

Social Monitoring Report

Project Number: 52286-001
Semestral Report (July–December 2021)
February 2022

Kazakhstan: Central Asia Regional Economic Cooperation Corridors 1 and 6 Connector Road (Aktobe–Kandyagash) Reconstruction Project

Prepared by an individual consultant for the NC "KazAvtoZhol" JSC and the Asian Development Bank.

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2nd SEMI-ANNUAL SOCIAL SAFEGUARDS MONITORING REPORT



Loan: 3829-KAZ

CAREC Corridors 1 and 6 Connector Road (Aktobe-Kandyagash) Reconstruction Project

Section km 11-52

Section km 52 - 100

Verified by:

Individual Consultant on Social and Environmental Safeguards (Contract ICS-04)

For:

- NC "KazAutoZhol" JSC
- Asian Development Bank

Report period: July-December 2021

Internal Social Safeguards Monitoring Report


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

Financed by: Asian Development Bank

Loan: 3829-KAZ

Document control

Preparation, revision and approval

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Asian Development Bank			

The individual consultant on social and environmental safeguards (hereinafter-Consultant) confirms that this report has been prepared using available and officially confirmed information, taking into account the standards adopted when preparing reports for international financial institutions and the approval algorithm approved by the Asian Development Bank.

The conclusions and recommendations contained in the report are based on reports on industrial environmental monitoring of contractors, information obtained through the primary collection of information, analysis of project documentation, meetings and consultations with representatives of the Executive Agency (EA) and participation in workshops on the project, secondary data (letters, reviews, reports) related to the Project. The report was prepared for the Executive Agency (JSC NC "KazAutoZhol") and the Asian Development Bank (ADB).

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

Content

Abbreviations	4
I. Introduction	5
II. Brief Description of the Project	5
III. Methodology and Approaches in Report Preparation	7
IV. Land Acquisition and Resettlement Plan and Social Impact Assessment	9
V. Grievance Redress Mechanism	18
VI. Key Findings and Recommendations	18
VII. Appendixes	20
Appendix 1. Minutes of public consultations	21
Appendix 2. Minutes of Grievance Redress Committee meetings	27
Appendix 3. On-site mission reports and pictures from sites	30
Appendix 4. Grievances register	47

Abbreviations

RK	Republic of Kazakhstan
MIID	Ministry of Industry and Infrastructural Development
CoR	Committee of Roads
ADB	Asian Development Bank
CAREC	Central Asia Regional Economic Cooperation
PMC	Project Management Consultant
DED	Design and estimate documentation
CSP	Crushing and screening plant
CBP	Concrete- batching plant
ABP	Asphalt-batching plant
CSC	Construction Supervision Consultant
RMI	Republican municipal institution
LLP	Limited liability partnership
OJSC	Open Joint Stock Company
EP	Environmental protection
OHS	Occupational Health and Safety

I. Introduction

The purpose of this report is to reflect new circumstances (if any) during the project implementation that had an impact on people and to reflect the status of implementation of grievance redress mechanism and appeals.

The commencement of construction works on CAREC Corridors 1 and 6 Connector Road (Aktobe-Kandyagash) Reconstruction Project was set to March 1, 2021. The initial construction duration is 990 days.

The actual commencement date of work of the Environmental and Social Safeguards Consultant is June 7, 2021.

II. Brief Description of the Project

CAREC Corridors 1 and 6 Connector Road (Aktobe-Kandyagash) Reconstruction Project is co-financed by the Government of the Republic of Kazakhstan (Government) through “NC “KazAutoZhol” JSC (Employer) and the Asian Development Bank (ADB). The goal of the project is to reconstruct a section of “Aktobe-Kandyagash” road with a length of 89 km. The road section connects the regional and administrative centers of Aktobe region. This road section is also part of the main road connecting international corridors.

The ADB is financing this investment program, which includes physical investments to upgrade road infrastructure and road improvement, and non-physical investments to develop institutional capacity.

Physical investments include the road sections shown in the following Table 1:

Table 1. Planned road sections

	Road section	Length (km)	Coating type	Technical category of the road
Aktobe region				
	Lot 1, km 11 - km 52	41	Asphalt concrete	Category IB
	Lot 2, km 52 - km 100	48	Asphalt concrete	Category IB, II

The project is part of the 460 km Aktobe-Kandyagash-Makat road project, which connects the oil and mineral-rich regions of Aktobe and Atyrau, serving a population of 1.7 million people. In 2016, ADB approved financing for 299 km of Kandyagash - Makat section. In 2018, the government requested ADB to finance an additional 89 km section connecting Aktobe and Kandyagash, while the government would fund the remaining 72 km from the state budget, with a completion date in 2020. The Aktobe-Makat line is a

connecting road that links CAREC Corridors 1b and 6a, two major trade routes, with the Russian Federation and the European Union, Kazakhstan's main trading partners. This integration of the two international corridors will significantly reduce transport costs, increase travel speeds along these corridors, and contribute to trade facilitation in Kazakhstan. Aktobe - Makat road project is a two-lane republican road of Categories II and III, built in the 1970s. Due to wear and tear, road surfaces, bridges and culverts (which have been designed for lower axle loads) struggle to cope with the rapidly growing and heavy traffic loads from oil wells and refineries in the region. Traffic between Aktobe and Atyrau is increasingly being redirected to the northern route Aktobe - Oral - Atyrau, since the travel time remains almost unchanged, despite the additional 500-kilometer detour. Poor road connectivity has also become a key social issue as it has contributed to rising income and wealth inequality between rural and urban areas in West Kazakhstan. The project includes the reconstruction of an 89-kilometer section of the republican road A-27 between Aktobe and Kandyagash (see Figure 2. Project location map). The project consists of two sections with two different Contracts. The project began on the southern side of the outskirts of Aktobe region. The road goes south until it reaches Kandyagash about 100 km south of Aktobe. The project will be limited to the right of way, with the exception of two proposed bypass roads in Alga (km 35–39) and Kandyagash (km 88–104).



Fig. 1. Road reconstruction scheme

The work contracts for Lot 1 and Lot 2 were signed on November 24, 2020 between "NC "KazAutoZhol" JSC and JV "SineMidasStroy LLP - Todini Costruzioni Generali S.p.A." (Lot 1) and JV "Akzhol Kurylys LLP - AzVirt LLC - Assana Dorstroy LLP", with contract amounts of 39,794,623,425.42 KZT (Lot 1/including VAT 12%) and 22,756,825,031.35 KZT (Lot 2/including VAT 12%). The contractual Time for Completion of Lot 1 project is 930 days and 990 days for Lot 2 project from the Commencement Date with Defect Notification Period of

730 days. According to GCC Sub-Clause 8.1 "Commencement of Works", the Notice of the Commencement Date was issued by the Engineer in the letter 0034-AKKA-2021 dated February 26, 2021 for both Contracts.

Project Data

The main parties to the Contract are:

- Employer - NC "KazAutoZhol" JSC
- Contractor

Lot 1 - JV "LLP SP SineMidasStroy" and "Todini Costruzioni Generali", contract for 930 days

Lot 2 - JV "AkZhol Kurylys– - AzVirt LLC - Assan DorStroy LLP", contract for 990 days

- Construction Supervision Consultant: Dongsung Engineering Co., Ltd. (Korea) with ZS Engineering LLP (Kazakhstan) as sub-consultant, contract for 33 months and 24 months of Defect Notification Period

General Conditions of Contract include the Conditions for Construction and Engineering Works developed by the Employer (harmonized edition, June 2010), prepared by the International Federation of Consulting Engineers (FIDIC).

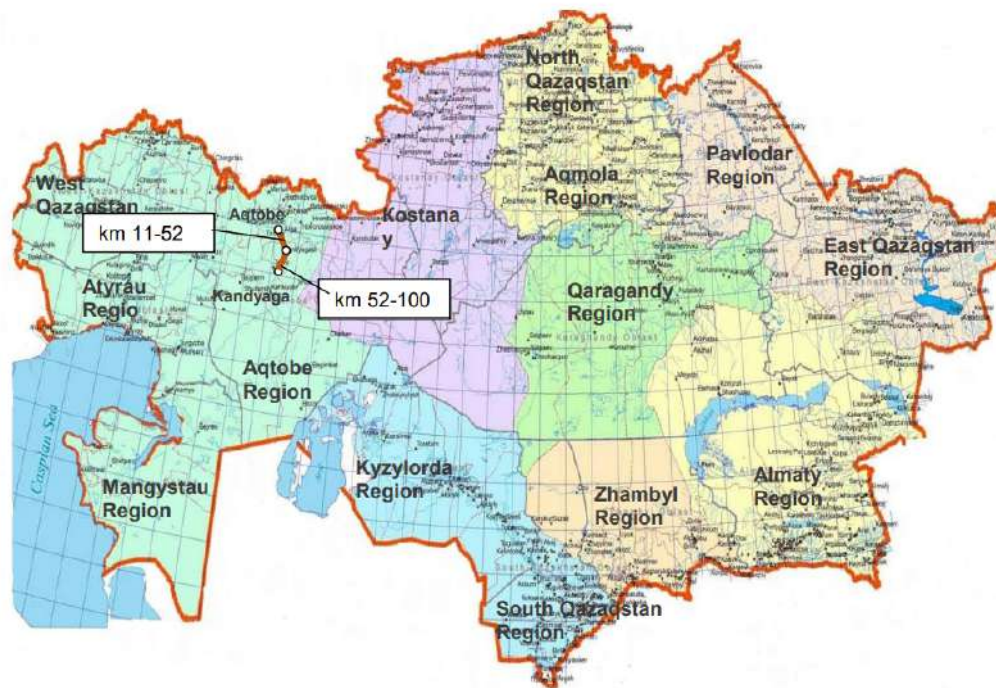


Fig. 2. Project map

III. Methodology and Approaches in Report Preparation

While preparing this report, methodology, tools and approaches were used, including:

- Desktop audit of the documentation provided by the Employer and the Project Engineer
- Preliminary meetings and negotiations with the main participants of the project via cellular communication and online conferences.
- Analysis of information, submitted by the Social Safeguards Specialist of Dongsung Engineering/ZS Engineering.
- Materials collected during on-site session of the Individual Consultant on Environmental and Social Safeguards (**Appendix 3**).

3.1. List of documents used in the analysis of project documentation:

- Terms of Reference for Contract ICS-04: Social and Environmental Safeguards Specialist
- 2nd Semi-Annual Social Report of the Social Safeguards Specialist of Dongsung Engineering/ZS Engineering;
- Documentation on the grievance redress procedure (data from the Register of complaints and appeals, Minutes of meetings and complaints review meetings, Minutes of Grievance Redress Committee meetings - **Appendix 2**).

For registration of complaints and proposals, the Social Safeguards Consultant has prepared and implemented a system for recording complaints and suggestions.

To record the workers' complaints and proposals, the Contractors appointed responsible persons for registration of complaints and proposals as per the recommended form. In addition, boxes for complaints and proposals were installed in local Akimats.

3.2 Mitigation measures provided by the project

Mitigation measures are specified to ensure the project's operation in accordance with the requirements of the laws and regulations of the Republic of Kazakhstan, as well as the requirements of the environmental and social policy (2009) of the ADB. The performance requirements in all relevant stages of the project implementation focus on avoiding the identified social consequences, where possible, or on measures to minimize the consequences or reduce the possible consequences to an acceptable level. This project belongs to Involuntary Resettlement Category B.

According to the ADB's Aide Memoire dated June 21-25, 2021, it was noted that there are several issues related to the road section passing through the Bestamak village: (i) issues of right-of-way due to the need to relocate the power distribution poles to private land plots; traffic management during construction and necessary temporary fences and barriers; (ii) installation of noise barriers provided by the project, and related

inconveniences for local villagers living on both sides of the road; and (iv) the request of local villagers for an overpass with a lift or underpass with a ramp for disabled people and a cattle pass installation at km72.

The mission requested the management of NC "KazAutoZhol" JSC to make a final decision on whether a new route option bypassing the Bestamak village will be chosen. According to the decisions taken, the bypass of Bestamak village is not planned. Nevertheless, NC "KAZH" JSC and CoR MIID RK will submit a number of issues to the Scientific and Technical Council:

1. The requirement for and possibility of transferring the section km 11-13 (PK 0+00 – 14+80) from technical category II to technical category I, due to a request from the CoR MIID RK dated September 22, 2021;
2. The possibility and expediency of installing aboveground pedestrian crossings in the Bestamak village at the local residents' request.

After the meeting of the Scientific and Technical Council and discussion of the issues, the need for changes in the design and additional work will be determined (approximately 1st half of 2022). Additional land may be required for relocation of transmission line poles in Bestamak village. The Supervision Consultant will assess the possibility of changes to the design in order to avoid the private land acquisition. If the situation requires an additional private land acquisition, it will be necessary to draw up a resettlement plan (RP) and submit it to the ADB for consideration. Work on this site should be commenced only after the land has been acquired and compensation has been paid as per the approved RP, and will be confirmed in the RP completion report;

IV. Land Acquisition and Resettlement Plan and Social Impact Assessment

Due Diligence Report was prepared in October 2018 in accordance with the provisions of the ADB Safeguard Policy Statement (SSP) 2009. It was disclosed on the ADB website in December 2018. Land acquisition is agreed with all stakeholders in the prescribed manner as per the Land Code of the Republic of Kazakhstan. The lands allocated for the road are low-productive pasture lands. During the reporting period, changes related to new PAPs were not identified. According to the record of complaints and proposals, 15 appeals and complaints have been received during the reporting period and since the project commencement, of which 11 appeals are fully satisfied and 4 issues are at the stage of resolution or finding solutions. ***The grievance record is given in Appendix 2 to this report.***

Main social issues identified since the Project commencement:

4.1 Request of local villagers for cattle pass at section km 72

Initially, on May 6, 2021, an Akkemer villager verbally requested to build a cattle pass at km 72. In response to this request, the villagers were informed that the construction of additional cattle pass is impossible, since the railway, which does not have the possibility to drive cattle at km 72, separates the village and the road section. Meanwhile, the road construction project provides for the culvert construction at km 69, as well as

the construction of bridge with a passage for agricultural machinery at km 73. Both structures can be used for cattle driving. However, on June 29, 2021, 10 Akkemer villagers wrote requests to the village Akim, who in turn referred to Aktobe regional branch of KAZH. These written requests were recorded in the grievance record system.

KAZH, CSC and Contractors reviewed the issue and, upon consultations with JSC “KazakhstanTemirZholy”, which confirmed the possibility of cattle pass on the site under consideration, decided to change the design at km 71, where an additional cattle pass will be built at the villagers’ request. The acquisition of additional land is not specified, since the land is located in the current right-of-way.

During the reporting period, the cattle pass has been built.

4.2 Request of local villagers for pedestrian crossing with the needs for disabled people.

Bestamak villagers referred this issue to the Akim on June 1, 2021, and then on July 12, 2021, through a comment on Facebook to Social Safeguards Consultant they specified the problem of pedestrian connection between the villagers during the road construction and operation that will divide the village into two parts. Thus, there may be problems with safe pedestrian connection for the residents of the village. There is a village hospital, a school, a mosque and a madrasah in Bestamak village. Meanwhile, the mosque and madrasah will be separated after the project is completed.

Social Safeguards Consultant conducted a visual inspection of the village and studied the project design.

It was reliably established that the length of the village is 2 km. The project provides for the construction of three pedestrian crossings regulated by traffic lights. The traffic speed at this section no higher than 60 km/h is specified by the project, classified as "territories of settlements". Consultations with specialists confirmed the fear that, taking into account the current design solutions for construction, there is no place left for the construction of pedestrian overpass. The presence of such crossing definitely will be a safe solution for children, women and people with limited mobility, including reducing the movement of residents from/to pedestrian crossings. The contractor proposed his vision for installation of such overpass. Due to the fact that the construction of such passing is expensive, and will also require maintenance in the future, the feasibility and necessity of overhead crossing construction will be discussed at the scientific and technical council of the CoR MIID RK.

On October 22, 2021, public consultations were held with the villagers in the Bestamak Town Hall in Alga district, Aktobe region. At the public consultations, comprehensive information about the project and the planned work directly on the territory of the Bestamak village was presented. Graphic and schematic design solutions, organization of traffic within the village, organization of local roads, exits, ensuring the safety of

road and pedestrian traffic were presented, as well as issues of accessibility to social and commercial facilities were discussed.

During the public consultations, questions from residents regarding noise barriers and other issues were considered, to which comprehensive answers were provided presented in **Appendix 1 - Minutes of public consultations, which was presented to local residents following the meeting.**

Residents were also informed that the grievance redress mechanism is operational and that residents have the right and opportunity to file a complaint and/or proposal at any time on all issues

Public consultations were held in strict compliance with sanitary rules and requirements in order to prevent the spread of COVID-19 coronavirus infection. All participants were provided with masks, sanitizers, a social distance of 1.5-2 meters was observed, as well as additional ventilation of the room.



Photo 1. Main speakers of Public Consultations. Head of NC “KAZH” JSC, PMC Team Leader, Akim of Bestamak village.



Photo 2. Attendees of public consultations



Fig.3 Design solutions for placement of regulated crossings and proposed options for placement of overground crossings.

With the existing design solution, the existing business will not be deprived of accessibility, since in the settlement, according to the design solution, the construction of local roads is provided, three traffic light intersections with the possibility of entering and leaving the settlements from the main road. The only limitation for local businesses may be visual inaccessibility due to the installation of noise barriers. At the request of local entrepreneurs, where possible, such screens will not be installed.

The road construction with the existing design solution will be organized in two stages so as not to create issues for existing traffic. First, one side of the road will be arranged (constructed), which will then become available for traffic, then the second side of the road. At the same time, it is important to ensure strict adherence to safety regulations, road signs, speed limits and significant dust suppression. Obviously, during the construction period, significant complaints about noise, dust, vibration and light are expected on this site during the night shifts of construction. At the same time, increased vibrations can lead to cracks in houses and glass. It is recommended, before starting work, to conduct a census, revision and photographic recording of all residential and commercial buildings along the construction line for defects, in order to avoid further ungrounded claims from local residents.

4.3 Issues with relocation of power transmission support in Bestamak village and potential physical impact on fences.

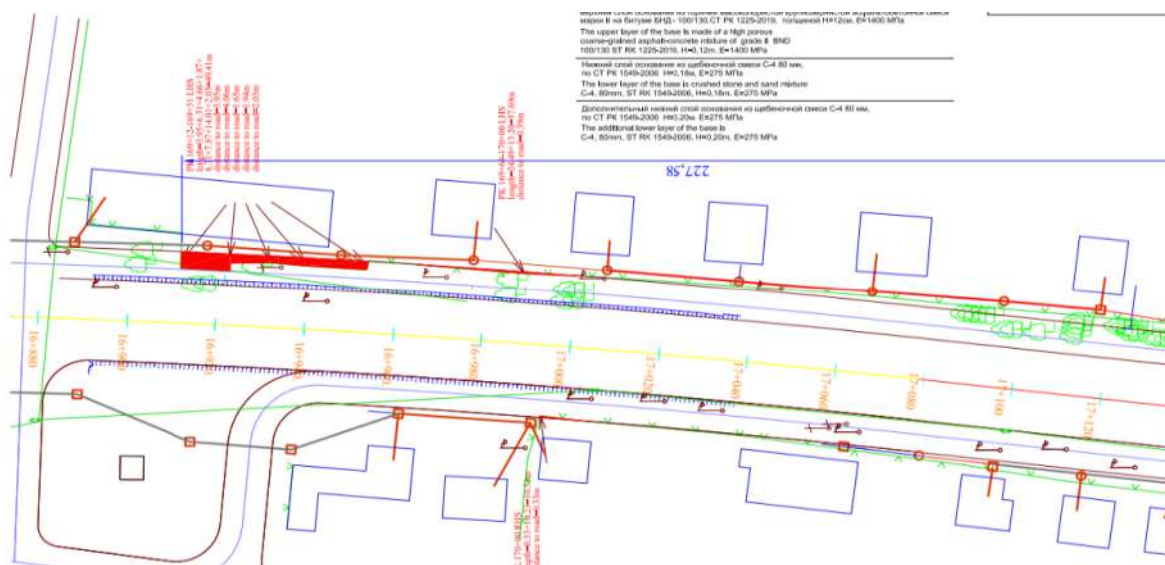


Fig. 4. Red lines indicate the impact scheme in the Bestamak village.

In the above scheme, it is established and confirmed that part of the existing facilities (fencing) will be demolished because of the project implementation.

Residential two-story house with three entrances (wide red line). Some of the owners redeveloped their apartments on the first floor and made separate exits from the apartments from the back of the house towards the road. At the same time, some apartment owners without permission and illegally made extensions to fences, utility facilities, a garage, and an outdoor toilet on public lands. Thus, there are unofficial buildings and territories, which are actively used by residents, fall under the demolition for the construction of local road and sidewalk. The main property will not be affected. Social tensions can be leveled with appropriate explanatory work with local residents, assistance in dismantling illegal buildings and in transporting construction materials. In the case of existing garage, it is possible to provide an appropriate exit to the local road, if necessary.

The thin red line in the Scheme shows the impact on additional six individual owners. In this case, relocation of power lines to private plots is provided. It should be noted that power lines pass through the territory of these owners. In order to solve the issue, it is proposed to modernize the power lines on the owners' sites in order to use them additionally for the relocation power lines. For these purposes, additional solutions are required from the relevant specialists.

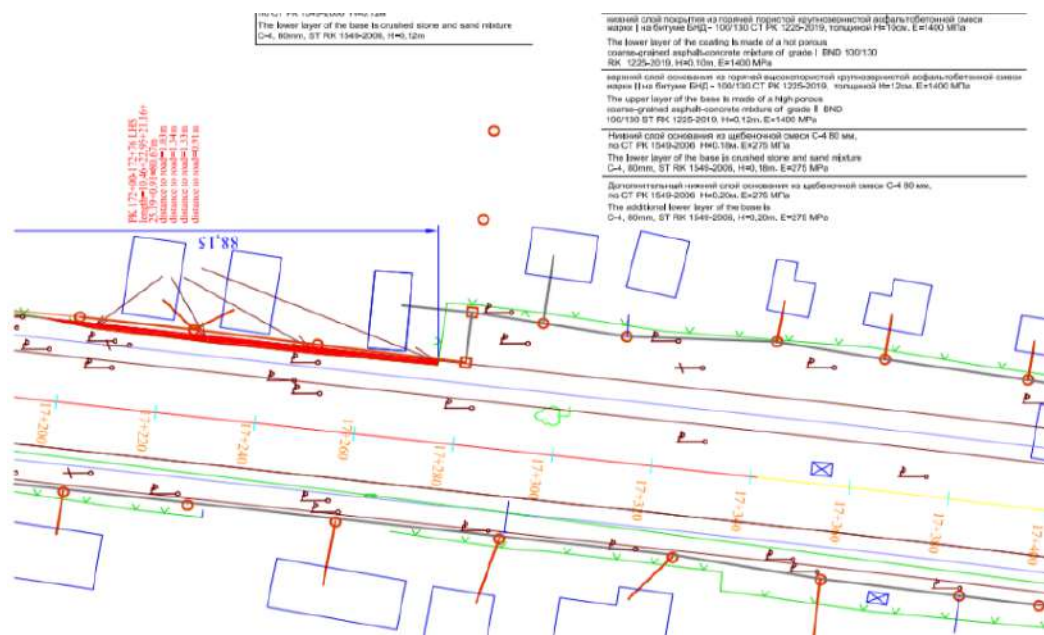


Fig 5. Red line is a scheme of impact on private households in Bestamak village.

Figure 6 deserves special attention. This scheme shows the impact on three households.

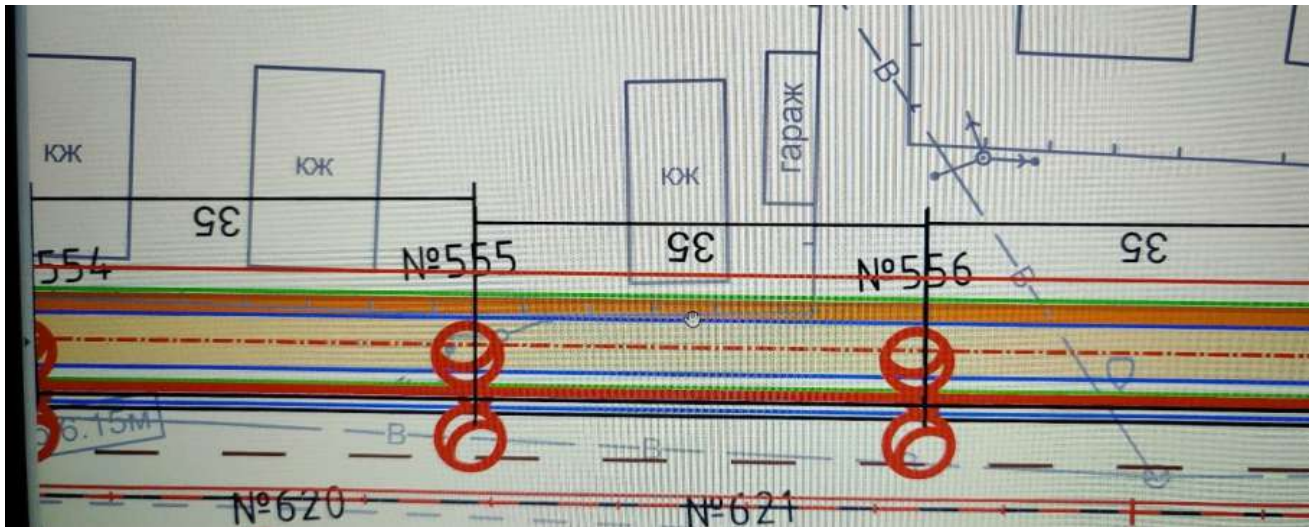


Fig 6. The boundaries of impact on land plots in Bestamak village.

Construction of local road and sidewalk will affect fences from 0.9 to 1.5 meters in all three plots, including private land plots. The owners of these houses claim that they have right stating documents for actual boundaries of their plots, but during the consultations, they refused to demonstrate them.

The number of affected persons will be accurately determined, after the final decision on road design in this section and the decision of the scientific and technical council of the CoR MIID RK.

If affected persons are identified, LARP (Land Acquisition and Resettlement Plan) will be prepared.

4.4. Construction of exits to farms

Appeals from three farms "Taiburyl", "Smagul" and "Aktobe Agro" regarding the construction of exits to the owners' territory were received through the grievance redress mechanism.

A meeting with these owners was held on December 22, 2021, during which the following decisions were made:

1. All representatives who filed complaints on social issues were informed about the work of the grievance redress mechanism, the procedure for handling complaints, and were also familiarized with the ADB Safeguard Policy. Comprehensive information about the project was provided. The appeals received were considered on their merits.

2. Representative of farm Taiburyl was informed that the Project is ready to build an exit to the territory of this owner, however, upon detailed study of territories for the proposed exit, it was found that there is a high-pressure gas pipeline along the project road, which is an obstacle to the construction of the exit, since the passage of heavy vehicles is prohibited through the gas pipeline without carrying out appropriate work to protect it. In particular, it is necessary to organize a protective case for the section of the gas pipeline through which it is planned to pass heavy vehicles. This work is expensive and cannot be covered by the project. At the same time, the specialists offered the owner to organize the protection of the gas pipeline by installing a slab on props, but in this case, passage for heavy vehicles would be prohibited. At the moment, the owner does not need the arrival of heavy vehicles, but in the future, according to the representative of the Tayburyl farm, it is planned to build a poultry farm. During the construction period and in the process of further operation of the poultry farm, the passage of heavy vehicles will be required. Accordingly, the proposed option is not suitable for the Tayburyl farm in terms of expansion. Alternative options for access to the farm territory are not possible. The nearest exit is located at a distance of about 6 km, but this exit also cannot be used due to the presence of the riverbed and ravine. A representative of farm asked for some time to discuss with the founders some issues of the company's future development and make a final decision. Representatives of the Grievance Redress Commission (GRC) will return to consideration of his appeal later.

3. Request of the owner of "Smagul" farm was carefully considered. At the meeting, the owner notified of the final decision - the refusal to build a roadside service facility, also asked to organize a simple exit to his farm land plot, and was satisfied with the proposed option for constructing a standard exit to his territory on the section of the road under construction as he requested. The appeal was closed in the grievance records system.

4. Despite the fact that the owner of "Aktobe Agro" farm (L.Nurgaliyeva) could not personally take part in the Meeting due to her departure, the members of GRC considered the appeal filed earlier, according to which there was a decision on possibility of organizing an ordinary standard exit, which will provide access to "Aktobe Agro" farm and additionally for a fish farm.



Photo 3. Meeting with farm owners regarding exits construction

4.5 Consideration of complaints from the Gardeners' Communities Association in Alga village.

Several appeals were received from the Head of Gardeners Communities Association in the interests of 400 owners of vegetable gardens near Alga village, specifically, to keep the road to garden area, and he informed about the potential risks of flooding in garden area during the flood period.



Photo 4. On-site meeting with the Gardeners Communities Association.

All received questions were fully answered. The Chairman of Association of Gardeners Communities was satisfied with the decisions made, which is reflected in the grievance records system.

4.6 Conditions for Contractors' workers

Status of sanitary conditions identified earlier in the Contractors' base camps.

Lot 1 – General Contractor - JV “Sine Midas Stroy LLP” – “Todini Costruzioni Generali S. P. A”

1. shower cabins do not comply with sanitary standards in terms of temperature regime of water and sanitary isolation - *corrected*;
2. accommodation does not meet sanitary standards - *corrected*;
3. dining room is not equipped with hand-washing sinks - *corrected*;
4. no rest room for workers, no laundry in the base camp - *corrected*;
5. lavatory in the base camp was destroyed after the rain - *corrected*;
6. no grievance redress mechanism for workers - *corrected*.

Lot 2 - General Contractor - JV “AkzholKurylys-AzVirt-AssanaDorStroy”

Main findings during site visit by the Social Safeguards Specialist of Dongsung Engineering/ ZS Engineering:

1. no temperature regime in shower rooms is not followed, not all shower cabins are equipped with individual cabins or curtains - *corrected*;
2. complaints from workers about the food portions (some workers expressed their opinion that the volume of portions should be increased), hot coffee or tea is not served during breakfast and lunch, there is no choice of hot or cold drinks during lunch - *corrected*;
3. no rest room for workers - *corrected*;
4. no laundry in the base camp - *corrected*;
5. dining room is not equipped with hand-washing sinks; there is an improvised tap outside, which does not meet sanitary standards - *corrected*;
6. accommodation has its own showers and toilets, but they are not connected and out of work - *corrected*;
7. roofs of some houses leak during the rain - *corrected*;
8. workers are not aware of place and person they can refer to with suggestions and complaints about social and living conditions - *corrected*;
9. no grievance redress mechanism for workers - *corrected*.

V. Grievance Redress Mechanism

As part of the previously approved Grievance Redress Mechanism, the Grievance Redress Committee (GRC) established for the project in July 2021, which consists of the representatives of Employer, Contractors, PMC, CSC and other stakeholders. The GRC's work procedure was introduced, brought to the

attention of stakeholders and documented (Appendix - Minutes of Grievance Redress Committee Meetings).
Aktobe regional branch "JSC "NC KazAutoZhol" (Aktobe, Astana district, 82 Maresyev str., tel: 8-7132-546571, E-mail: aktobe.info@gaj.kz) is responsible for timely implementation of the GRM.

Members of Regional GRC:

1. Head of GRC: Mambetov Kazbek, Deputy Director of Aktobe regional branch of JSC "NC "KazAutoZhol";
GRC members:
2. Omirbaev Nurlan, PMC Team Leader, tel:+7 701 533 1041, e-mail; um_nu@mail.ru
3. Procentov Vitaly, Project Manager of JV "Akzhol Kurylys-AzVirt-AssanaDorStroy", tel: +7 771 039 82 81, email: aaa52-100@mal.ru;
4. Savchanchik Pavel, Project Manager of JV "LLP SP SINE MIDAS STROY & TODINI COSTRUZIONI GENERALI S. P. A." tel: +7 702 224 32 78; email: algaoffice@sinemidas.com.
5. Sugralin Radik, Public Relations Manager of JV "LLP SP SINE MIDAS STROY & TODINI COSTRUZIONI GENERALI S. P. A.". tel: +7 701 732 85 67 email: almagulb7@gmail.com,
6. Kirill Osin, Social Safeguards Specialist of Dongsung Engineering /ZS Engineering, tel: +7 701 415 31 61, email: osinkirill@gmail.com;
7. Olesya Chubutkina, Social and Environmental Safeguards Consultant, tel:+7 747 450 63 09, email: olessya.chubutkina@gmail.com.

GRC key persons at the central level:

Head of GRC	Bekmurzayev N. - Chief Manager of External Loans Department of JSC "NC "KazAutoZhol"
GRC coordinator	Tashkenbayev A. - Road Engineer of JSC "NC "KazAutoZhol"

15 complaints have been submitted since the project commencement, 11 of them were solved.

VI. Key findings and recommendations

Key findings:

- Social risks of the Project have been minimized by the provided project design; they are monitored and managed in a timely manner;
- Social impact mitigation measures specified by the project meet the ADB requirements and make it possible to eliminate potential negative consequences optimally and within a reasonable period.

Recommendations:

- to document any public meetings on the issues of incoming complaints and proposals submitted for the consideration of Project management (Minutes of meetings with mandatory photo fixation);

- to include contractors' representatives in GRC meetings;
- it is recommended to re-audit the living conditions of workers in the base camps of contractors within a month after the release of this report;
- It is necessary to arrange in-site training on the ADB's operational policy, GRM and land acquisition and resettlement issues for the Contractor's personnel, representatives of Local authorities, the Employer's specialists;
- the issue of Bestamak village concerning the construction of overground pedestrian crossing requires additional technical consideration in existing design solutions;
- partial acquisition of private property will be required for relocation of power lines and local roads furniture.

In this regard, it is necessary to initiate the preparation of LARP. The land acquisition may be avoided if the technical solutions of the project are revised. Specifically, given the fact that the speed limited on this section is 60 km, three intersections are provided in the community from local roads to the main one and for communication between the two parts of the community, it may be worth reviewing the construction of local roads from two-way to one-way. In this case, the land acquisition will not be required.

VII. APPENDIXES

Appendix 1

Minutes of public consultations

ПРОТОКОЛ

Проведения общественных консультаций.

с. Бестамак Алгинского района Актюбинской области

Дата проведения: 22 октября 2021 год 10:00 часов.

Место проведения: Зал Дома культуры села Бестамак Алгинского района Актюбинской области

Консультации организованы Актюбинским филиалом АО НК "Казавтожол" совместно с Аппаратом акима с. Бестамак Алгинского района Актюбинской области путем вывески объявлений в акимате в с. Бестамак и в общественных местах села, а также приглашением жителей методом подворового обхода. Консультации проведены на казахском языке с целью обеспечения полноценного понимания.

Участвовали: Жители с. Бестамак Алгинского района Актюбинской области (Список прилагается)

Повестка дня:

Ознакомление населения с проектом участка автодороги "Актобе-Кандыагаш", проходящего по территории с. Бестамак Алгинского района.

Выступили:

1. Аким Алгинского района Актюбинской области Ержанов Н. поприветствовал всех присутствующих, представил жителям директора Актюбинского филиала АО НК "Казавтожол" Махамбетова М. и руководителя КУП проекта "Актобе-Кандыагаш" Омирбаева Н.

2. Директор Актюбинского филиала АО НК "Казавтожол" Махамбетов М. поприветствовал всех присутствующих, представил специалистов АБР, КУП, КНС, проектных и подрядных организаций, участвующих в реализации проекта улучшения автодороги "Актобе-Кандыагаш" и проинформировал краткие основные технические детали проекта улучшения дороги "Актобе-Кандыагаш", который прошел государственную экспертизу. Также отметил, что данный проект реализуется за счет заемных средств Азиатского банка развития.

3. Руководитель КУП проекта "Актобе-Кандыагаш" Омирбаев Н. проинформировал, что в настоящее время ведутся дорожно-строительные работы на всем протяжении участка автодороги двумя генеральными подрядными организациями и планируется строительство автодороги в с. Бестамак в следующем году. Также отметил, что согласно Политике по Защитным мерам Азиатского банка развития созданы Комитеты по рассмотрению жалоб и обращений и в сельском/городском акимате каждого населенного пункта, попадающего под влияние данного проекта, установлены ящики для жалоб и обращений с указанием контактных данных ответственных лиц (Ф.И.О., должность, e-mail, телефон). Данные ящики вскрываются периодически в месяц два раза специалистом КНС и соответственно ведется регистрация поступающих документов. Затем на сл

айдах и анимационном ролике презентовал проект прохождения автодороги "Актобе-Кандыагаш" по территории с. Бестамак и объяснил, что проектом предусмотрено реконструкция автодороги под 1-б категорию с четырехполосным движением (основная дорога) с барьерным ограждением, шумозащитным экраном,



опорами освещением, затем будет лоток (для стока воды), местная автодорога в одностороннем направлении по двум сторонам дороги с выездами на основную автодорогу в местах пересечения/примыкания улиц к основной дороге и тротуаром. На пересечениях трех наиболее интенсивных улиц движение регулируется светофорами. Проект также предусматривает строительство двух подземных скотопрогонов (в начале и в конце села), четыре автобусных остановок (по две в каждом направлении), регулируемые наземные пешеходные переходы со светофорами и знаками. Далее отметил, что 19.07.2021г. поступило обращение в адрес Актюбинского филиала АО НК "Казавтожол" от местного акимата и населения, предусмотреть дополнительно строительство трех надземных пешеходных переходов в разных уровнях. Однако, согласно пункта 8.2.11 СП РК 3.01.-101-2013 допускается устройство пешеходных переходов в разных уровнях на магистральных улицах регулируемого движения при пешеходном переходе через проезжую часть более 3 000 чел/ч. Данный пункт нормативно-правового акта (далее – НПА) не позволяет предусмотреть дополнительно строительство трех надземных пешеходных переходов. Но есть возможность предусмотреть дополнительно строительство двух нерегулируемых наземных пешеходных переходов в одном уровне с соответствующими моргающими светодиодными знаками "Пешеходный переход".

После выступлений присутствующим дана возможность задать вопросы и получить разъяснения на интересующие их темы касательно проектной дороги.

Были заданы следующие вопросы:

1. Ахметов Аманжол - председатель совета ветеранов с. Бестамак

Вопрос: Как и где будет, проходит скот и где предусмотрены скотопрогоны?

Ответ: Проектом предусмотрено строительство двух подземных скотопрогонов (в начале и в конце села ПК 155, ПК 190) размером 4м x 2,5м.

2. Есбергенов Тлеуказы - житель села Бестамак-пенсионер.

Требование: В сельском округе Бестамак на сегодняшний день проживает свыше 4 тыс.человек, соответственно более 40% населения и более 20 % детей учащейся в средней школе села должны переходить с одной стороны в другую сторону дороги и обратно, соответственно задается вопрос, учитывая все сезоны и погодные условия дети и пожилые люди должны переходить через наземный переход?

Внутри поселка имеется территории вдоль основной дороги для строительства подземного перехода. Поэтому в целях безопасности местного населения, необходимо предусмотреть дополнительное устройство трех пешеходных переходов в разных уровнях, не ссылаясь на НПА.

Ответ: Ваше требование будет рассмотрено и соответственно, направим подробный ответ по нему.

Вопрос: Как будет обеспечена безопасность для населения в связи с улучшением автодороги?

Ответ: Проектом предусматривает после основной автодороги барьерное ограждение, шумозащитный экран, опоры освещения и три пешеходных перехода



со светофорами, и лотками (для стока воды), а также местная автодорога в одностороннем направлении с заездами (выездами) в основную автодорогу в трех местах, где предусмотрены светофоры. Также будет ограничение на скорость передвижения автотранспорта и планируется установить средства фотофиксации скорости движения автотранспорта.

Вопрос: Как будет организована парковка транспорта вдоль домов на основной и местной автодороге? На каком уровне будет местная автодорога с нашими домами?

Ответ: На основной автодороге нельзя парковать автотранспорт. Местная автодорога односторонняя с шириной 4,5 метра и парковка будет вдоль домов. Основная автодорога намного выше местной автодороги. В связи с тем, что в настоящее время расположение домов вдоль автодороги разное, будут риски заезда (выезда) автотранспорта к каждому дому и возможно заезды (выезды) будут рассматриваться индивидуально с каждым домом во время строительства. Также возможно риски при открытии ворот, так как ворота открываются наружу и размеры ворот разные. Данные обстоятельства выяснятся только при фактическом строительстве.

3. Бакашев Н. - владелец комплекса "27 км"

Предложение: Возле моего заведения нет необходимости установки шумозащитного экрана

Ответ: Ваше предложение будет рассмотрено и соответственно, направим подробный ответ по нему.

4. Торемуратова Дина - владелец магазина "Нурай"

Вопрос: Как будет обеспечен заезд (выезд) в мой магазин с основной автодороги и предусмотрена ли парковка?

Ответ: Проект предусматривается от основной автодороги заезды (выезды) на местную автодорогу только в трех местах, где предусмотрены пешеходные переходы со светофорами. Парковка только предусмотрена вдоль местной автодороги и на улицах перпендикулярной местной автодороги.

Вопрос: Можно ли предусмотреть двух полосную основную автодорогу (сужение) только в с. Бестамак?

Ответ: Проект реконструкции автодороги "Актобе-Кандыагаш" предусматривает под 1-Б, соответственно невозможно сужение и также будут пробки в с. Бестамак. Также сужение создаст пробку именно в с. Бестамак

Вопрос: Кто будет обслуживать автодорогу, например уборка снега?

Ответ: После завершения строительства обслуживанием автодороги будет заниматься ТОО "Казахавтодор".

Вопрос: В настоящее время лампы освещения слабые. Какие будут лампы освещения установлены?

Ответ: Будут установлены современные светодиодные лампы освещения.

5. Бахитова Ж - Владелец кафе "Экспресс"

Вопрос: Как будет обеспечен заезд в мой магазин с основной автодороги и предусмотрена ли парковка?

Ответ: Проект предусматривает от основной автодороги заезды на местную автодорогу только в трех местах, где предусмотрены пешеходные переходы со светофорами. Парковка возможна вдоль местной автодороги и на улице перпендикулярной местной автодороге.

Вопрос: Сзади моего кафе есть банкетный зал. Как и где будут парковаться легковой транспорт и предусмотрено ли проектом парковка возле моего кафе?

Ответ: Ваше предложение будет рассмотрено и соответственно, направим подробный ответ по нему.

6. Жаулыбаева Нурсулу- жительница дома ул. Есет батыра 60

Вопрос: Попадает ли мой забор в зону воздействия проекта?

Ответ: Предварительно при наложении проекта, а именно для строительства тротуара попадают земельные участки от 2 метров до 30 см вместе с заборами и ограждениями жилых домов Есет батыра 56,58,60,70,72,74. В случае попадания земельных участков под проект автодороги, в том числе под тротуар, будет изъятие земельных участков для государственных нужд и выполнены соответствующие процедуры совместно с акиматом Алгинского района *(подготовка дополнительного землеустроительного проекта, постановление акимата об изъятии, выплата компенсации и т.д.)*. В настоящее время рассматривается возможность сужения тротуара на данных участках во избежания воздействия на эти дома.

Вопрос: Во время строительства автодороги как будет перенос водопровода и кто будет это делать?

Ответ: Перенос водопровода, в том числе всех коммуникаций предусмотрено проектом, соответственно подрядная организация выполнит все эти работы.

7. Шинтасов Муханбетжан - житель дома ул. Есет батыра 60/1

Вопрос: Как будет производиться строительство автодороги, в том числе будет ли закрыта данная автодорога на период строительства автодороги и направление движения по другим улицам?

Ответ: Согласно проекта автодорога должна быть закрыта на период строительства и движение транспорта будет направлено на улицу Богенбай батыра. Далее будет вынос и установка всех коммуникаций и затем строительство автодороги по ул.Есет-батыра. Предварительно в с. Бестамак планируется строительство автодороги в начале следующего года и завершить в конце года.

8. Лиза - Жительница дома ул. Есет батыра 74



Вопрос: Не будет ли шумозащитный экран заграждать поступление солнечных линий в мой дом?

Ответ: Шумозащитный экран будет установлен после основной автодороги, затем будет поток, местная автодорога шириной 4.5 метра и тротуар шириной 1,5 метров и соответственно солнечные лучи будут поступать в ваш дом.

9. Нагышбаев Гималай - житель ул. Есет-батыра 70/1.

Вопрос: Попадает ли мой дом с земельным участком в полосу отвода строительства автодороги?

Ответ: В настоящее время и согласно проекта ваш дом с земельным участком не попадает под изъятие для строительства автодороги.

10. Балмаганбетов Амангали - житель ул. Есет-батыра 1 А с магазином.

Предложение: Возле моего заведения нет необходимости установки шумозащитного экрана

Ответ: Ваше предложение будет рассмотрено и соответственно, направим подробный ответ по нему.

11. Ахметов Аманжол - председатель совета ветеранов с. Бестамак

Вопрос: Кто будет проводить контроль за качеством строительства автодороги?

Ответ: Контроль за качеством строительства автодороги осуществляет КНС совместно с КУПом. Также проводится контроль Актюбинским филиалом РГП "Национальный центра качества и дорожных активов"

По результатам обсуждения проекта автодороги "Актобе-Кандыагаш" населением с. Бестамак были проведены следующие итоги:

Население с. Бестамак ознакомлены с Проектом автодороги "Актобе-Кандыагаш".

Жители домов одобрили установку шумозащитных экранов вдоль автодороги, а владельцы существующих коммерческих объектов вдоль существующей автодороги "Актобе-Кандыагаш" против установления шумозащитных экранов перед их объектами.

Необходимо отметить, что в случае исключения шумозащитных экранов на тех местах, где предлагают владельцы коммерческих объектов, увеличится вероятность дорожно-транспортного происшествия в связи с выходом местных жителей на проезжую часть основной дороги в целях сокращения дистанции для перехода через автомобильную дорогу.

Также население просило установку трех дополнительных пешеходных переходов в разных уровнях.

Местному исполнительному органу, в лице Акимат Алгинского района, в срок до 02.11.21 г. необходимо указать свободные места Заказчику, где можно будет установить пешеходный переход в разных уровнях и снять обременения на препятствующие здания и/или сооружения, где планируется установка пешеходного перехода.



По всем открытым вопросам и предложениям будут даны ответы в ближайшее время. Ответы будут размещены в письменном виде в акимате п.Бестамак.

В заключение, аким Алгинского района Актюбинской области взял слово.

Ержанов Н.Б.: Спасибо жителям за активное участие и нашим гостям за плодотворный диалог, мы как местный исполнительный орган надеемся на то, что в рамках строительства автомобильной дороги «Актобе - Кандыгаши» даст им социально-экономическому развитию нашего района. Руководство АО «КазАвтоЖол» Актюбинской области и исполнители данного проекта рекомендуют обратить внимание на все вышесказанные рекомендации и вопросы, которые подняты на этой встрече и надеемся, что все предложения будут учтены в безопасности и удобство местных жителей нашего района.

Инициаторы Общественной консультации:

Директор Актюбинского областного филиала
АО НК «КазАвтоЖол» Махамбетов М.С.

Руководитель КУП проекта «Актобе - Кандыгаши»
Омирбаев Н.Б.

Присутствующие от местного исполнительного органа/района:

Аким Алгинского района Актюбинской области
Ержанов Н.Б. /

Аким сельского округа Бестамак
Алгинского района Актюбинской области
Даулеталин К.С.



Appendix 2

Minutes of meeting of Grievance Redress Committee

Внутренний Мониторинг Социальных Защитных Мер.
Заем: 3829-KAZ Проект Соединительной дороги Коридоров ЦАРЭС 1 и 6 (Актобе-Кандыагаш)
Конференц-коп, 27.07.2021 г.

Протокол совещания по вопросам внутреннего мониторинга социальных защитных мер

Дата: 27 июля 2021 года

Формат совещания: онлайн звонок

Участники:

1. Казбек Мамбетов – КАЖ
2. Нурлан Омирбаев – руководитель группы КУП
3. Канат Сердалиев, консультант АБР по социальным защитным мерам
4. Олеся Чубуткина, специалист по социально-экологическим мерам КУП
5. Кирилл Осин, специалист по социальным защитным мерам, КНС

Повестка совещания:

1. Просьба жителей по скотопрогону. Протокол КРЖ. Вопросы, решение, ответственные.
2. Ситуация по с.Бестамак. Подверженные участки для организации местных дорог. Снос многочисленных зеленых насаждений возле домов под организацию местных дорог. Технические решения. Начало подготовки ПВЗП для данных участков.
3. Снос двух уличных колонок общего пользования в с.Бестамак. Технические решения.
4. Пешеходный наземный переход в п.Бестамак – технические решения.
5. Вопросы доступности - Составлены Планы по смягчению социального воздействия для Лот 1 и 2.
6. Внедрение системы Протоколирования всех совещаний по социальным и экологическим вопросам с заинтересованными сторонами.

Принятые решения:

1. Были проведены консультации со всеми заинтересованными сторонами. Найдено техническое решение организовать скотопрогон на 71 км. По данному вопросу открыта и зарегистрирована жалоба, которая будет обновлена информацией о решении. Сельский аким и местные жители будут проинформированы о принятом решении.
2. Ситуация в с.Бестамак вызывает определенную тревогу, так как были выявлены новые случаи социального воздействия на некоторые частные домохозяйства, чье имущество и/или зеленые насаждения будут подвержены физическому переносу. КАЖ/КУП/проектировщик подготовит детальные схемы и рассмотрит два или три варианта технических решений, чтобы понять степень воздействия и выберет самый оптимальный. После того как будут подготовлены схемы, КУП/представители подрядчиков/акиматы проведут сходы жителей (общественные консультации и/или Общественные слушания), чтобы представить информацию и проинформировать местных жителей об изменениях в проектных решениях



Внутренний Мониторинг Социальных Защитных Мер.
Заем: 3829-KAZ Проект Соединительной дороги Коридоров ЦАРЭС 1 и 6 (Актобе-Кандыагаш)
Конференц-колл, 27.07.2021 г.

строящейся автодороги, в том числе об организации местных дорог, наземных переходов и т.д. А также проинформируют жителей о социальном воздействии на частные земли. С целью обеспечения обратной связи с населением и внедрением Механизма рассмотрения жалоб (МРЖ) КУП/подрядчики/акимат установят прозрачные боксы с контактами специалистов социологов КУП, КНС и подрядчиков. Будет обеспечена возможность для письменных и устных жалоб. Изъятие письменных обращений будет осуществляться работниками КНС еженедельно, также ими будет проводиться регистрация всех жалоб, затем по понедельникам на еженедельных совещаниях КНС информирует Заказчика, КУП и Подрядчиков о вопросах, поднятых населением. В зависимости от актуальности вопроса Заказчик, КНС, КУП, Подрядчики и созданная рабочая группа по рассмотрению жалоб принимает решения, и КНС/Заказчик на основе принятых решений отвечают Заявителям. Все жалобы и принятые решения указываются в отчетах руководителя проекта КУП и КНС, а также в отчетах индивидуальных консультантов - специалистов по надзору за соблюдением социальных и экологических вопросов при КУП и КНС

3. Снос двух колонок на внутренней улице с.Бестамак, где будет проводиться средний ремонт, требует дополнительного изучения и поиска технического решения. Данный факт был признан как вновь открывшийся.
4. Для организации пешеходного перехода требуется провести поиск дополнительного решения, чтобы определить возможности размещения таких наземных переходов. Проектом предусмотрены три пешеходных перехода со светофорным регулированием, поэтому необходимо оценить целесообразность и возможность наземных переходов. При этом требуется провести дополнительную оценку на безопасность дорожного движения и пешеходного сообщения. КАЖ/КУП/проектировщик рассмотрит запрос местных жителей об исключении из проекта шумоизоляционных экранов на всем протяжении участка дороги в с.Бестамак. Для этих целей КНС проведет письменный опрос среди жителей прилегающих домов.
5. Вопросы доступности для субъектов МСБ, дач, кладбищ были рассмотрены. КУП и КНС будут внимательно следить за вопросами обеспечения доступности. Все согласованные проектные решения будут исполнены. Вновь выявленные обращения и запросы от крестьянских и фермерских хозяйств будут надлежащим образом рассмотрены и при наличии технических возможностей будут реализованы такие дополнительные съезды в случае необходимо. Подъездные дороги к самим субъектам будут организованы усилиями соответствующих акиматов.
6. Участники встречи согласились, что все встречи и коммуникации по социальным и экологическим вопросам будут тщательно протоколироваться, фиксироваться списком участников и фотоматериалами.
7. Включить в повестку следующего совещания статус выполнения решений и мероприятий, принятых в ходе предыдущего совещания.

Подписи участников со стороны КАЖ и консультантов:

Казбек Мамбетов _____



Внутренний Мониторинг Социальных Защитных Мер.
Заем: 3829-KAZ Проект Соединительной дороги Коридоров ЦАРЭС 1 и 6 (Актобе-Кандыагаш)
Конференц-колл, 27.07.2021 г.

Нурлан Омирбаев



Олеся Чубуткина



Кирилл Осин

Appendix 3

On-site Mission Report of Individual Consultant on Social and Environmental Safeguards

Contract	ICS-04: Social and Environmental Safeguards Specialist
Project	Kazakhstan: CAREC Corridors 1 and 6 Connector Road (Aktobe-Kandyagash) Reconstruction Project– ICS-04
Expertise	Environment Social responsibility
Submission format	Report
Date	September 4, 2021

Report on results of on-site mission on August 25-27, 2021, Aktobe city.

1. Brief description: on-site mission of Individual Consultant on Social and Environmental Safeguards for the project "Reconstruction of section of national road "Aktobe-Atyrau – boarder of RF to Astrakhan)" in the period 25-27.08.2021, Aktobe city.

2. Format:

2.1 Meetings with representatives of Project Management Team, the Executive Agency (EA) (the regional branch of JSC NC "KazAutoZhol"), Contractors and representatives of local executive bodies (LEB)

2.2. site visit, visiting the shift camps of contractors and road construction sites, facilities under construction and commissioned.

3. Overview

3.1 During the visiting mission, the Consultant checked the main requirements of the Asian Development Bank's Policy regarding the implementation of social and environmental safeguards.

3.2 Environmental unit:

3.2.1 Environmental management plans for Lots 1 and 2 have been developed, approved, put into effect and are being implemented. The documents were submitted to the Consultant for review, and overview of status of activities implementation provided by the EMP will be prepared during the next visiting mission of the Consultant (in October-November, 2021).

3.2.2 Permissive environmental documentation for auxiliary infrastructure facilities (asphalt concrete plants) has been developed and has been examined (emission permits, environmental payment rates).

3.2.3. During the general visual inspection of construction sites and locations of construction equipment and shift camps of contractors, no facts of negative impact on environmental components have been established (there are no fuel spills, organized places for collecting construction debris and household waste, places for collecting and disposing of liquid household waste).

3.2.4 Industrial environmental monitoring is carried out in accordance with the requirements of local environmental legislation with the involvement of specialized contractor. Monitoring reports are provided on a monthly basis and submitted to the Consultant for review. There are no significant comments on the results of the reporting provided, minor comments are at the stage of elimination.

3.2.5 During the on-site mission, the Consultant met with the management of the regional branch of JSC NC "KazAutoZhol", PMC representatives, engineer, and contractors. As a result of the meeting, a policy of

interaction with contractors on reporting and responding to comments from the PMC, the Employer and the Asian Development Bank (ADB) was developed. The status of the implementation of decisions of online meetings of the Grievance Redress Committee was also reviewed (Appendix 1).

3.3. Social unit

3.3.1 The Grievance Redress Mechanism (GRM) has been developed and implemented. Grievances from project-affected persons are registered and reviewed under the current Grievance Redress Committee meeting procedure. Boxes for complaints and suggestions were installed in the places indicated by the Engineer, namely:

1. Contractor's production base
2. Akimat of Bestamak village
3. Akimat of Alga town
4. Akimat of Beskospa town
5. Akimat of Tamdy town
6. Akimat of Alga district
7. Akimat of Aktobe city

3.3.2 Complaints from the local residents and small businesses mainly relate to the construction of additional exits from the road, construction of crossings and cattle passes, road service facilities and condition of bypass road.

3.3.4 During the in-site mission, the Consultant held a meeting with representatives of local executive bodies in order to update the data on complaints from the residents. The results of discussion are presented in the Minutes of meetings (**Appendix 1**).

1. Conclusion and recommendations

4.1 In order to obtain a complete overview of implementation of the environmental legislation requirements, the Consultant requested additional documentation from Contractors.

4.2 It is recommended to update the EMP for checking the status of activities implementation provided by the EMP (will be completed at the stage of next mission).

4.2 Information based on the results of on-site mission will be submitted for review to the PMC representative, the Engineer, the management of territorial branch and the central office of JSC NC "KazAutoZhol" and ADB.

2. Attachments

5.1 Minutes of meetings and results of on-site mission of the Social and Environmental Safeguards Specialist as of 25-27.08.2021, photo materials.

Signature:



O.Chubutkina

Date: 04.09.2021

Appendix 1 to Report of the Social and Environmental Safeguard Specialist as of 25-27.08.2021

Minutes of meeting on internal monitoring of social and environmental safeguards

Date: August 26, 2021, 10:00-11:00

Format: meeting in Aktobe branch of NAC "KazAutoZhol"

Attendees:

1. Makhambetov M.S. - Director of the Aktobe regional branch of JSC NC "KazAutoZhol"
2. Omirbayev N. – Team Leader of Project Management Consultant (PMC)
3. Chubutkina O., - Individual consultant on social and environmental safeguards
4. Baibosynov Sh.D., Project Manager of LLP "SP "SineMidasStroy", Lot 1
5. Savchanchik P.I., Project Manager of JV LLP "SineMidasStroy-Todini Costruzioni Generali S.p.A.", Lot 1

as well as representatives of Contractors involved in the project.

Meeting agenda:

1. Status of implementation of decisions of the Minutes of online meeting on internal monitoring on social safeguards dated July 27, 2021
2. Monitoring of internal reporting, feedback from Contractors on comments from project consultants
3. Environmental management plans, their status and follow-up
4. Coordination of plan for visiting construction sites and camps by consultant, schedule of working meetings
5. Grievance Redress Mechanism Procedure - Feedback Box Installation Status
6. Situation on cattle pass in Akkemer settlement

Decisions:

1. Status of decisions of online meeting dated July 27, 2021

1.1. Cattle pass in the Akkemer village: the drawings for cattle pass arrangement have been prepared, sent for approval to the local executive body (?), No response has been received yet.

1.2 Situation in Bestamak village:

- comment from N. Omirbayev: columns will not be demolished, a decision has been made on progress of road construction in reverse mode

- relocation of power line supports requires solving a number of legal issues (land-related), the contractor has not yet been determined for these purposes, the time and cost have not been determined either, it may be necessary to build fences for private housing construction;
- demolition of green plantings - the issues are under consideration by the Forestry Committee;
- overpass crossings - location options were sent for consideration to the local executive body, but there was no official response
- noise screens - design solution is not yet ready for public hearings (requires approval from local executive bodies).

1.3 Issues of accessibility for business, dachas, cemeteries were considered. PMC and CSC will closely monitor accessibility issues. All agreed design decisions will be implemented. Newly identified appeals and requests from peasants and farms will be properly considered and, subject to the availability of technical capabilities, such additional exits will be implemented if necessary. Access roads to the subjects will be organized by efforts of the respective akimats.

2. Internal reporting, feedback from contractors - the Consultant gave comments on feedback from Contractors (industrial environmental monitoring reports contain systematic recurring errors); Respective comments were made by the branch management.
3. The environmental management plans for Lots 1 and 2 have been submitted to the Consultant for consideration and assessment of the status of their implementation, the corresponding report will be prepared by the Consultant by September 15, 2021.
4. The plan for visiting construction sites and shift camps was agreed with the PMC Team Leader: Akimat of Alga district, a camp for workers on 2 lots, an asphalt concrete plant, a plant to be installed on lot 1, Akkemer village (cattle pass), the deployment camp on Lot 2, Bestamak village.
5. Feedback boxes (FB): on lot 1, feedback boxes were installed, settlements were determined, installation sites were determined, the procedure was agreed with the PMC Team Leader, the contractors' representatives, the Engineer and representatives of local executive bodies;
6. Km 52-100, CH133, lot 2 - a private land falls (10 kW power transmission tower) on the road line, reimbursement of expenses for relocation of power transmission tower will be required
7. The issues of installing sanitary and hygienic conditions (SHC) every 50 km were discussed, the local executive body asks to install 2 SHC with service and maintenance at the expense of a nearby small business facility or road service (with reimbursement through the local budget)

Minutes of the meeting on internal monitoring of social safeguards with participation of representatives of the Akimat of Alga and Mugalzhar districts, the management of the Aktobe branch of JSC NC “KazAutoZhol”, the Engineering Service, Contractors, and visits to shift camps (lots 1, 2) and construction sites in Bestamak village, Akkemer settlement.

Date: August 26, 2021, 13:00-18:00

Format: meeting in the Akimat of Alga district

Visit Format: site visit, visual inspection, photo fixation and interviews

Attendees:

1. Makhambetov M. - Director of the Aktobe regional branch of JSC NC "KazAutoZhol";
2. Yerzhanov N. - Akim of the Alga region;
3. Kulmagambetov B. - Deputy akim of Mugalzhar region;
4. Omirbayev N. – Team Leader of Project Management Consultant (PMC);
5. Chubutkina O. - Individual consultant on social and environmental safeguards;
6. Project managers of contractors (lots 1,2), Engineering Service, and representatives of subcontractors involved in the project;
7. Heads of local executive bodies (akim of Alga city, akims of Bestamak village, Tamdy village, Akkemer village).

Meeting agenda:

1. Existing and potential negative impacts of the project on the social sphere of the settlements affected by the project.
2. Grievance redress mechanism procedure: status of submitted complaints and proposals, clarifications on working with feedback boxes, agreement on the procedure for opening boxes.

Discussion:

1. Deputy Akim of Mugalzhar region: the project does not include an exit from the road towards two peasant farms (“Galymzhan” and “Smagul”). During the discussion, it was established that public hearings were held, but representatives of peasant farms were not present. For possibility of further discussion of this issue, materials of public hearings (minutes) were requested, as well as a request to the Local Executive Body to record these complaints.
2. Akim of Alga town: residents of Podhoz and Liman villages are concerned about the construction of road in the area where domestic animals are grazing. The new road under construction is located between

the villages and pastures, respectively, the construction of two cattle passes for the passage of domestic animals will be required. During the discussion, the Contractors confirmed that in the indicated places the project provides for artificial structures for home animals passage, it is required for residents, together with Contractor's representative, to check the location of cattle pass.

3. In addition, the akim of Alga town complained about the condition of the road between Bestamak village and Alga, deep pits, heavy vehicles created ruts, which creates difficulties for passenger transport. This remark and corresponding instruction were transferred to contractors' representatives present at the meeting.

4. Akim of Bestamak rural district: the residents request construction of pedestrian crossings. This complaint was considered by the Employer, PMC, together with the project designer, the locations of overpass were presented, which were submitted for approval to the local executive body, the answer has not yet been received.

5. Beskospa village, Arman Doshanov: the village is developing (85 residential buildings, 300 residents), residents request to provide a separate entrance to the road under construction. The Employer will study the proposal of local residents to build an entrance to the new road.

6. Tamdy village: local residents are concerned about the state of the Ilel River, as a sharp drop in the water level was noted in the summer period because of the withdrawal of technical water for the project. Residents ask to consider an alternative source of technical water intake, since in the summer this issue will be acute until the end of the project. A similar issue is relevant for the Akkemer village. During the discussion of the issue, it was established that the water intake project was approved and reviewed by the Zhaiyk-Caspian Basin Administration. However, local residents insist on inviting representatives of the basin authority to assess the potential depletion of water resources in the riverbed. On the part of the PMC, a corresponding instruction was given to evaluate the possibility of constructing an alternative water intake, including the construction of a new well.

7. Musin Kairat, head of the department of agriculture of the Alga district akimat: a meeting with the peasant farms in the Podhoz area is necessary; the owner of the farm "Esbol" requests to consider the possibility of organizing a roadside service (camping), this issue was taken under control by the head of the Aktobe branch of KAZH.

8. Akim of Bestamak village noted that during the public hearings the issue of repairing parallel streets in Bestamak village at the expense of the project was discussed, but at present it was revealed that the Contractor will not carry out these works. Akims request to consider this issue again.

9. During the meeting, the purpose of the feedback boxes was explained to representatives of local executive bodies, and the procedure for opening was presented. The meeting participants agreed that the disclose would be carried out by a representative of the Engineering Service twice a month, with all information on complaints received and proposals entered into the Register, with monthly reporting and status monitoring of the implementation of response measures during the meetings of the Grievance Committee. Representatives of local executive bodies should send candidates for inclusion in the commission for box opening to the regional branch of KAZH.

10. The deputy akim of the Alga district informed that representatives of small-medium businesses wish to build a campsite in the area of the 42nd junction (lot 1) and requested entry and exit to the new road under construction.

Facilities visited:

1. Base camps of workers in lots 1 and 2;
2. asphalt concrete plant, lot 2;
3. mounted plant on lot 1,
4. Akkemer settlement (cattle pass).

Main findings

The construction of shift camps and technical bases and the contractors' mobilization was completed. In the shift camp of JV LLP "SineMidasStroy-Todini Costruzioni Generali S.p.A." the laying of underground utilities (pipes) is being completed. In the shift camp of "Assana Dorstroy" LLP, work was carried out to eliminate the remarks of the social safeguards specialist following the results of the on-site mission in July 2021. The state of housing and communal and sanitary and hygienic conditions in both camps is assessed as satisfactory. Feedback boxes for workers have been installed.

As for facilities under construction and completed facilities (asphalt concrete plant and plant being installed), the Consultant requested environmental permits (emission permits) for review.

Appendix 2 to Report of the Social and Environmental Safeguard Specialist as of 25-27.08.2021



1. Bestamak village - section of the road where the relocation of power transmission lines to adjacent sections of private houses and fence demolishing is planned



2. Shift camp of JV LLP “SineMidasStroy-Todini Costruzioni Generali S. p. A.” - completion of residential and office premises installation



3. Shift camp of JV LLP “SineMidasStroy-Todini Costruzioni Generali S. p. A.” - feedback box



4, 5 Shift camp of JV LLP "SineMidasStroy-Todini Costruzioni Generali S. p. A." - WC premises, utilities at the connection stage (mounted)



6. Shift camp JV LLP "SineMidasStroy-Todini Costruzioni Generali S. p. A." - dining room for staff (under expansion)



7. Shift camp of JV LLP "SineMidasStroy-Todini Costruzioni Generali S. p. A." - place for washing hands in the dining room.

8. Laying of sewer pipes and construction of wells



9. Installed asphalt concrete plant - lot 1, km 34, Contractor LLP JV "Sine Midas Story"



10. Construction of culvert, lot 1, km 35, Contractor LLP JV "Sine Midas Story"



11. Meeting in the Alga district akimat



12. Asphalt concrete plant "Benninghoven", 160 t/h - lot 2, Contractor LLP "Assana DorStroy"



13, 14 Location of cattle pass at the Akkemer village, to be built at the local residents' request. Procurement of reinforced concrete products for cattle pass.



15. Shift camp of “Assana Dor stroy” LLP - residential and office trailers



16. Shift camp of “Assana Dorstroy” LLP – dining room for staff: place for washing hands and anti-COVID information posters



18. Shift camp of “Assana Dorstroy” LLP – dining room for staff: entrance and fire shield.



19. Feedback box



20. Shift camp LLP "Assana Dorstroy" – Dining room for staff



21. Shift camp of "Assana Dorstroy" LLP - shower and residential trailers



22. Shift camp of “Assana Dorstroy” LLP - meeting room