

Social Due Diligence Report

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Tajikistan: Central Asia Regional Economic Cooperation Corridors 2, 5, and 6 (Dushanbe-Kurgonteppa) Road Project - Additional Financing

Prepared by the Project Implementation Unit for Road Rehabilitation of the Ministry of Transport of the Republic of Tajikistan for the Asian Development Bank.

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Abbreviations and Acronyms

ADB	Asian Development Bank
CAREC	Central Asia Regional Economic Cooperation
dia.	diameter
DMS	Detailed Measurement Survey
DP	Displaced Person
EA	Executing Agency
EMC	External Monitoring Consultant
FGD	Focused Group Discussions
GoT	Government of Tajikistan
GRC	Grievance Redress Committee
GRM	Grievance Redress Mechanism
HSE	Health, safety and environment
IR	Involuntary Resettlement
LAR	Land Acquisition and Resettlement
LARP	Land Acquisition and Resettlement Plan
M&E	Monitoring and Evaluation
MOT	Ministry of Transport
NGO	Non-Government Organization
PIU RR	Project Implementation Unit for Road Rehabilitation
PMC	Project Management Consultant
PMCSC	Project Management Construction Supervision Consultant
PPTA	Project Preparatory Technical Assistance
RoW	Right of way
RT	Republic of Tajikistan
SPS	Safeguard Policy Statement

Definition of Terms

Displaced Persons (DP)	'In the context of involuntary resettlement, displaced persons are those 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 livelihoods) 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.' (ADB SPS 2009)
Detailed Measurement Survey (DMS)	With the aid of the approved detailed engineering design, this activity involves the finalization and/or validation of the results of the inventory of losses (IOL), severity of impacts, and list of DPs. The final cost of resettlement can be determined following completion of the DMS.
Compensation	Payment in cash or in kind to replace losses of lands, housing, income and other assets caused by the Project. All compensation is based on the principle of replacement cost, which is a method of valuing assets to replace the loss at current market rates, plus any transaction costs such as administrative charges, taxes, registration and titling costs.
Cut-off Date	The date after which people will not be considered eligible for compensation.
Dekhan Farm	Mid-size land, which is legally and physically distinct from household plots, for which full land use rights, but not ownership, is allocated to either individuals or groups. Regulations concerning Dekhan farms in Tajikistan are laid out in Law No. 48 on Dekhan Farms, from 2002.
Encroachers	People who move into the Project area after the cut-off date and are therefore not eligible for compensation or other rehabilitation measures provided by the Project.
Entitlements	The range of measures comprising cash or in-kind compensation, relocation cost, income rehabilitation assistance, transfer assistance, income substitution/business restoration, which are due to DPs, depending on the type, extent and nature of their losses, and which suffice to restore their social and economic base.
Eligibility	Any person who resided in the Project area before the cut-off date that suffers from (i) loss of house, (ii) loss of assets or ability to access such assets, permanently or temporarily, or (iii) loss of income sources or livelihood, will be entitled to compensation and/or assistance.
Hukumat	District administration in Tajikistan
Income restoration	This is the re-establishment of sources of income and livelihood of the affected households.
Income Restoration Program	A program designed with various activities that aim to support displaced persons to recover their income / livelihood to the pre-Project levels. The program is designed to address the specific needs of the affected persons based on the Socioeconomic (SES) survey and consultations.

Inventory of Losses (IOL)	This is a process in which all fixed assets (i.e. lands used for residence, commerce, agriculture; houses; kiosks, stalls and shops; ancillary structures, such as fences, gates, paved areas and wells, affected trees and crops etc.) with commercial value and sources of income and livelihood inside the Project right-of-way (Project area) are identified, measured, their owners identified, their exact location determined, and their replacement costs calculated.
Jamoat	A sub-district level administration
Land Acquisition	Refers to the process whereby an individual, household, firm or private institution is compelled by a public agency to alienate all or part of the land/assets for public purposes in return for in-kind replacement or compensation at replacement costs.
Land Acquisition and Resettlement Plan (LARP)	A time-bound action plan with budget setting out compensation for affected land/assets and resettlement strategies, objectives, entitlement, actions, responsibilities, monitoring and evaluation.
Non-titled	Means those who have no recognizable rights or claims to the land that they are occupying.
Poor	Means households whose combined monthly income falls below TJS 1020/- ¹ . WB poverty line (standard) is used by different government and non -government institutions. On regular bases, WB conducts monitoring (assessment) through interviewing HHs. The data is reflected in WB reports, which is represented to relevant government institutions. Also this data is used to identify % of poverty for the given period.
Presidential Land	Means land for which use rights have been allocated by a Presidential Decree but ownership remains with the state.
Rehabilitation	This refers to additional support provided to DPs losing productive assets, income, employment or sources of living, to supplement payment of compensation for acquired assets, in order to achieve, at a minimum, full restoration of living standards and quality of life.
Replacement cost	The calculation of full replacement cost will be based on the following elements: (i) fair market value; (ii) transaction costs; (iii) interest accrued, (iv) transitional and restoration costs; and (v) other applicable payments, if any.
Reserve Fund Land	Means land owned by the state and controlled by the district administration that may be rented, mainly for agricultural use.
Resettlement	This includes all measures taken to mitigate all adverse impacts of the Project on DP's property and/or livelihood. It includes compensation, relocation (where relevant), and rehabilitation as needed.
Severely Affected	This refers to affected households who will (i) lose 10% or more of their total productive land and/or assets, (ii) have to relocate; and/or (iii) lose 10% or more of their total income sources due to the Project.
Sharecropper	A person who cultivates land s/he does not own for an agreed proportion of the crop or harvest.

¹ The poverty line is taken as TJS 448 per month, based on the poverty line published by World Bank for Tajikistan in October 2015 of \$ 57 per month, and an exchange rate of 1 USD – 7.8696 TJS.

Significant impact

Means 200 or more people will experience major impacts, which are defined as; (i) being physically relocated from a house, or (ii) losing 10% or more of their income generating assets.

Vulnerable group

Anyone who might suffer disproportionately or face the risk of being marginalized from the effects of resettlement and includes; (i) female-headed households with dependents; (ii) disabled heads of household; (iii) poor households; (iv) landless; (v) elderly households with no means of support; (vi) households without security of tenure; (vii) ethnic minorities; and (viii) small farmers (with landholdings of two acres or less).

Executive Summary

30. This Social Safeguard Due Diligence Report is prepared for the Phase 2 of the CENTRAL ASIA ECONOMIC COOPERATION CORRIDORS 2, 5, and 6 (DUSHANBE –KURGONTEPPA) ROAD PROJECT - Additional Financing. The project objective is rehabilitation and reconstruction of road section² approximately 39.58 km from Chashmassoron to Kurgonteppa for the improvement of road safety and public facilities for local communities.
31. This SDDR is prepared based on i) the approved design for Item iii) Chorbog Road Repairs, and ii) Item vii) Additional Block Paving within the previously approved road median kerbs, and in one location, a footpath on the previously approved road shoulder.
32. Due to specific technical reasons and request of local population in the course of the project cycle the need for additional efforts being defined and proposed under VO 9 are as follows:
 - i. Contract Price Adjustment
 - ii. Construction of cofferdam at Bridge 14a
 - iii. Chorbog Road repairs at Km 64+300 LHS
 - iv. Compensation for subgrade filling, capping layer and subbase 's transportation costs
 - v. Stone backfill (quantities beyond VO3)
 - vi. Public facilities displacement costs beyond BoQ
 - vii. Paving of median with concrete block pavers
33. These seven items specified under VO 9 vary by nature. It is clarified and emphasized in the VO 9 text for the benefit of readers that:
 - I. Item i) (Contract Price Adjustment) is simply a normal original financial-only mechanism of the Contract, it does not involve new permanent works still to be done in the future, and new detailed design is not required;
 - II. Items ii) (Bridge 14a: temporary cofferdam's construction cost) and iii) (Compensation for additional transportation costs of subgrade filling, capping layer and subbase) are Contractor's claims for additional costs of temporary works which have already been carried out /completed during the normal course of the original contract works, they do not involve new permanent works still to be done in the future, and new detailed design is not required;
 - III. Item v) (Stone filling reinforcement on weak ground below new embankments) was originally approved in Variation order No.3, however additional quantities of this new item were found necessary during the actual execution of the works on site, because required extent and thicknesses for foundation stability could not be predicted in advance, and since they were at the base of previously approved embankments which were under active ongoing construction, they had to be completed at that time. This is a claim for the cost of the additional quantity, it does not involve new permanent works still to be done in the future, and new detailed design is not required;
 - IV. Similarly for original BOQ Item vi) (Utility Relocation), previously unrecorded utilities were found during the course of the work, and some originally proposed utility relocations had to be changed and/or were more extensive to match site conditions at actual time of execution. Since the construction was actively

² The entire Phase 2 road section starts at km 33+475 and stretches from Chashmassoron village (Galaobod Jamoat) and ends at km 73+050 at Vakhsh Bridge.

ongoing, they had to be completed at that time. This is a claim for the cost of the additional quantity, it does not involve new permanent works still to be done in the future. Detailed design was done at the time each utility relocation was needed, but no further new design is required now.

- V. Item viii) (Various BOQ Items) is for the largest of many smaller reduced/additional quantities of other items found necessary due to actual site conditions, during the actual execution of the works on site. Since these were under active ongoing construction, they had to be completed at that time. This is simply a regularization of the actual reduced/additional quantities in the final BOQ, it does not involve new permanent works still to be done in the future, and new detailed design is not required;
 - VI. Items iii) and vii) are the only new permanent works still to be done in the future.
 - VII. New item iii) (repair of 1.4kms of existing Chorbog local road connecting to the main Project road at Km64+300LHS) requested by local residents, will be carried out within the existing road width only, and does not have any impacts outside the road permanent limits. The new detailed design (within the existing road width) has been completed.
 - VIII. New Item vii) (block paving of median) has already been approved in principle in Variation Order No. 8, however an additional 42,000 m² is now considered necessary on site. The locations are shown in the VO9. This work is 95% in the previously approved median of the road only (the other 5% is a short length of footpath on the existing road shoulder near a school requested by local residents), and does not have any impacts outside the road permanent limits, and new detailed design is not required.
34. Therefore this SDDR is prepared only for the two work items remaining to be done in the future, namely Item iii) Chorbog Road Repairs, and ii) Item vii) Additional Block Paving within the previously approved road median kerbs, and in one location, a footpath on the previously approved road shoulder. based on the above.
 35. Description of proposed activities and social impact assessment results are described in Chapter 3 below. The compliance with ADB SPS 2009 and established practise during preparation of the IEE, prior to preparation of the hereby Social Due Diligence Report (SDDR) the full social impact and involuntary resettlement assessment activities were conducted by Mahhmad Kholikov, National Social Safeguards Specialist together with PIURR. Based on the provided materials Lela Shatirishvili, International Social Safeguards Specialist of PMCSC developed the hereby SDDR in English language.
 36. Desk review and field surveys conducted by Social Safeguards Specialist of Kocks Consult GmbH in coordination with the CC and PIURR covered the area of project impact for the two items remaining to be done in the future (Item iii) Chorbog Road Repairs, and vii) Item vii) Additional Block Paving within the previously approved road median kerbs, and in one location, a footpath on the previously approved road shoulder.
 37. However, during civil works for the two activities listed above, some temporary disturbance still might be expected and Construction Contractor will be obliged to ensure safety and adherence to specific social safeguards requirements as described in this SDDR.
 38. The SDDR provides: (i) detailed description of newly proposed activities to be implemented under the contract and described in the Variation Order No9 (ii) the

findings of field surveys and results of due diligence process for early detecting and assessment of any possible social impacts; (iii) relevant mitigations measures to be followed by Construction Contractor during the civil works. The SDDR is prepared in compliance with legislation of the Republic of Tajikistan, ADB SPS 2009 and established best international practice.

39. The Project is financed by the Asian Development Bank (ADB). Ministry of Transport of Tajikistan (MOT) is the project Executing Agency (EA). The Project Implementation Unit for Road Rehabilitation (PIURR) under the MoT is the project Implementing Agency.
40. To summarize, the studies and examinations, undertaken by the Consultant and PIURR based on the project design, described in this SDDR, confirmed that none of the two proposed remaining activities shall cause any direct and /or indirect impact on privately owned or used land or assets. Therefore, no cases of physical resettlement or economic displacement is expected within the scope of these activities. No permanent and or temporary impact on solid structures used as commercial facilities is expected. Therefore, no cash compensation is required for any private person. Therefore, no Addendum to the LARP is required for implementation of the activities proposed under VO 9.
41. During the entire project cycle established Grievance Redress Commission (GRC) will be operating to address any social and /or environment issue if raised during the civil works. Regular monitoring will be undertaken by the Social Safeguards Consultants of the Engineer together with the PIURR specialists. Semi-annual Social Safeguards report will contain the information on work progress to keep the Client in the course of actions and work progress.

Chapter 1. Objective of Social Due Diligence Report

General

13. The SDDR has been prepared as part of the ADB support in undertaking the reconstruction, management and supervision of the Dushanbe – Kurgonteppa Project road and specifically implementation of activities proposed under the Variation Order No 9.
43. The main objective of the SDDR is to analyze the proposed activities and scope of impact in order to detect any possible social risks and if necessary provide relevant preventive or mitigation measures.
44. The purpose of this SDDR is to screen the proposed activities, check whether any social safeguard or LAR impacts are expected and provide an assessment of the social concerns that need to be taken into account during project implementation and operation period.

Methodology Adopted for the SDDR

45. The SDDR follows the methodology outlined in the ADB Safeguards Policy Statement (SPS 2009) and relevant laws and regulations of the Government of the Republic of Tajikistan.
46. This SDDR is prepared based on the findings of desk studies, field visits, consultation meetings with relevant state agencies, local government, local population, residing or running commercial activities along the road section, review of available data and information acquired by the PIU and the MoT.
47. Chapter 2³ of this report covers the description of proposed activities, related benefits, social patterns, results of desk review, project site visits, consultations with local community and representatives of local state agencies; attempts to foresee any minor possible social impact of the proposed activities and provides initiatives to prevent any temporary disturbance of all types of road users during the project related works.
48. The SDDR also provides the rules for application GRM and steps for grievance redress to timely address and effectively resolve any unexpected social and environmental impacts if occur during the project cycle.
49. The summary findings per each of the two remaining work activities covered under this SDDR have been exercised to develop checklists on social impact assessment and are provided in Annex 2 of this SDDR.

³ Chapter 2. Description and Social Impact Assessment of Proposed Activities

Chapter 2. Description and Social Impact Assessment of Proposed Activities

Item iii. Chorbog Road repairs at Km 64+300 LHS

21. On June 10, 2022 the PIURR organized the site visit for ADB/MOT Mission. The summary record of the visit to Chorbog Road is attached.
22. Years ago severe mudflow caused of natural disasters damaged residential dwellings of several dozen permanent residents of village Chorbog. Government allocated alternative land for affected households to build new residential houses. The new settlement was soon established, school, kindergarten and medical point started operating, but the local road remained in poor condition. The residents of new settlement (of village Chorbog) applied to project GRM with request to restore existing rural road and cover it with asphalt layer.
23. Chorbog local road is important conveyor for the Dushanbe-Kurgonteppa project road and important access road for the population of village Chorbog. Road connects rural population to social facilities and market places in Dushanbe and Kurgonteppa.
24. Chorbog village has more than 970 people. More than 2,640 people use these roads every day, including 1,500 schoolchildren, 250 pre-schoolers and 890 people engaged in various activities, which indicates also the social importance of these roads for the region.
25. The scope of proposed work⁴ for Chorbog local road⁵ improvement includes minor repairs of asphalt pavement within the existing limits on a short (1.4 kms) section of the road at km 64+300 LHS
26. The existing road section suggested under VO 9 for repair is located outside the main project Road ROW. It is worth stating that proposed civil works do not consider widening of Road carriage way of this road section. Therefore no new land acquisition is required. In addition the Team composed of National Social Safeguards Specialist of Engineer, representatives of PIURR and local Jamoat conducted site observation visits and assured the complete absence of any encroachment.
51. Moreover, this road section is contiguous with the Project Road at Km64+300LHS and restoration works will not require installation of additional project facilities, camps, quarries and disposal sites. Therefore, Contractor will not require any additional land take even on temporary basis.

⁴ The drawings of the access roads are presented in Appendix of the VO 5.

⁵The reference of the road leading to Chorbog is at km. 63+460 Left Hand Side of the Dushanbe-Kurgonteppa Road [near the existing Petrol Station].



Figure 1. The location of the Chorbog road section relative to the project road

52. To summarize the results of social impact assessment confirmed the following:
 - a. Since no widening of existing road sections is required there is no need to any new land (state, public or privately used) acquisition, i.e. no LAR impacts are defined
 - b. Since no LAR impacts are defined there is no need for preparation and implementation of LARP Addendum prior to commencement of civil works and ensure improved and safe connectivity of local population of Chorbog to the main HW
 - c. Site observation visit conducted by the project Team also confirmed complete absence of any social impacts, temporary or permanent, and is free from any encroachment.
 - d. The width of ROW including shoulders of rural road in new Chorbog settlement was provided with sufficient space to allow civil works needed for provision of asphalt layer without causing any impacts or damages to public structures or private assets. No street vendors were identified either along this road sections.
53. Since no LAR and social impacts are defined there is no need for preparation and implementation of LARP Addendum. However, the SDDR provides measures to be applied during civil works to protect safety and social safeguards of local population and road users during the construction process.

Item vii. Paving of median with concrete block pavers

54. Originally it was envisaged that the median, including the island at U-turns, and the green strip between the road and the sidewalk shall be left unpaved. Experience in Tajikistan on already constructed motorways shows that the unpaved median leads to a water ingress and oversaturation of the subbase and subgrade of the road pavement, resulting in damages on the traffic lanes adjacent to the unpaved median/green strips.

55. To avoid water ingress and further damages on the pavement, paving of the median is recommended. For aesthetic reasons, paving of the median with concrete block pavers is envisaged.
56. Besides, paved median provides pedestrian refuges which will increase road safety and lower the maintenance burden during operation of the road. Paved median requires less maintenance efforts as green strips, which needs watering and vegetation control. Moreover, the paving of the medians, islands and sidewalks will also increases awareness on road safety aspect to the travelling public especially outside settlement areas.
57. All the proposed activities will be carried out within the existing road ROW and no condition may emerge to require additional acquisition of private land or assets, therefore no possible risk of LAR and or social impact may foreseen requiring preparation of LARP Addendum.
58. However, since civil works may still cause some minor disturbance of road users and/or pedestrians' movement the Contractor shall follow regular safety and security measures provided under EMP and in this SDDR.

Chapter 3. Key Findings of Social Due Diligence

Confirmed Absence of LAR impacts

30. The findings of this SDDR are based on the results of the review of available materials, approved drawings and findings of site observation undertaken by the Social Safeguards Consultant of the Engineer (Kocks Consulting GmbH), Construction Contractor and the representatives of the PIURR.
31. The studies and examinations, undertaken by the Contractor during preparation design of proposed activities and in the process of developing this SDDR the social impact assessment of the proposed activities conducted based on the approved design confirmed complete absence of LAR impact.
32. No cases of physical resettlement or economic displacement is expected within the scope of this project. No permanent and or temporary impact on solid structures used as commercial facilities, residential dwellings, or private improvements, annual and perennial crops are expected. Neither any cash compensation is required for temporary or permanent stoppage of business or salaries and wages.

Mitigation Temporary Impact during Civil Works

33. Although no LAR impacts are confirmed within the framework of the proposed activities, CC shall provide mitigation measures during civil works, such as:
 - i. Install Information Boards in site-specific locations during civil works
 - ii. Always keep clean construction area by timely removal of debris and construction waste
 - iii. Ensure full access to houses, business places, and undisturbed vehicle and pedestrian access
 - iv. Use appropriate equipment to timely and safely complete project works
 - v. Measures for minimizing dust and noise pollution as per adopted environmental management standards
 - vi. Ensure accessibility to GRM during the civil works
 - vii. If any adverse impacts happened due to the need of the contractor or for their activities during the construction phase the contractor will be responsible to mitigate such impacts.

Public Consultations

34. Within the framework of the project regular public consultations have been carried out to keep the local communities well informed on project objectives, planned actions and proposed additional activities.
35. With regard to actions proposed in VO 9, no additional public consultation has been conducted for the purpose of this SDDR since the previous regular meetings and public consultations conducted during the entire project cycle had already covered all important social aspects of the project works including the additional activities covered under Variation Orders approved during the course of the road project (see below paras and table). PIURR and PMSCS will conduct public consultations and information disclosure to the local community and any stakeholders of the activities covered this SDDR if such requests are filed to the project, and will ensure to satisfy their requests of consolation and information disclosure in accordance with the ADB SPS requirements.

36. On 02.09.2020 in S.Aini the public consultation meeting with the households residing along the Chorbog road section was organized and conducted by the representatives of the PIURR and National Social Safeguards Specialist of PMCS.
37. The objective of this public meeting carried out right on the project site was to observe the damages on the existing road and discuss with local households suggested option for provision of asphalt layer to the existing access road. The proposed approach was fully accepted by local residents and valued as timely and most efficient solution. The Minutes of the public consultation conducted on 02.09.2020 is provided in Annex 3 of this SDDR as well as in previous SDDR approved in November 2021.
38. The table provides the needs analyses for Public Consultation for the items proposed under VO 9

No	Description of Item under VO 9	Date of Conducted Public Consultation	No of attendees	Note
Item i)	<u>Contract Price Adjustment</u>	Not applicable	N/A	Purely contractual item not related in anyway to local people
Item ii)	<u>Construction of cofferdam at Bridge 14a (I.e. Mehnatobod bridge km</u>	Not applicable (work already completed, this is simply a claim for additional cost)	17	Public consultation conducted on Nov 3, 2021 District Khuroson Jamoat Kizilkala Village Mehnatobod
Item iii)	<u>Chorbog road repairs at Km 64+300 LHS</u>	02.09.2020	21	
Item iv)	<u>Compensation for subgrade filling, capping layer and subbase 's transportation costs</u>	Not applicable (work already completed this is simply a claim for additional cost))		Purely technical decision not related in anyway to local people
Item v)	<u>Stone backfill (quantities beyond VO3)</u>	Not applicable (work already completed)		Purely technical decision not related in anyway to local people
Item 5	<u>Public facilities displacement costs beyond BoQ</u>	Not applicable (work already completed, this is simply a claim for additional cost))		
Item 6	Paving of median with concrete block pavers	Block paving of the already approved median was approved in VO8. This is simply a proposal for an additional 42,000m2 of the same work, and a short length of footpath on the already approved road shoulder.		

Monitoring and Reporting

39. The implementation of the 2 No. proposed remaining activities will be the subject of regular monitoring conducted by the PMCSC and PIURR.
40. Work progress, monitoring activities and results will be incorporated into the Monthly Progress Reports submitted to PIURR /MOT as well as Semi-annual Social Monitoring Report prepared and submitted to MOT and ADB.
41. During civil works all necessary measures must be taken to avoid any temporary impacts such as blockage of access leading to loss of livelihoods or any social impacts or damages to private and public assets. The PIU will closely monitor the implementation phase to ensure compliance with ADB's social safeguard measures, as well as national legislation.
42. During the implementation of proposed activities, similar to entire project implementation standards, any complaint is considered through grievance redress mechanism established within the framework of the project and applied to both social and environmental protective measures.
43. If any unforeseen impacts or additional consequences are identified during the course of the project, PIU will prepare the LARP Addendum in accordance with the ADB SPS 2009, as well as relevant national legislation. Until such planning documents are formulated, uncovered and approved (by ADB), PIU will not start implementation of specific sub-projects in which the consequences of involuntary resettlement have been identified.

Chapter 4. Conclusion

44. The nature and scope of actions (items) proposed under VO 9 do not require acquisition of any land or assets. No social or LAR impacts are expected as long as mitigation measures provided in this SDDR are closely followed by CC and monitored by PMCSC and PIURR. Therefore, no LARP addendum is required prior to approval of VO 9

ANNEXES

Annex 1. Sample of the Grievance Log

	Name of Complainant	Submitted to	Location Km	Submission date	Contact Phone	Content	Activities Conducted to Address Complaint/Comment	Date of Grievance resolution
1								
2								
3								
Etc.								

Annex 2: Involuntary Resettlement Impact Screening Checklists

Grant No. 0569 – TAJ Central Asia Regional Economic Cooperation Corridors 2, 5, and 6 (Dushanbe Kurgonteppa) Road Project - Additional Financing

Assessment of Compliance with the Safeguard Requirements for **Construction of cofferdam at Bridge 14a**

A. Screening Questions for Involuntary Resettlement impact

Below is the screening for involuntary resettlement impacts. Both permanent and temporary impacts were considered and reported in the screening process.

#	Possible Involuntary Resettlement Effects	Yes	No	Remarks
1	Will the project include any physical construction work?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Strengthening the cofferdam
2	Does the proposed activity include upgrading or rehabilitation of existing physical facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Proposed activity considers usage of stronger material in cofferdam construction
3	Will it require permanent and/or temporary land acquisition?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No permanent or temporary land acquisition is needed
4	Is the ownership status and current usage of the land known?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	MOT
5	Are there any non-titled people who live or earn their livelihood at the project site or within the corridor of impact (COI) / Right of Way (ROW)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Project works will be carried out within the existing ROW free from any encumbrances
6	Will there be loss of housing?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N. A.
7	Will there be loss of agricultural plots?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N. A.
8	Will there be losses of crops, trees and fixed assets (i.e. fences, pumps, etc.)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N. A.
9	Will there be loss of businesses or enterprises?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N. A.
10	Will there be loss of incomes and livelihoods?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N. A.
11	Will people lose access to facilities, services, or natural resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Contractor will ensure uninterrupted access of local people, pedestrians and road users during the entire project cycle.
12	Will any social or economic activities be affected by land use-related changes?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N. A.
13	Were there any people being displaced from the assigned land / project site in anticipation of the subproject activity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N. A.
14	Are any of the affected persons (AP) from indigenous or ethnic minority groups?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N. A.

B. Possible Involuntary Resettlement Effects

Quantification of private land require to be acquired:
Any preliminary estimate of the likely affected land that will be required by the Project?
[<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] Yes If yes, approximately how much? __0__ hectares
Information on displaced persons
Any estimate of the likely number of persons that will be displaced (economically and physically) by the Project?
[<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] Yes If yes, approximately how many?
Any estimate of the likely number of persons that will be physically displaced (relocated) by the Project?
[<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] Yes If yes, approximately how many?
Any estimate of the likely number of persons that will experience loss of more than 10% of productive assets?
[<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] Yes If yes, approximately how many?
Are any of them poor, female-heads of households, or vulnerable to property risks?
[<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] Yes If yes, approximately how many?.....
Are any displaced persons from indigenous or ethnic minority groups?
[<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] Yes If yes, how many?

C. Involuntary Resettlement Impact

The EA / Safeguard Team confirm that the assigned land / proposed subproject

☐ Has Involuntary Resettlement (IR) impact, a resettlement plan (or corrective action plan) is required

☒ Will **Not** have IR impact

Prepared by: Ruslan Navmiev

Deputy Director on Safeguards, PIURR

Signed and stamped

Approved by: Arabzoda Nurali

PIU RR Director

Signed and stamped

Date: January 2023

Grant No. 0569 – TAJ Central Asia Regional Economic Cooperation Corridors 2, 5, and 6 (Dushanbe Kurgonteppa) Road Project - Additional Financing

Assessment of Compliance with the Safeguard Requirements for **Chorbog road repairs at Km 64+300 LHS**

A. Screening Questions for Involuntary Resettlement impact

Below is the screening for involuntary resettlement impacts. Both permanent and temporary impacts were considered and reported in the screening process.

#	Possible Involuntary Resettlement Effects	Yes	No	Remarks
1	Will the project include any physical construction work?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Repair of short segment of the road
2	Does the proposed activity include upgrading or rehabilitation of existing physical facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Project activities consider road improvement and provision of asphalt pavement for short segment of Chorbog access road
3	Will it require permanent and/or temporary land acquisition?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Proposed activities will be carried out solely on government managed land free from any private assets, landowners, landusers or any encumbrances. Therefore, permanent or temporary acquisition of land is not required.
4	Is the ownership status and current usage of the land known?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	MOT
5	Are there any non-titled people who live or earn their livelihood at the project site or within the corridor of impact (COI) / Right of Way (ROW)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No squatters or encroachers are found within the project area
6	Will there be loss of housing?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N. A.
7	Will there be loss of agricultural plots?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N. A.
8	Will there be losses of crops, trees and fixed assets (i.e. fences, pumps, etc.)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N. A.
9	Will there be loss of businesses or enterprises?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N. A.
10	Will there be loss of incomes and livelihoods?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N. A.
11	Will people lose access to facilities, services, or natural resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No public facilities or services are located along these road sections. However, will ensure people have access to all important social/public facilities and markets. Contractor will ensure uninterrupted access of local people and road users in general.
12	Will any social or economic activities be affected by land use-related changes?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N. A.

#	Possible Involuntary Resettlement Effects	Yes	No	Remarks
13	Were there any people being displaced from the assigned land / project site in anticipation of the subproject activity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N. A.
14	Are any of the affected persons (AP) from indigenous or ethnic minority groups?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N. A.

B. Possible Involuntary Resettlement Effects

Quantification of private land require to be acquired:
Any preliminary estimate of the likely affected land that will be required by the Project?
[<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] Yes If yes, approximately how much? <u> 0 </u> hectares
Information on displaced persons
Any estimate of the likely number of persons that will be displaced (economically and physically) by the Project?
[<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] Yes If yes, approximately how many?
Any estimate of the likely number of persons that will be physically displaced (relocated) by the Project?
[<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] Yes If yes, approximately how many?
Any estimate of the likely number of persons that will experience loss of more than 10% of productive assets?
[<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] Yes If yes, approximately how many?
Are any of them poor, female-heads of households, or vulnerable to property risks?
[<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] Yes If yes, approximately how many?.....
Are any displaced persons from indigenous or ethnic minority groups?
[<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] Yes If yes, how many?

C. Involuntary Resettlement Impact

The EA / Safeguard Team confirm that the assigned land / proposed subproject

☐ Has Involuntary Resettlement (IR) impact, a resettlement plan (or corrective action plan) is required

☒ Will **Not have IR impact**

Prepared by: Ruslan Navmiev
Deputy Director on Safeguards, PIURR

Signed and stamped

Approved by: Arabzoda Nurali
PIU RR Director

Signed and stamped

Date: January 2023

Grant No. 0569 – TAJ Central Asia Regional Economic Cooperation Corridors 2, 5, and 6 (Dushanbe Kurgonteppa) Road Project - Additional Financing

Assessment of Compliance with the Safeguard Requirements for **Paving of the already approved median (and a short length of the already approved road shoulder) with concrete block pavers**

A. Screening Questions for Involuntary Resettlement impact

Below is the screening for involuntary resettlement impacts. Both permanent and temporary impacts were considered and reported in the screening process.

#	Possible Involuntary Resettlement Effects	Yes	No	Remarks
1	Will the project include any physical construction work?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
2	Does the proposed activity include upgrading or rehabilitation of existing physical facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
3	Will it require permanent and/or temporary land acquisition?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No, proposed activities will not require permanent and/or temporary land acquisition.
4	Is the ownership status and current usage of the land known?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	MOT
5	Are there any non-titled people who live or earn their livelihood at the project site or within the corridor of impact (COI) / Right of Way (ROW)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No squatters or encroachers are found within the project area
6	Will there be loss of housing?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N. A.
7	Will there be loss of agricultural plots?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N. A.
8	Will there be losses of crops, trees and fixed assets (i.e. fences, pumps, etc.)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N. A.
9	Will there be loss of businesses or enterprises?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N. A.
10	Will there be loss of incomes and livelihoods?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N. A.
11	Will people lose access to facilities, services, or natural resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	No, people will not lose access to facilities, services, or natural resources.
12	Will any social or economic activities be affected by land use-related changes?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N. A.
13	Were there any people being displaced from the assigned land / project site in anticipation of the subproject activity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N. A.
14	Are any of the affected persons (AP) from indigenous or ethnic minority groups?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N. A.

B. Possible Involuntary Resettlement Effects

Quantification of private land require to be acquired:
Any preliminary estimate of the likely affected land that will be required by the Project?
[<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] Yes If yes, approximately how much? __0_ hectares
Information on displaced persons
Any estimate of the likely number of persons that will be displaced (economically and physically) by the Project?
[<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] Yes If yes, approximately how many?
Any estimate of the likely number of persons that will be physically displaced (relocated) by the Project?
[<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] Yes If yes, approximately how many?
Any estimate of the likely number of persons that will experience loss of more than 10% of productive assets?
[<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] Yes If yes, approximately how many?
Are any of them poor, female-heads of households, or vulnerable to property risks?
[<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] Yes If yes, approximately how many?.....
Are any displaced persons from indigenous or ethnic minority groups?
[<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] Yes If yes, how many?

C. Involuntary Resettlement Impact

The EA / Safeguard Team confirm that the assigned land / proposed subproject

☐ Has Involuntary Resettlement (IR) impact, a resettlement plan (or corrective action plan) is required

☒ Will **Not** have IR impact

Prepared by: Ruslan Navmiev
Deputy Director on Safeguards, PIURR

Signed and stamped

Approved by: Arabzoda Nurali
PIU RR Director

Signed and stamped

Date: January 2023

Annex 3. Public Consultation

3.1 Minutes of Public Consultation conducted in S.Aini on 02.09.2020 regarding applying asphalt layer to the local road in village Chorbog

ТАСДИҚ МЕКУНАМ:

Раиси ҷамоати деҳоти ба номи С.Айнӣ
Ҳ.Каримов *[Signature]* аз
«02» «09» соли 2020

ПРОТОКОЛ

аз «02» «09» соли 2020 д.30-солагии Истиклолият

Иштирок карданд: Раиси ҷамоати деҳоти ба номи С.Айнӣ Ҳ.Каримов, муовини раиси ҷамоат Ҳ.Файзулхусейнов, котиби ҷамоат Н.Шодиев, Сармутахассис заминсози ҷамоат С.Бекмуродов, намояндаи машваратчиҳои лоиҳаи роҳи Душанбе-Бохтар марҳилаи 2-юм М.Холиков., ва бошандагони деҳаи 30-солагии Истиклолият ҷамъ: 72 нафар


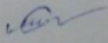


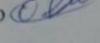
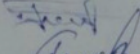
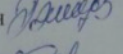

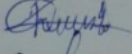
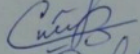
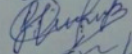
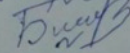
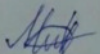
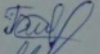






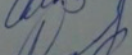
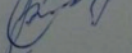


РЀЗНОМАИ МАҶЛИС:

1. Дар бораи асфалтпӯш намудани назди даромадгоҳҳои манзилҳои истиқомати шаҳрвандони деҳаи 30-солагии Истиклолият.

Аз рӯи масъала Раиси ҷамоати деҳоти ба номи С.Айнӣ Ҳ.Каримов., баромад намуда қайд кард, ки аз тарафи зерпудрадчиҳои маҳалли ҶДММ «Собир-сам» назди даромадгоҳҳои манзилхоро бо дарозии 3 метр ва паҳноии 3 метр асфалтпӯш карда мешавад.

Инчунин намояндаи машваратчиҳои лоиҳаи роҳи Душанбе-Бохтар марҳилаи 2-юм М.Холиков., баромади раиси ҷамоатро дастгирӣ ва бошандагони деҳаи 30-солагии Истиклолият ҷонибдорӣ намуданд.

1. Каримов Ҳ. *[Signature]*
2. Файзулхусейнов Ҳ. *[Signature]*
3. Шодиев Н. *[Signature]*
4. Бекмуродов С. *[Signature]*
5. Холиков М. *[Signature]*
6. Гуломов Раҷабали *[Signature]*

7. Олимов Рахматулло 
8. Музафаров Хусейн 
9. Рачабов Махмадали 
10. Сафоев Хуршед 
11. Олимов Курдатулло 
12. Юсупов Гийёсиддин 
13. Бобохонов Сирочиддин 
14. Музафарова Сайфия 
15. Давлатов Махмарахим 
16. Сафоев Абдучабор 
17. Пиров Махмарахим 
18. Бобоев Файзимахмал 
19. Мирзоёров Махмадназар 
20. Мирзоёрова Бахриниссо 
21. Махмалиев Чамолиддин 
22. Сафоев Эмомали 
23. Бекмуродова Мохрачаб 
24. Сафоева Зарина 
25. Асадуллоева Мохсафар 
26. Назаров Махмадзариф 
27. Мирзоёров Мирзосайд 
28. Бобохонов Парвизчон 
29. Рачабов Тагойбек 
30. Олимова Хомия 

31. Караев Шермахмад *Шермахмад*
32. Рачабов Шерали *Шерали*
33. Бобохонов Сафарбек *Сафарбек*
34. Халимов Салимчон *Салимчон*
35. Сафоев Махмадтоир *Махмадтоир*
36. Мирзорахимов Хучамурод *Хучамурод*
37. Мирзоёров Ширинбек *Ширинбек*
38. Исмоилова Фируза *Фируза*
39. Хайтов Камол *Камол*

3.2. English translation of the Minutes of Public Consultation conducted in S.Aini on 02.09.2020 regarding applying asphalt layer to the local road in village Chorbog

I confirm
Chairman of Jamoat of S. Ayni
H.Karimov
Dated 02.09.2020

Minutes of meeting

02.09.2020

Village of 30 Solagii Istiqloliyat

Attended: Chairman of Jamoat S. Ayni H. Karimov, Deputy Chairman of Jamoat H. Faizulhuseinov, Secretary of Jamoat N. Shodiev, Chief land surveyor of Jamoat S. Bekmurodov, Representative of the Dushanbe-Bokhtar Road Project Consultant, phase 2 M.Kholikov, and residents of the 30th Istikloliyat village total: 72 people

AGENDA OF THE MEETING:

Asphalting of the entrances to the houses of the 30th of Istikloliyat village. Noted that by the local subcontractor LLC "Sobir sam" the entrances of the houses will be asphalted with the length of 3 meters and width of 3 meters. The representative of Consultant of the Dushanbe-Bokhtar road project Phase 2 M. Kholikov also fully supported the decision of the chairman and attendances of the village.

1. Karimov h
2. Faizulhuseinov H
3. Shodiev N
4. Bekmurodov S
5. Kholikov M
6. Ghulomov Rachabali
7. Olimov Rahmatullo
8. Muzafarov Huseyn
9. Rajabov Mahmadali
10. Safoev Khurshed
11. Olimov Qudratullo
12. Yusupov Giyosiddin
13. Bobokhonov Sirojiddin
14. Muzafarova Safiya
15. Davlatov Mahmarahim
16. Safoev Abdujabor
17. Sadder abdujabor
18. Pirov Mahmarahim
19. Boboev Fayzmuhammad
20. Mirzoyorova Bahrinisso
21. Makhmakieva Jamoliddin
22. Safoev Emomali
23. Bekmurodova Mokhrajab
24. Safoeva Zarina
25. Asadulloeva Mokhsafar
26. Nazarov Mahmazarif
27. Mirzoyorov Mirzosaid
28. Bobokhonov Parvizjon
29. Rajabov Tagoybek

30. Olimova Khomiya
31. Karaev SHermahmad
32. Rajabov Sherali
33. Bobokhonov Safarbek
34. Halimov Salimjon
35. Safoev Mahmadtoiro
36. Mirzorahimov Khujamurod
37. Mirzoyorov Shirinbek
38. Ismoilova Firuza
39. Hayotov Kamol

Ба Шайри наҷибони
Ҷуриҷури Тасукистон
муртарам Худсирӯда
Завқибек
аз ҷониб иштираки
пушангоҳони ҷамъати
ғизои ба ҷониб С. Аҷиб,
ғизои навбӯнади ғо-со
лаҳи Ҷетиқаммағи
дағлати Ҷуриҷури
Тасукистон н. Хурсон

Ариза

Дар баробари навиштаи аризаи
қудамон ба маҷлиси Шӯро ме-
сонан, ки дар ҷамъи бораҳои бай
дар бай ва амадан ғуҷ маъзи-
ни иштирокчиёни ғуҷ маъзи
ба ғо дағлати Асосиёри ғуҷ ва-
ғати минималӣ, навиб минимал, муртар-
рам Ҷамъи Ҷуриҷури аз маътаби
навиб ба маътаби бораҳои ғуҷ
маъзи ба маътаби иштирокчиёни
барақарор карда шуд.

Аз ин маъз аз Шӯро ғуҷиёни
маъзи маътаби, ки бораи маътаби
ро ба асосиёри навиб баъзи
маъзи ғуҷиёни бораҳои ғуҷ маъзи
Ҷуҷиёт ғуҷиёни маъзи ғуҷиёни
Ҷуҷиёт ғуҷиёни маъзи ғуҷиёни

Бо ғуҷиёни маъзи ғуҷиёни

Бекмуродова И	Бекм
2) Абдулов Ф	Абд
3) Музорова Б	Муз
4) Мирзоерова Б	Мир
5) Долохониди Х.	Дол
6) Широк М.	Шир
7) Бобеев Ф.	Боб
8) Сафоев И	Саф
9) Мирзоеров М	Мир
10) Сафоев С	Саф
1) Сафоев Х	Саф
2) Сафоев М	Саф
3) Юсупов Д	Юсуп
14. Юсупов Б	Юсуп
15. Давлатов М	Дав
16. Музафаров З	Муз
7. Солтатов М	Солт
18. Рахматуллоев Н	Рахм
9. Олимов К	Оли
20. Олимов Р	Оли
21. Сафоев Х	Саф

3.4. English translation of the request of residents of village Chorbog of Jamoat S.Aini regarding the need for restoration of local road

To the Minister of Transport of the
Republic of Tajikistan Mr. Khudoyorzoda Zavkibek
on behalf of the residents of the Jamoat
named after S. Ayni, the newly created village
Village of 30 solagii Istiqloliyat
in Khuroson district

Statement

Along with writing our statement, we would like to inform you that heavy rains and landslides have flooded our houses, and with the support of the Founder of Peace and National Unity, Leader of the Nation Emomali Rahmon, our houses have been moved to a safe area and rebuilt.

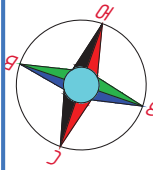
Therefore, we kindly ask you to assist in the construction of the road and the asphaltting between the streets of the aforementioned village at a distance of 1400m.

Yours sincerely

Residents of the village

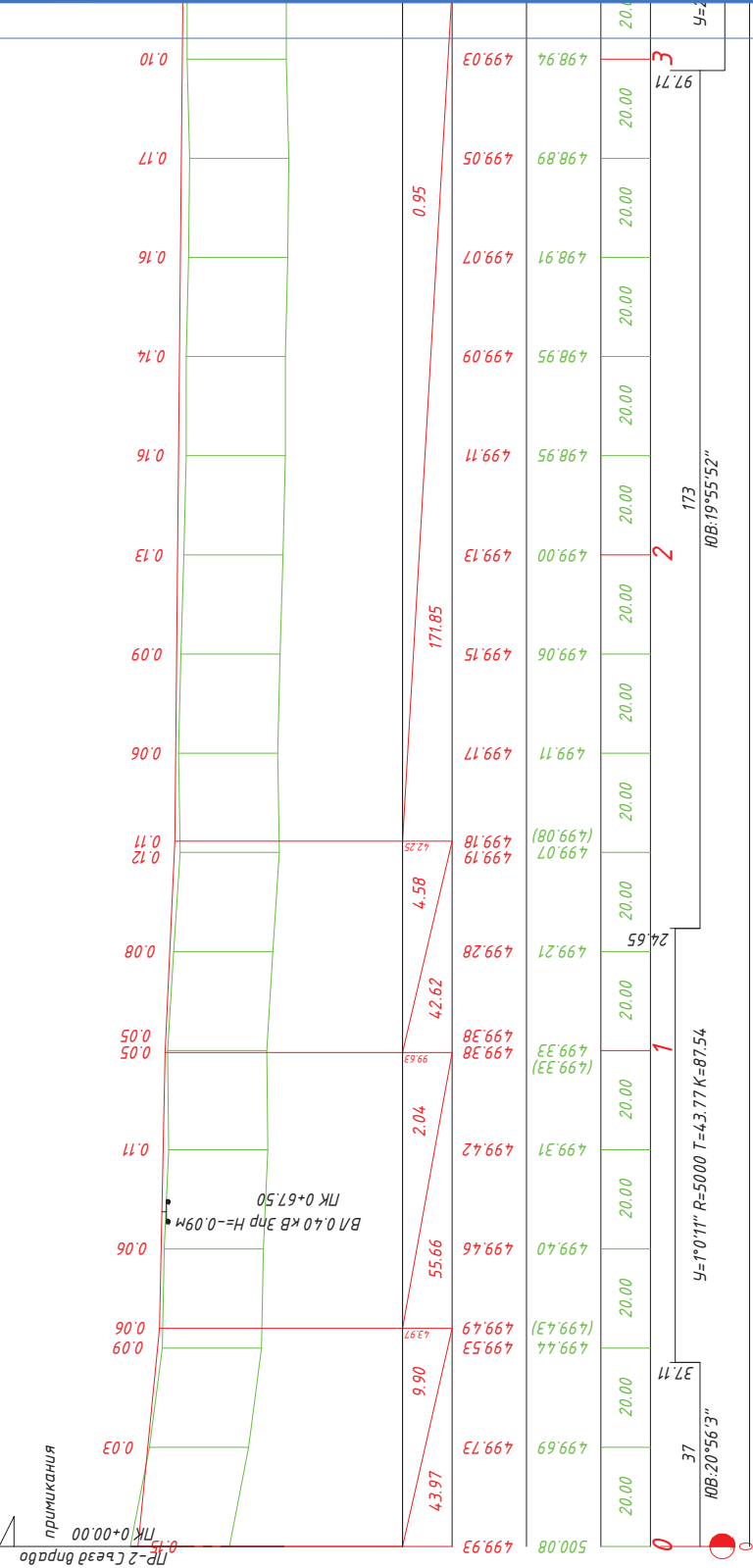
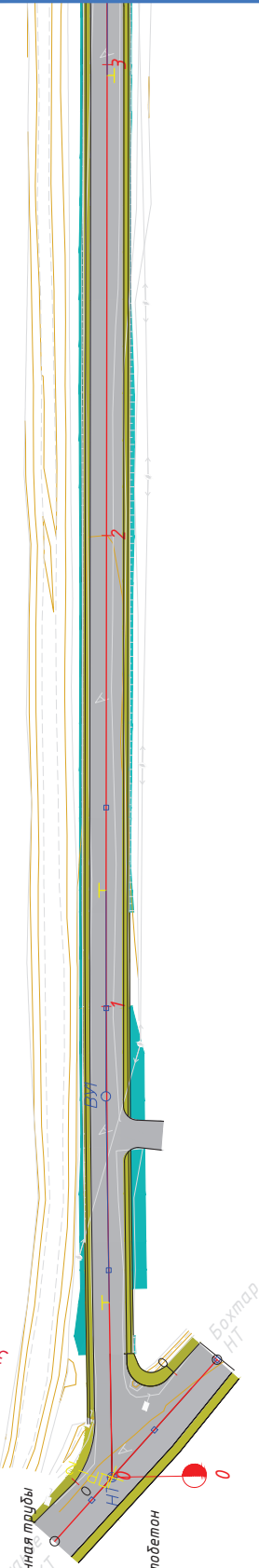
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2. Qobilov F
3. Niyozova B
4. Mirzoyorova B
5. Bobokhonov Kh
6. Pirov M
7. Boboev F
8. Safoev I
9. Mirzoyorov M
10. Safoeva S
11. Safoev H
12. Safoev M
13. Yusupov R
14. Turaev Q
15. Davlatov M
16. Muzafarov Z
17. Solihov M
18. Rahmatulloev N
19. Olimov Q
20. Olimov R
21. Safoev Kh

Annex 4. Detail Design of Chorbog road repairs



Условные обозначения проектный :

- Ось дороги
- Километровый знак
- Сборная железобетонная труба
- Сигнальный столбик
- Выемка
- Насыпь
- Обочина
- Покрывтия из асфальтобетон
- Вершина угла
- Лоток ЛК1-З
- Подпорная стена
- Металлическая ограждения
- Перильное ограждения
- Скважина и её порядковый номер



М 1:1000 по горизонтали
М 1:100 по вертикали
М 1:100 эсрунты

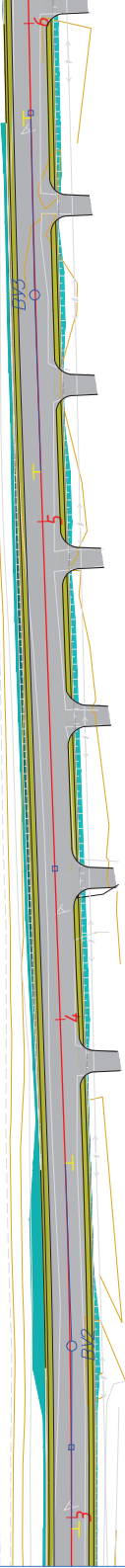
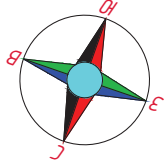
Фактические данные	Уклон, о/оо, вертикальная кривая, м
	Отметка оси дороги, м
Фактические данные	Отметка рельефа, м
	Расстояние, м
Пикет, элементны плана, километры	

Условные обозначения проектный :

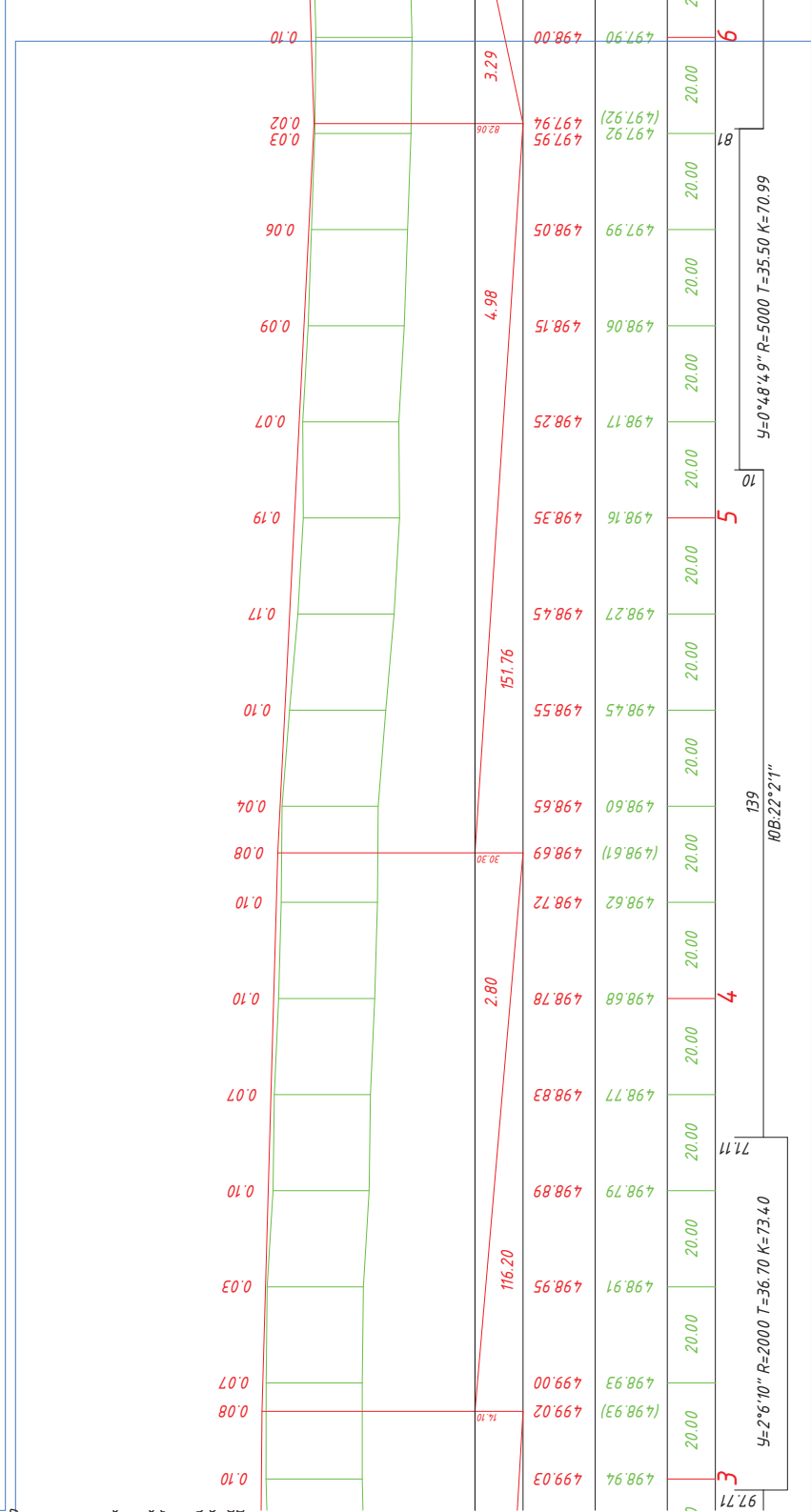
- Ось дороги
- Километровый знак
- Сборная железобетонная труба
- Выемка
- Насыль
- Обочина
- Покрyтия из асфальтобетон
- Вершина угла
- Лоток ЛК1-3
- Подпорная стена
- Металлическая оградения
- Перильное оградения
- Скважина и ее порядковый номер

М 1:1000 по горизонтали
М 1:100 по вертикали
М 1:100 зрyнты

Фактические данные	Уклон, о/оо, вертикальная кривая, м
	Отметка оси дороги, м
Фактические данные	Отметка рельефа, м
	Расстояние, м
Пикет, элементy плана, километры	



Скважина и ее порядковый номер



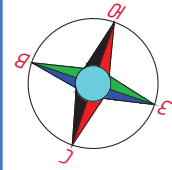
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DESIGNED:	DRAWN:	DATE:

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CONSULTANTS:
KOCKS CONSULT T GMBH

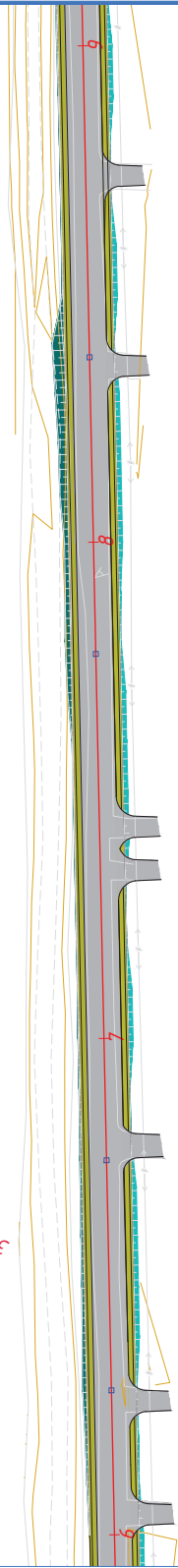
DESIGN INSTITUTE FOR TRANSPORT
INFRASTRUCTURE, A YNI STR. 14,
DUSHANBE, TAJIKISTAN, 734042

PLAN & PROFIL	
TA-8945 TAJ. CAREC Corridors 2, 5, and 6 Road Project (Dushanbe-Kurgonteppa) – PPTA Consultant	Ministry of Transport of the Republic of Tajikistan
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DRAWING PP-01	



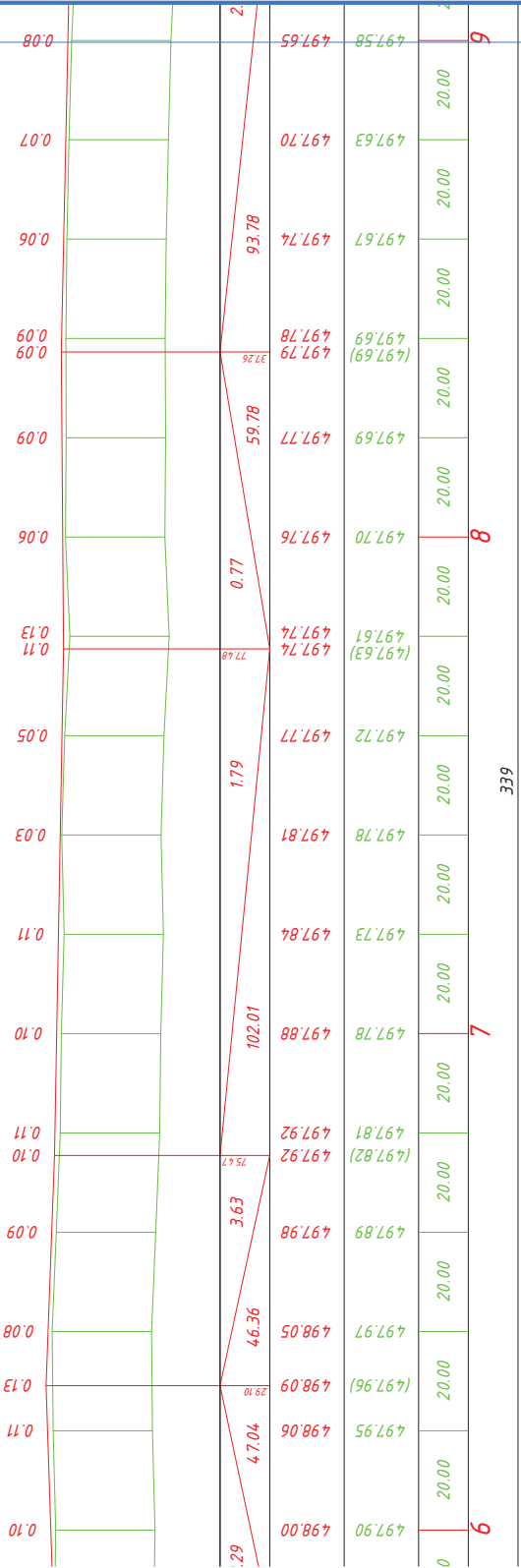
Условные обозначения проектный :

- Ось дороги
- Километровый знак
- Сборная железобетонная труба
- Сигнальный столбик
- Выемка
- Насыпь
- Обочина
- Покрытия из асфальтобетон
- Ву
- Вершина угла
- Лоток ЛК1-3
- Подпорная стена
- Металлическая оградения
- Перильное оградения
- Скважина и её порядковый номер




М 1:1000 по горизонтали
М 1:100 по вертикали
М 1:100 эрунты


Фактические данные	Уклон, о/оо, вертикальная кривая, м
	Отметка оси дороги, м
Фактические данные	Отметка рельефа, м
	Расстояние, м
Пикет, элементны плана, километры	




Условные обозначения проектный :




Ось дороги




Километровый знак




Сборная железобетонная трубы




Сигнальный столбик




Выемка




Насыль




Обочина




Покрyтия из асфальтобетон




ВУ




Вершина угла




Лоток ЛК1-3




Подпорная стена



Металлическая оградения



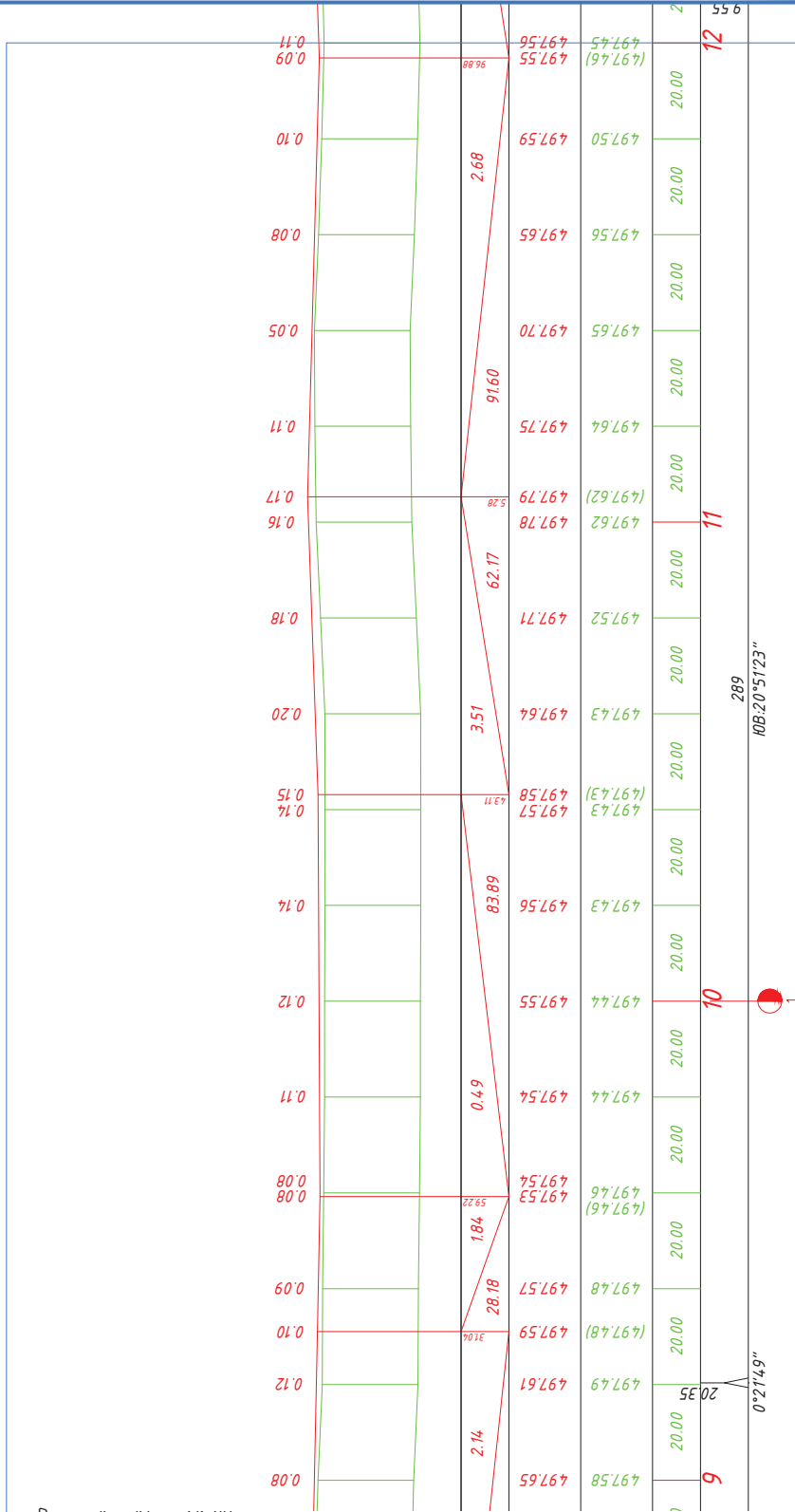
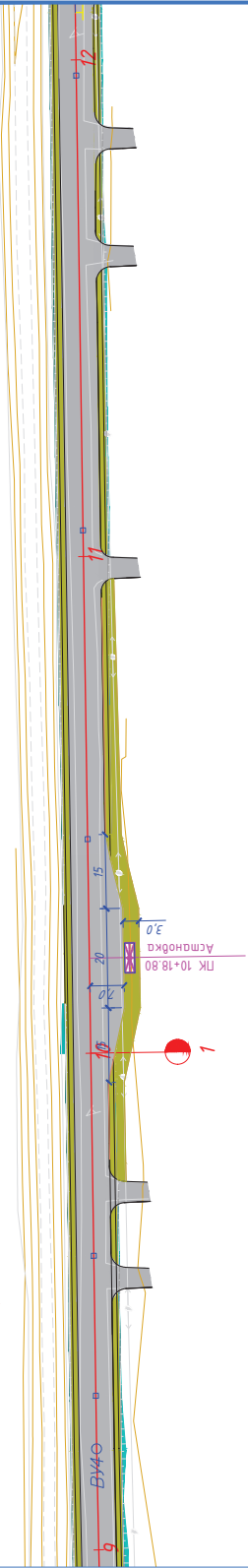
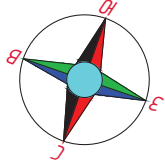
Перильное оградения




Скважина и её порядковый номер


М 1:1000 по горизонтали
М 1:100 по вертикали
М 1:100 эрyнты


Фактические данные	Уклон, о/оо, вертикальная кривая, м
	Отметка оси дороги, м
Фактические данные	Отметка рельефа, м
	Расстояние, м
Пикет, элементы плана, километры	





Условные обозначения проектный :


- 


Ось дороги
- 


Километровый знак
- 


Сборная железобетонная труба
- 


Выемка
- 


Насыпь
- 


Обочина
- 


Покрытия из асфальтобетон
- 

Вершина угла
- 

Лоток ЛК1-3
- 

Подпорная стена
- 

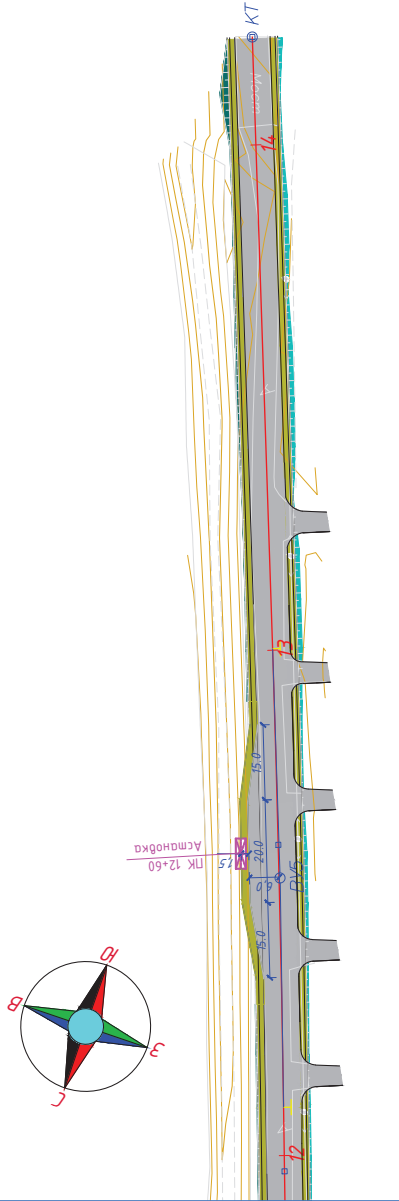
Металлическая оградения
- 

Перильное оградения
- 

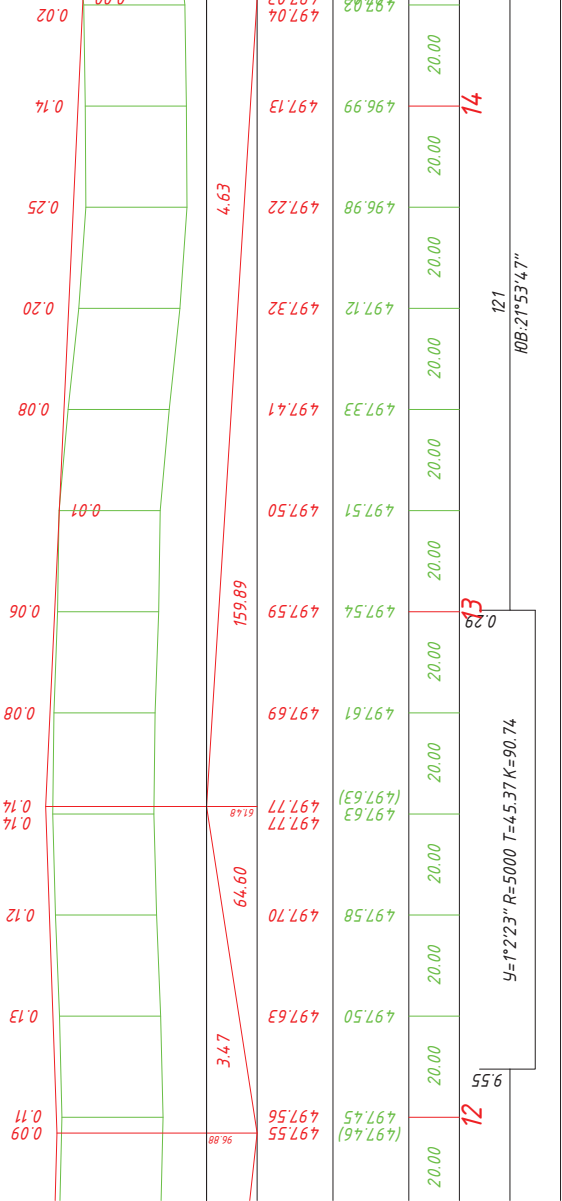
Скважина и её порядковый номер

М 1:1000 по горизонтали
М 1:100 по вертикали
М 1:100 грунты

Фактические данные	Проектные данные	
	Уклон, о/оо, вертикальная кривая, м	Отметка оси дороги, м
Расстояние, м	Отметка рельефа, м	
Пикет, элементы плана, километры		



М 1:1000 по горизонтали
М 1:100 по вертикали
М 1:100 грунты



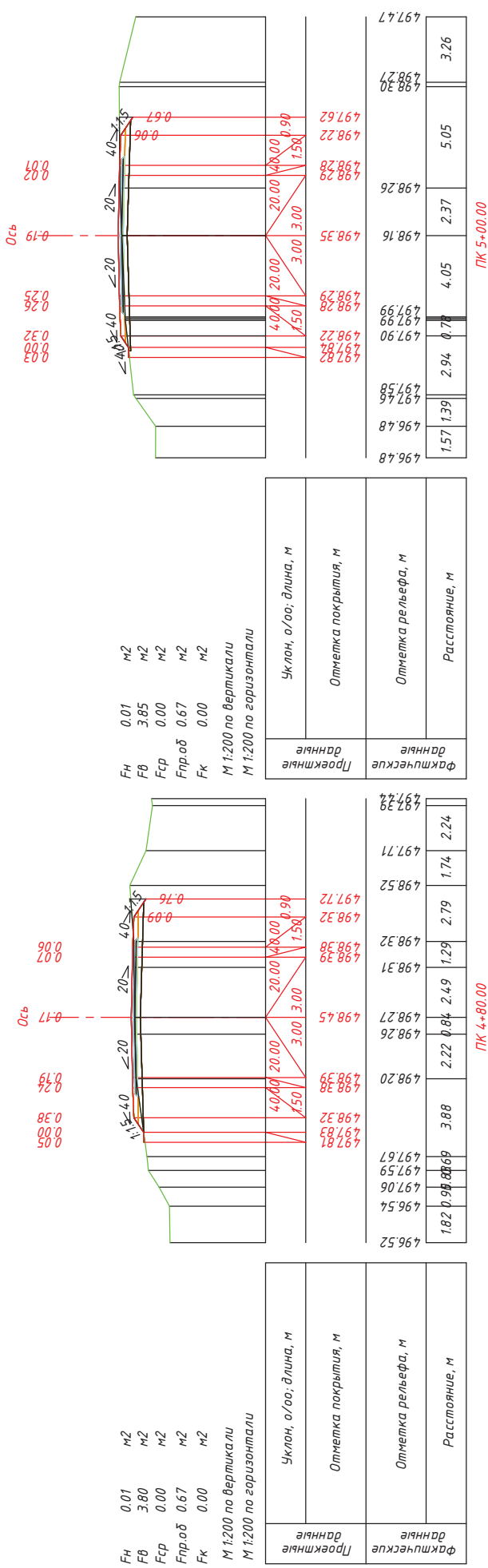
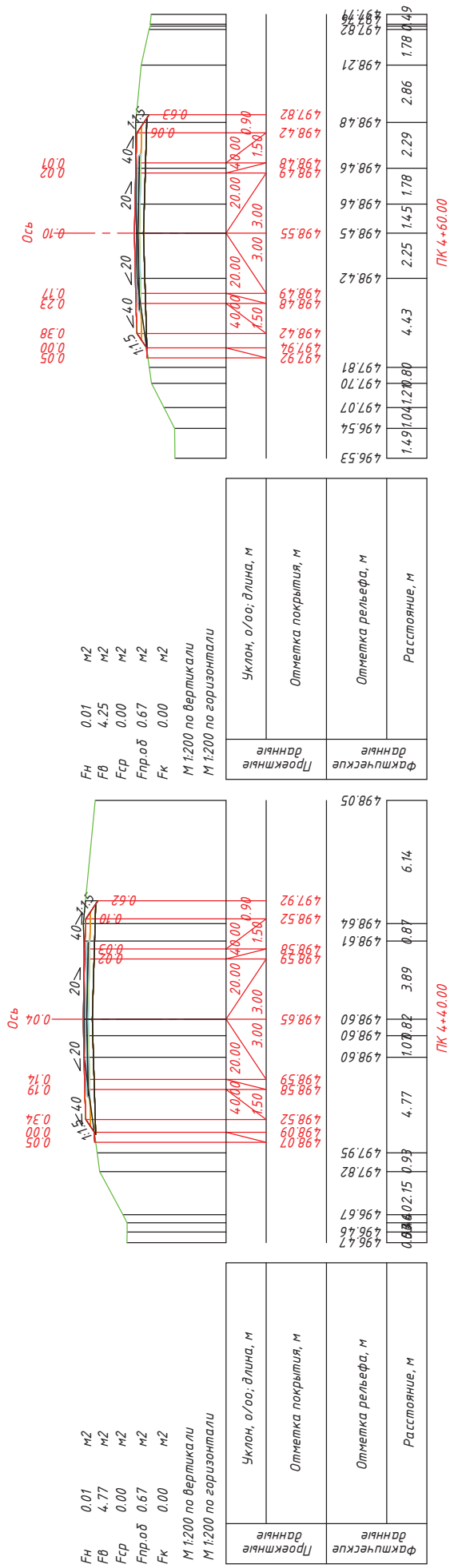
REV. AMENDMENTS	BY APPROVED DATE	CHECKED:



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KOKKS CONSULT GMBH

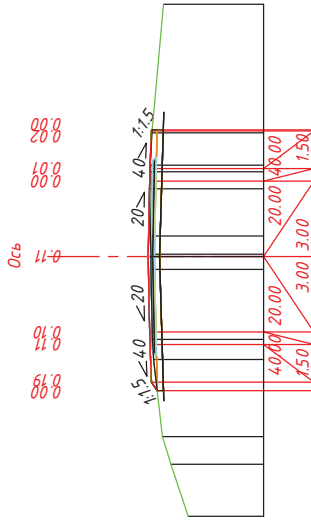
DESIGN INSTITUTE FOR TRANSPORT
INFRASTRUCTURE, AYNI STR. 14,
DUSHANBE, TAJIKISTAN, 734042

DR. W. N. DATE:



F_н 0.00 м2
F_в 4.09 м2
F_{ср} 0.00 м2
F_{пр.об} 0.64 м2
F_к 0.00 м2

М 1:200 по вертикали
М 1:200 по горизонтали



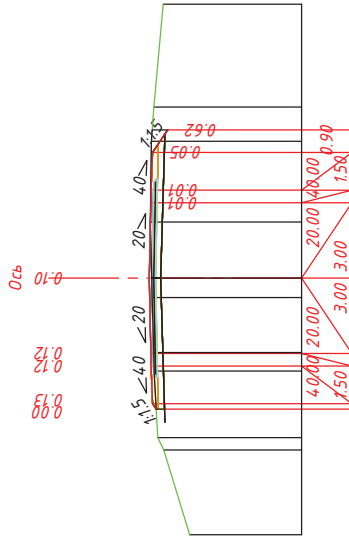
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	Отметка покрытия, м	
Фактические данные	Отметка рельефа, м	
	Расстояние, м	

496.32	497.01	497.35	497.70	497.75	497.85	497.78	497.37
2.07	1.10	3.07	0.80	2.78	0.72	1.88	0.67
5.12							

ПК 6+80.00

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F_в 4.67 м2
F_{ср} 0.00 м2
F_{пр.об} 0.66 м2
F_к 0.00 м2

М 1:200 по вертикали
М 1:200 по горизонтали



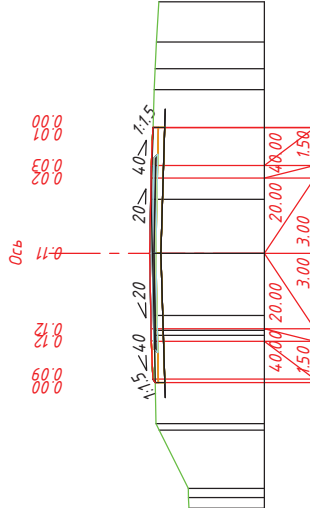
Проектные данные	Уклон, о/оо; длина, м	
	Отметка покрытия, м	
Фактические данные	Отметка рельефа, м	
	Расстояние, м	

496.27	497.31	497.69	497.70	497.77	497.78	497.84	497.80	497.70	497.33
3.38	0.49	2.65	0.74	2.19	0.77	2.23	3.21	1.36	4.09

ПК 7+00.00

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F_в 3.99 м2
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F_{пр.об} 0.62 м2
F_к 0.00 м2

М 1:200 по вертикали
М 1:200 по горизонтали



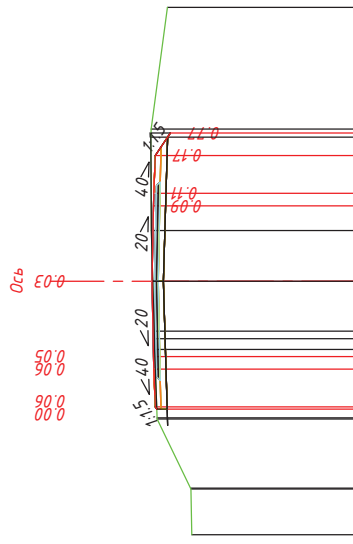
Проектные данные	Уклон, о/оо; длина, м	
	Отметка покрытия, м	
Фактические данные	Отметка рельефа, м	
	Расстояние, м	

496.28	497.50	497.46	497.59	497.65	497.67	497.73	497.79	497.66	497.57	497.47
2.32	3.51	0.59	2.47	2.15	4.36	0.84	0.61	1.60		

ПК 7+20.00

F_н 0.00 м2
F_в 5.48 м2
F_{ср} 0.00 м2
F_{пр.об} 0.65 м2
F_к 0.00 м2

М 1:200 по вертикали
М 1:200 по горизонтали



Проектные данные	Уклон, о/оо; длина, м	
	Отметка покрытия, м	
Фактические данные	Отметка рельефа, м	
	Расстояние, м	

496.23	496.26	496.28	496.61	497.11	497.72	497.78	497.84	497.86	497.20
1.82	2.75	2.72	0.43	1.99	2.02	3.72	4.84		

ПК 7+40.00

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CONSULTANTS:
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Cross profile

REV. AMENDMENTS

BY APPROVED DATE

DESIGNED:
CHECKED:

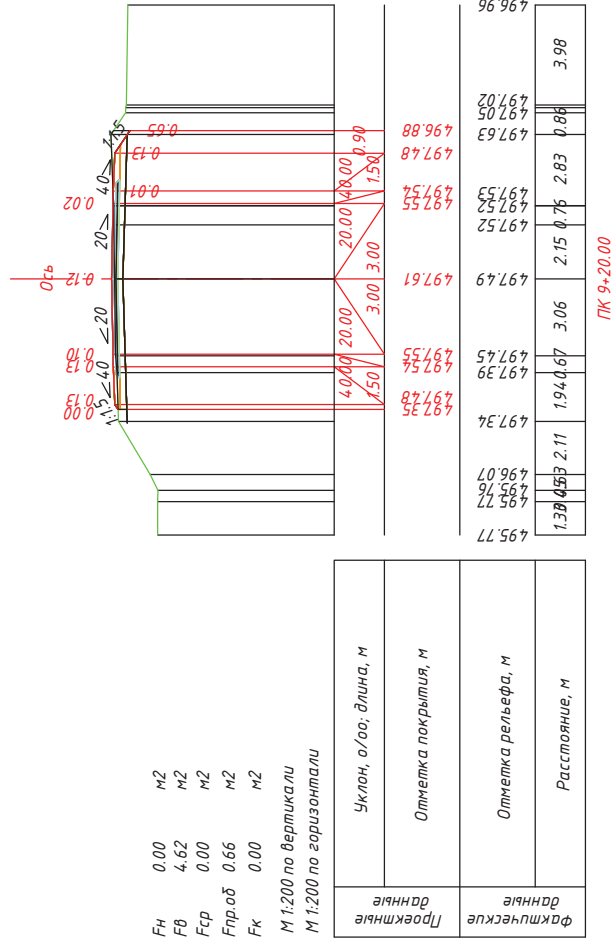
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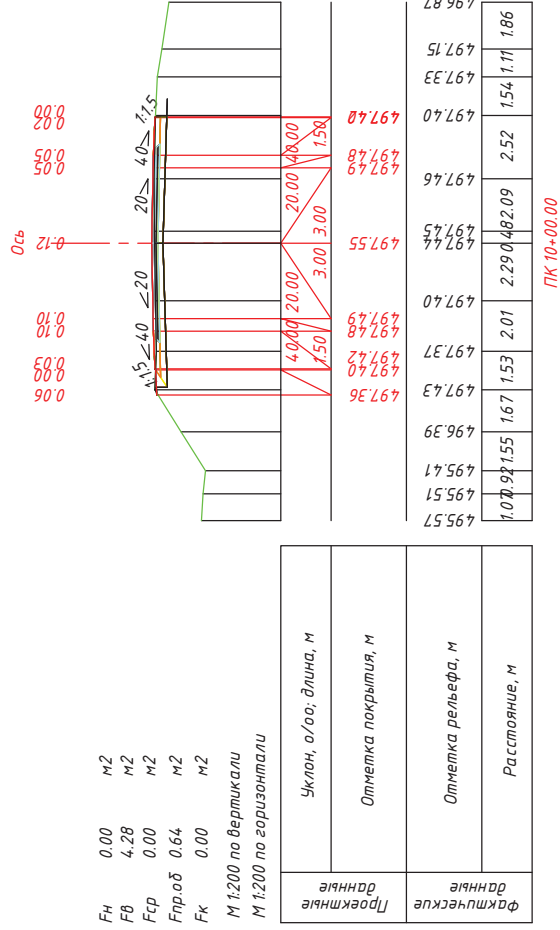
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TA-8945 TAJI- CAREC Corridors 2, 5, and 6 Road Project
(Dushanbe-Kurgonteppa) - PPTA Consultant

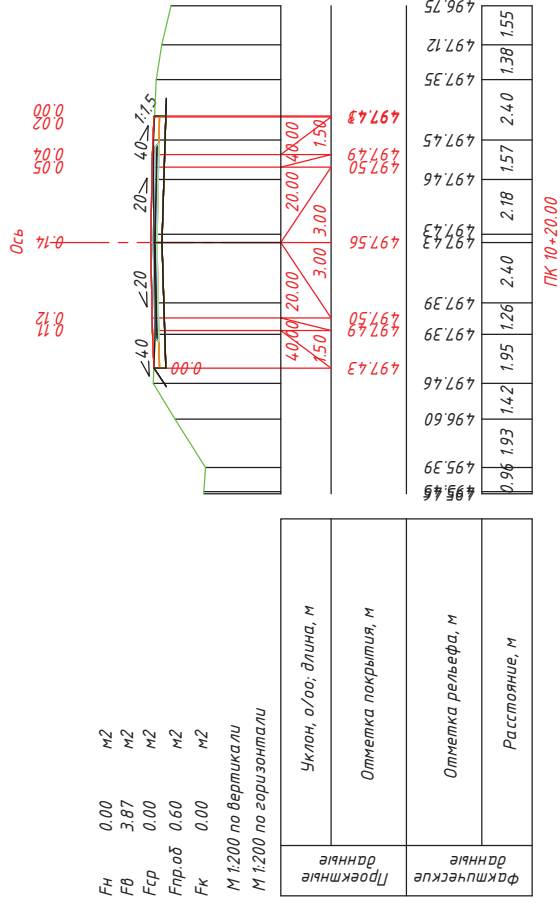
Ministry of Transport of the Republic of Tajikistan

DRAWING PP-09

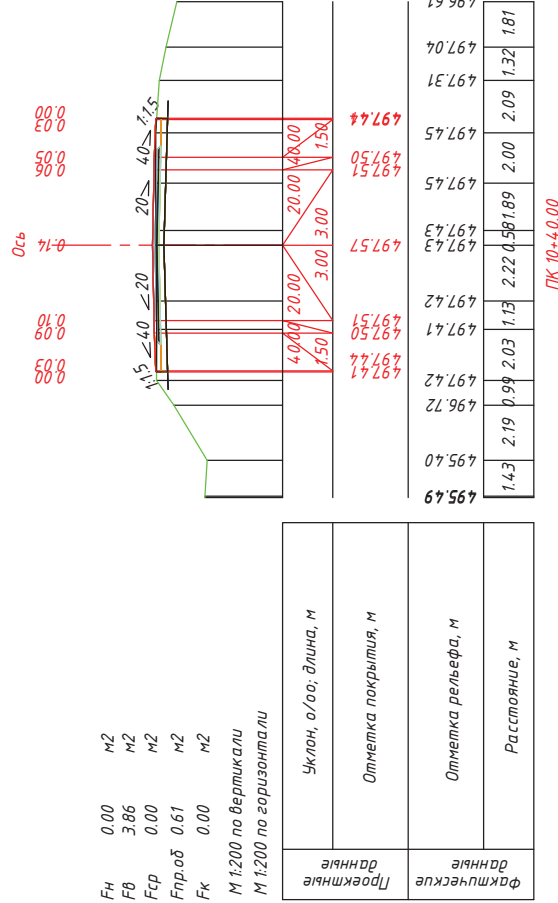




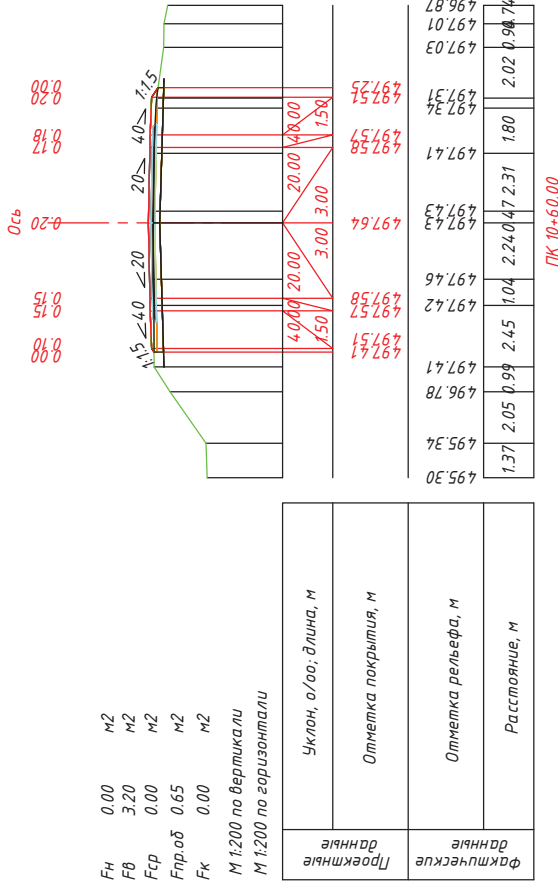
ПК 10+00.00



ПК 10+20.00



ПК 10+40.00



ПК 10+60.00



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INFRASTRUCTURE, A YNI STR. 14,
DUSHANBE, TAJIKISTAN, 734042

TA-8945 TAJI-CAREC Corridors 2, 5, and 6 Road Project
(Dushanbe-Kurgonteppa) - PPTA Consultant
Ministry of Transport of the Republic of Tajikistan

REV.	AMENDMENTS	BY	APPROVED DATE	DESIGNED:	CHECKED:	DRAWN:	DATE:
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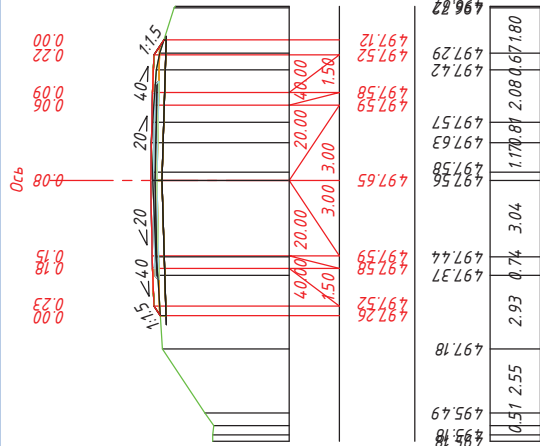
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DRAWING PP-13

FH 0.00 M2
FB 3.83 M2
FCP 0.00 M2
Fпр.об 0.67 M2
FK 0.00 M2

M 1200 по вертикали
M 1200 по горизонтали

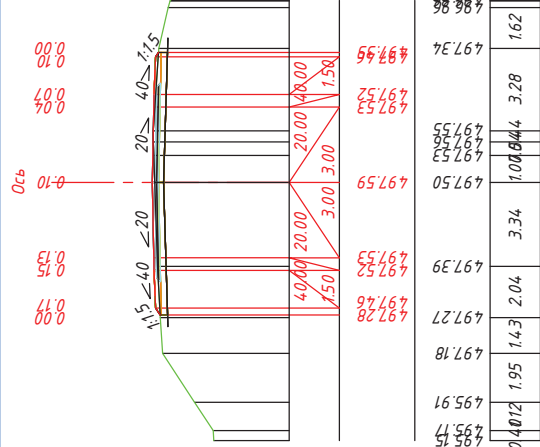
Проектные данные	Уклон, о/оо, длина, м
Фактические данные	Отметка покрытия, м
	Отметка рельефа, м
	Расстояние, м



FH 0.00 M2
FB 3.94 M2
FCP 0.00 M2
Fпр.об 0.66 M2
FK 0.00 M2

M 1200 по вертикали
M 1200 по горизонтали

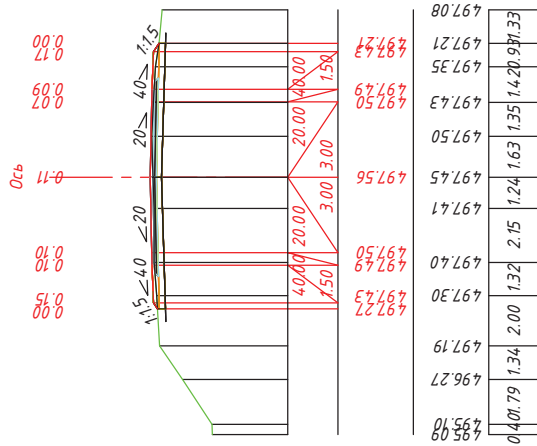
Проектные данные	Уклон, о/оо, длина, м
Фактические данные	Отметка покрытия, м
	Отметка рельефа, м
	Расстояние, м



FH 0.00 M2
FB 3.92 M2
FCP 0.00 M2
Fпр.об 0.66 M2
FK 0.00 M2

M 1200 по вертикали
M 1200 по горизонтали

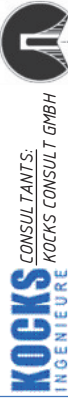
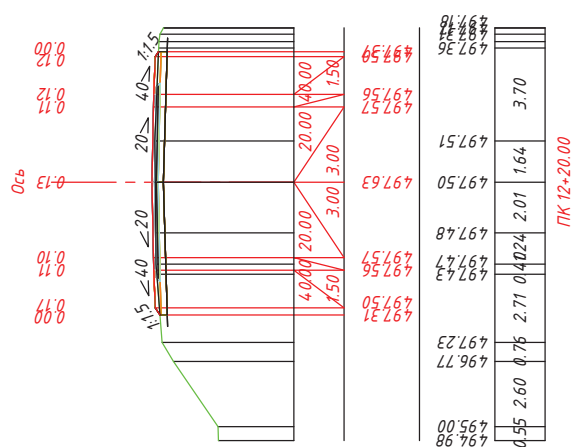
Проектные данные	Уклон, о/оо, длина, м
Фактические данные	Отметка покрытия, м
	Отметка рельефа, м
	Расстояние, м



FH 0.00 M2
FB 3.70 M2
FCP 0.00 M2
Fпр.об 0.66 M2
FK 0.00 M2

M 1200 по вертикали
M 1200 по горизонтали

Проектные данные	Уклон, о/оо, длина, м
Фактические данные	Отметка покрытия, м
	Отметка рельефа, м
	Расстояние, м



CONSULTANTS:
KOCKS CONSULT GMBH



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INFRASTRUCTURE, A YNI STR. 14,
DUSHANBE, TAJIKISTAN, 734042

Cross profile

REV. AMENDMENTS
BY APPROVED DATE
DESIGNED:
CHECKED:

SCALE:
ORIGINAL DRAWING SIZE:
1:1000
A3(297x 420)

TA-8945 TAJI- CAREC Corridors 2, 5, and 6 Road Project
(Dushanbe-Kurgonteppa) - PPTA Consultant
Ministry of Transport of the Republic of Tajikistan
DRAWING PP-15

Координаты ось верх покрытия				
ПК	Расстояние от начала трассы, м	Проектная отметка по оси, м	Координаты	
			Ось	
			Северная	Восточная
0+00.00	0,00	499,930	1997,940	194,200
0+20.00	20,00	499,730	1979,260	201,340
0+40.00	40,00	499,530	1960,580	208,490
0+60.00	60,00	499,460	1941,880	215,590
0+80.00	80,00	499,420	1923,160	222,610
1+00.00	100,00	499,380	1904,400	229,560
1+20.00	120,00	499,280	1885,620	236,430
1+40.00	140,00	499,190	1866,820	243,250
1+60.00	160,00	499,170	1848,020	250,070
1+80.00	180,00	499,150	1829,220	256,890
2+00.00	200,00	499,130	1810,410	263,700
2+20.00	220,00	499,110	1791,610	270,520
2+40.00	240,00	499,090	1772,810	277,340
2+60.00	260,00	499,070	1754,010	284,160
2+80.00	280,00	499,050	1735,210	290,970
3+00.00	300,00	499,030	1716,400	297,790
3+20.00	320,00	499,000	1697,640	304,730
3+40.00	340,00	498,950	1678,950	311,850
3+60.00	360,00	498,890	1660,340	319,150
3+80.00	380,00	498,830	1641,790	326,630
4+00.00	400,00	498,780	1623,250	334,130
4+20.00	420,00	498,720	1604,710	341,630
4+40.00	440,00	498,650	1586,170	349,140
4+60.00	460,00	498,550	1567,630	356,640
4+80.00	480,00	498,450	1549,090	364,140
5+00.00	500,00	498,350	1530,550	371,650
5+20.00	520,00	498,250	1512,010	379,140
5+40.00	540,00	498,150	1493,440	386,570
5+60.00	560,00	498,050	1474,840	393,920
5+80.00	580,00	497,950	1456,210	401,200
6+00.00	600,00	498,000	1437,570	408,440
6+20.00	620,00	498,060	1418,920	415,680

Координаты ось верх покрытия				
ПК	Расстояние от начала трассы, м	Проектная отметка по оси, м	Координаты	
			Ось	
			Северная	Восточная
6+40.00	640,00	498,050	1400,280	422,920
6+60.00	660,00	497,980	1381,640	430,160
6+80.00	680,00	497,920	1362,990	437,400
7+00.00	700,00	497,880	1344,350	444,640
7+20.00	720,00	497,840	1325,700	451,880
7+40.00	740,00	497,810	1307,060	459,120
7+60.00	760,00	497,770	1288,420	466,360
7+80.00	780,00	497,740	1269,770	473,590
8+00.00	800,00	497,760	1251,130	480,830
8+20.00	820,00	497,770	1232,480	488,070
8+40.00	840,00	497,780	1213,840	495,310
8+60.00	860,00	497,740	1195,200	502,550
8+80.00	880,00	497,700	1176,550	509,790
9+00.00	900,00	497,650	1157,910	517,030
9+20.00	920,00	497,610	1139,270	524,270
9+40.00	940,00	497,570	1120,580	531,390
9+60.00	960,00	497,540	1101,890	538,510
9+80.00	980,00	497,540	1083,200	545,630
10+00.00	1000,00	497,550	1064,510	552,750
10+20.00	1020,00	497,560	1045,820	559,870
10+40.00	1040,00	497,570	1027,130	566,990
10+60.00	1060,00	497,640	1008,440	574,110
10+80.00	1080,00	497,710	989,750	581,230
11+00.00	1100,00	497,780	971,060	588,360
11+20.00	1120,00	497,750	952,370	595,480
11+40.00	1140,00	497,700	933,680	602,600
11+60.00	1160,00	497,650	914,990	609,720
11+80.00	1180,00	497,590	896,300	616,840
12+00.00	1200,00	497,560	877,610	623,960
12+20.00	1220,00	497,630	858,930	631,090
12+40.00	1240,00	497,700	840,270	638,290
12+60.00	1260,00	497,770	821,640	645,560

REV. AMENDMENTS	BY APPROVED DATE	DESIGNED: 	DRAWN: 
		CHECKED:	DATE:

DESIGN INSTITUTE FOR TRANSPORT INFRASTRUCTURE, A YNI STR. 14, DUSHANBE, TAJIKISTAN, 734042		Koordinat os	
		1:1000 A3(297x 420)	
		SCALE: ORIGINAL DRAWING SIZE:	
		DRAWING PP-19	

TA-8945 TAJI-CAREC Corridors 2, 5, and 6 Road Project
(Dushanbe-Kurgonteppa) - PPTA Consultant

Ministry of Transport of the Republic of Tajikistan

Координаты ось верх покрытия				
ПК	Расстояние от начала трассы, м	Проектная отметка по оси, м	Координаты	
			Ось	
			Северная	Восточная
12+60.00	1260,00	497,770	821,640	645,560
12+80.00	1280,00	497,690	803,030	652,900
13+00.00	1300,00	497,590	784,460	660,320
13+20.00	1320,00	497,500	765,900	667,780
13+40.00	1340,00	497,410	747,350	675,240
13+60.00	1360,00	497,320	728,790	682,700
13+80.00	1380,00	497,220	710,230	690,160
14+00.00	1400,00	497,130	691,680	697,620
14+20.00	1420,00	497,040	673,120	705,080
14+21.38	1421,38	497,030	671,840	705,590

		Koordinat as	
		SCALE:	1:1000
		ORIGINAL DRAWING SIZE:	A3(297x 420)

		DESIGN INSTITUTE FOR TRANSPORT INFRASTRUCTURE, A YNI STR. 14, DUSHANBE, TAJIKISTAN, 734042	
		CONSULTANTS: KOCKS CONSULT GMBH	
		INGENIEURE	
		DESIGNED:	DRAWN:
		CHECKED:	DATE:

		BY APPROVED DATE	
REV. AMENDMENTS			

TA-8945 TAJI- CAREC Corridors 2, 5, and 6 Road Project (Dushanbe-Kurgonteppa) – PPTA Consultant	
Ministry of Transport of the Republic of Tajikistan	
DRAWING PP-20	