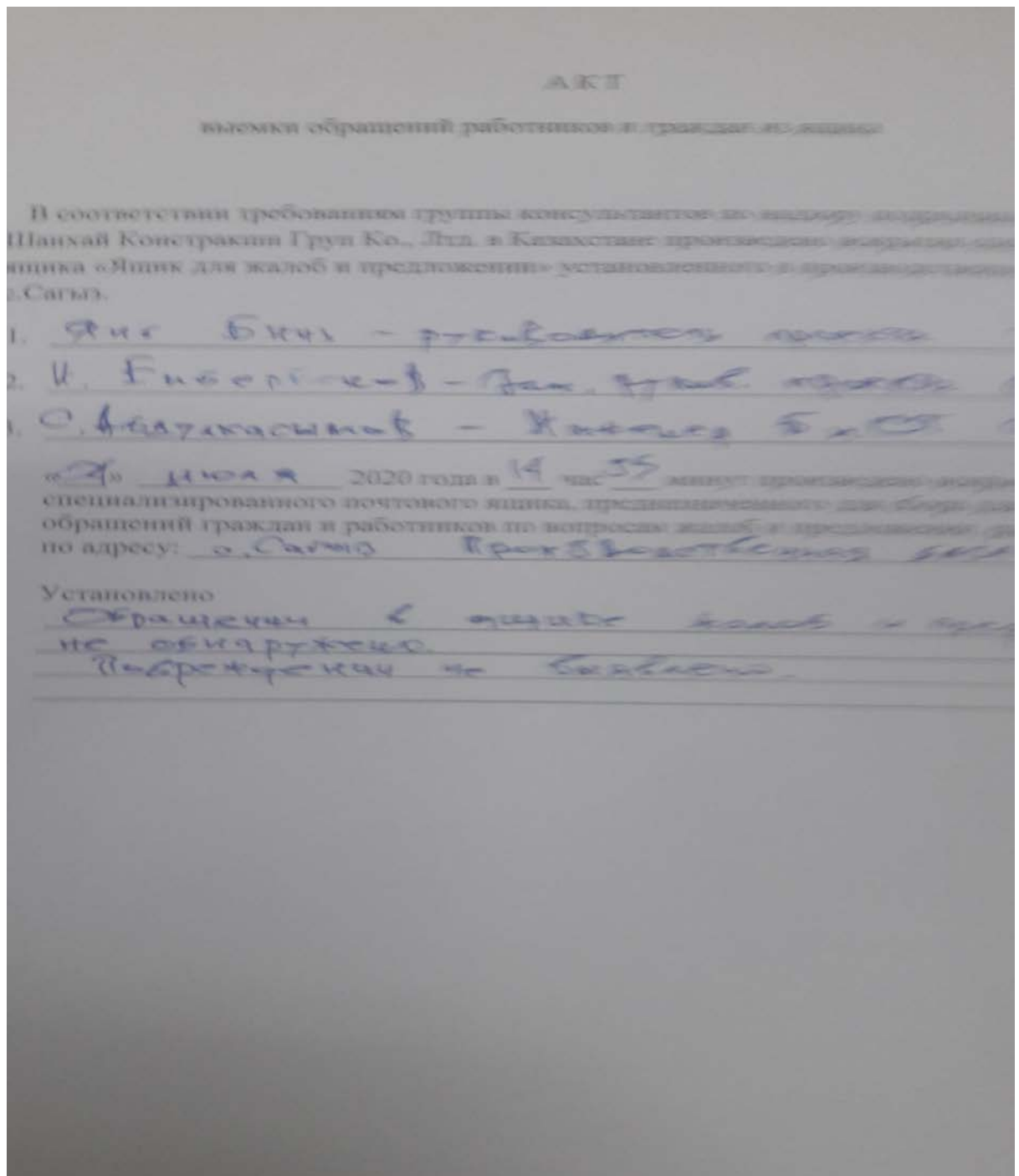
Dust control on Lot 5 site



Installation of additional warning signs on Lot 6 site



Seizure of content from box for complaints at Lot 6 checkpoint



Seizure act for content from box for complaints at Lot 4 checkpoint

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

«27» 06 2020 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. Рук. проекта Т. уиш Н. Турмулов
2. инженер ОТЧБ Гривов А.С.
3. инженер В.Д.Д. Сабирбаев А.М.

27 июнь 2020 года в 14 ч. 50 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 специализированном ящике не обнаружено. Повреждений не выявлено.

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

Seizure act for content from box for complaints at Lot 6 checkpoint, Zhamansor