

# Social Monitoring Report

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LARP External Monitoring Report  
Project No.: 45169  
February 2017

## KGZ: CAREC Corridor 3 (Bishkek–Osh Road) Improvement Project, Phase 4 (Bishkek–Kara-Balta Section)

Prepared by Investment Projects Implementation Group for the Ministry of Transport and Roads and ADB.

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На № \_\_\_\_\_

Susan Lim  
Transport Specialist  
Central and West Asia Department  
Asian Development Bank

«Disclosure on ADB web-site of LARP Monitoring Report for the CAREC corridor improvement Project 3, Bishkek-Osh, Phase IV, section Bishkek-Kara-Balta»

Dear Ms. Lim,

We herewith submit LARP Monitoring Report for the CAREC corridor improvement Project 3, Bishkek-Osh, Phase IV, section Bishkek-Kara-Balta, for disclosure on ADB web-site.

Best regards,

Deputy Minister

A. Jusubaliev

# LARP External Monitoring Report

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February 2017

**KGZ: CAREC Corridor 3 (Bishkek-Osh Road)  
Improvement Project Phase 4 (45169-002) for Kara  
Balta**

**Prepared by IPIG for Ministry of Transport and Roads and ADB**

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## **ABBREVIATIONS AND ACRONYMS**

ADB	—	Asian Development Bank
CAREC	—	Central Asia Regional Economic Cooperation
DMS	—	Detailed measurement survey
EA	—	Executing agency
EMC	—	External Monitoring Consultant
EMP	—	Environment Management Plan
GRM	—	Grievance redress mechanism
HH	—	Household
IEE	—	Initial Environmental Examination
IPIG	—	Investment Projects Implementation Group
KR	—	Kyrgyz Republic
LAR	—	Land acquisition and resettlement
LARP	—	Land acquisition and resettlement plan
LHS	—	Left hand side
MoTR	—	Ministry of Transport and Roads
PSC	—	Project Supervision Consultant
RoW	—	Right of way
SPS	—	Safeguard policy statement

## **1. BACKGROUND**

1. This Monitoring report is prepared to confirm the outcomes of the external monitoring conducted by the Independent Consultant for the Ministry of Transport and Roads of the Kyrgyz Republic on the road sections free from Land Acquisition and Resettlement (LAR) impact.
2. The LARP for the CAREC Corridor 3 (Bishkek-Osh Road) Improvement Project Phase 4 (45169-002) for Kara Balta has been prepared, endorsed by the Government of the Kyrgyz Republic and ADB and the Decree of the Government of KR on compensation payment is pending approval.
3. The Ministry of Transport and Road of the KR is under negotiations with the Contractor and the Contractor will commence mobilization upon signing contract.
4. While LARP implementation will start immediately upon the approval of the Decree of Government of the KR on compensation payment, there are four sections of road free from LAR impact, totaling 21.63km or making some 48% of the total project road length. These sections pass through agricultural land or populated area, but with the residential houses/structures located minimum 6-10 meters close to the ROW and hence, provided that the mitigation measures (such as temporary access roads, animal crossings, temporary irrigation structures etc.) are ensured, civil work will cause minimal disturbance and no impact on the adjacent communities.

## **2. METHODOLOGY AND APPROACH**

5. This monitoring report is drafted based on the review of ADB social safeguard policy, available project documents, including LARP, the reports of the MoTR/IPIG and the Project Supervision Consultant, field visits and on-site observations, and consultations with communities. The following specific tasks and steps were undertaken to carry out the due diligence of the project.
  - Review of the relevant ADB social safeguard policy, policy and legal framework of the Kyrgyz Republic on resettlement and land acquisition;
  - Review of project documents, and detailed design drawings for the road sections free from LAR impact;
  - Consultation and discussion with IPIG Resettlement Specialist, project Consultant team, including engineering and resettlement team, regarding the proposed sections free of land acquisition and resettlement impacts and sectional hand-over of the road to Contractor, mitigation measures to be undertaken when commencing civil works and Contractor mobilization, potential impacts and possibilities to minimize impacts.
  - Consultations with IPIG Environmental Specialist to verify and counter-check the initial conclusions on free road sections and mitigation measures for potential temporary impacts;
  - Field visit on site to inspect the proposed four road sections with on-site observation, including walkthrough on start/end of proposed sections based on the engineering detailed design drawings, assessment of physical condition of the sites including inspection of available access and service roads, quarries, and assessment of probable impacts and outcomes of the project; and
  - Interviews with the people living adjacent to the ROW at the beginning and end of each of the four proposed sections free from LAR impact, to collect their feedback, concerns and recommendations for the civil works arrangement, as well as their awareness about the grievance redress mechanism.

### 3. SECTIONS WITHOUT LAR IMPACT

6. The LARP implementation is pending approval of the Government Decree on compensation payment. To expedite the process of awarding contract for civil works without compromising on the ADB social safeguards requirements, as well as relevant national legal framework, the Ministry of Transport and Roads of the KR together with the Project Supervision Consultant proposed the four sections of the road free from land acquisition and resettlement impact.

7. The objective and rationale for selecting the free road sections is to expedite the project implementation, whereas handing over available sections of road with the length allowing carrying out civil works for Contractor right upon mobilization and without impact on affected people on other neighboring sections. The total length of all four sections makes 21.63km as detailed below.

*Table 1. List of Sections Free from Land Acquisition and Resettlement Impacts*

Ref. #	Chainage		Mileage		Section length (km)
	Start of section	End of Section	Start of section (km)	End of Section (km)	
1	74+00	128+00	15+900	21+300	5+400
2	270+00	320+80	35+500	40+580	5+080
3	371+00	431+00	45+600	51+600	6+000
4	457+00	508+50	54+200	59+350	5+150
<b>Total length of LAR impact free sections (km):</b>					<b>21+630</b>

#### 3.1. Section 1

8. **Section 1** makes 5+400km and is continuous corridor with agricultural land plots on both sides entering the residential area towards the end of the section for 0.6km in Gavrilovka village. The agricultural fields located on both sides of the road are separated from the ROW by the windbreak tree line of approximately 6-10 meters wide. The irrigation canal passes the road at the beginning of the section from one side to the other and the irrigation structures line along the fields making non-lined ditches with the small regulating gates in some section of the ditch. There are no markets and/or any businesses at the section and the residential houses are located 1 to 3 meters away from the RoW.

9. The field visit revealed that the section start is an agricultural land both sides and has been confirmed by the external monitor. The end of the section, initially proposed at 128+66, after field visit and discussion with the engineering team, has been shifted some 70 meters backward, before the junction on the RHS allowing easy access of the villagers and traffic during construction, and to avoid disturbing the first affected structure at the end of the section (128+66RHS). Thus, the revised section end agreed and confirmed by the external monitor is at 128+00, as detailed in the table above.

10. The affected house owner in the neighboring section has been consulted and feedback sought with regard to commencement of civil work and exploring any concerns and suggestions from them. Due to numerous surveys and consultations already conducted with the communities by IPIG, only a brief questionnaire has been developed to discuss with the people and obtaining his feedback on the civil works and the GRM available to local communities. The questionnaire is attached to the report (Annex 2) and the discussion about the interviews carried out is provided below in the relevant section below.

11. There are three petrol stations along the section on the LHS, which will not be affected by the construction, and their entrances are located about five-seven meters away from the ROW. The petrol stations' business thus will not be disturbed during the construction, provided that the mitigation measures, in particular the uninterrupted access to the petrol station is ensured.

### 3.2. Section 2

12. **Section 2** is a 5+080km road corridor that passes through the populated area of Belovodskoe village, but without any LAR impact on HHs/lands/businesses. The ROW is wide and clear with the distance between the nearest houses and/or structures and the walkway making 1 to 10 meters and above, same as businesses.

13. The section start has been selected in a way that avoids affecting the potential structures, and the section end was moved backward, allowing easy access and traffic for local community (i.e. the junction before the end of the section on RHS is not covered by the section).

14. Minimum disturbance will be caused if all the mitigation measures, including traffic management plan, advance public notification of the schedule of works is ensured and functional GRM available to local communities.

### 3.3. Section 3

15. **Section 3**, similar to the above-cited sections is a continuous corridor of 6km that goes through the populated area of Petrovka village. The field visit suggests that there is no impact to the households, businesses and/or lands/structures, because the distance between the nearest houses to the ROW is some 10 meters and more.

16. It is expected that minimum disturbance will be caused if mitigation measures and functional GRM is available to the local communities. Mitigation measures include temporary accesses/driveways to the households, planks where needed and most importantly, the traffic management plan developed and communicated to local communities by the Contractor. Particular attention should be given to the schools, administrative buildings/offices and/or shops/markets to place notifications, traffic restrictions and any other announcement related to the civil works and impact on communities





### 3.4. Section 4

17. **Section 4** with the length of some 5km passes through populated area of Poltavka and Novonikolaevka villages with the houses located away from the ROW. The distance between the nearest houses and/or structures and the walkway makes six to ten meters and above. This allows civil works with minimum disturbance to local communities provided all the mitigation measures specified in the EMP, including advance public notification of the works schedule etc. as well as functional GRM are ensured for local communities.



## 4. PUBLIC CONSULTATION/DISCUSSIONS

### 4.1. Interview details

18. People consulted during the field visit were those whose houses, businesses or any other structures are located close to the ROW. The simple questionnaire guide was prepared containing the following parts:

- Introduction
- Awareness about the Project
- Suggestions, Concerns, Recommendations
- Appreciation for Interview.

19. Seven persons, including five men and two women, were interviewed from among those whose houses, businesses and/or structures are located close to the ROW or might be influenced by the civil works. The interview was aiming at obtaining their feedback, suggestion, concerns and recommendations for the civil work arrangement in their communities.

20. The interviews revealed that all the respondents were well aware of the project, moreover, reportedly participated in numerous public consultations held by IPIG during the detailed design. All the respondents said they not only participated at the public consultations, but also took part in the socio-economic survey and/or DMS.



21. One of the two female respondent reported she is not aware of the GRM and does not know where and how to approach in case of complaint. At the same time, she mentioned that the project related brochures, including GRM related information were distributed to them, and she has it as well. Other respondents showed greater awareness both about the GRM and its functions and process of submitting complaints. This suggests, that despite the conducted information dissemination on GRM and series of consultations, additional information needs to be shared among the communities to make sure adequate access to information and the grievance redress process/mechanism.

#### **4.2. Feedback from respondents**

22. Respondents mentioned that the protracted commencement of the construction of road causes inconveniency, anxiety among local population, leaving them in ambiguity. Respondents believe that providing clear information on key dates, such as start of civil works, access roads, traffic management plan etc.

23. All the interviewed respondents are well aware about the project and participated in number of public consultations. Public consultations were carried out at various stages of the Project Implementation. People were consulted through focus group discussions and individually during the impact assessment and socio-economic survey. These consultations included information on the Project, relevant entitlements, compensation valuation methodology, grievance redress mechanisms and methodology and procedure of the measurement survey. Participants received a printed Project brochure, decree on the cut-off-day, decree on GRM, local and central level focal persons' details and documents necessary for the legalization of some assets. All the respondents said they are aware that no demolition will occur until compensation is paid.

24. GRM related information has been provided to local communities both during the consultations, as well as through distributed leaflets and brochures containing the details about the GRM, the process, contact persons and grievance forms.

25. All the respondents were positive about the road construction, but said providing accesses and driveways as well as cattle crossings should be arranged for during construction works.

## **5. TEMPORARY DISTURBANCE**

26. The field visit shows that the sections described above in the Table 1 do not have any LAR impact. However, the civil works might cause temporary disturbance. Excavation/earth works, heavy machinery working in the populated areas, mobilizing heavy machinery and equipment to the construction sites where relevant, limited access to the agricultural land plots/irrigation canals in the neighborhood of the construction sites etc. would possibly incur disturbances.

27. Construction works and/or transportation of the inert/construction materials, including to and from quarries will also potentially cause temporary disturbances to the neighboring villages. This is particularly valid for the locations, where the heavy machinery and trucks would drive through the villages, where the social institutions, such as schools, hospitals, administrative buildings are located.

28. To mitigate even the minimum potential disturbances, the following measures are foreseen to reduce the impacts:

- Conduct briefing on ADB SPS 2009 and relevant national legal framework regulating LAR for contractors upon awarding the contracts and prior to mobilization on sites;
- Informing local residents/households and traders and institutions about the nature and duration of work through Ayil Aymags, district governments as well as through placing announcements (advance notifications on the work schedules, traffic management plans etc.) on the boards in the social institutions and administrative buildings, which local residents use a lot;
- Providing temporary accesses across trenches for pedestrians and planks near the social institutions (schools hospitals etc.), metal sheets/driveways where vehicle access is required;
- If and when the water (both drinking and irrigation) supply will be disrupted, inform people well in advance, and provide alternative source for the duration of disruption.
- If and when the Contractor would need land on a temporary basis, rent shall be agreed between the contractor based on mutually agreed terms and conditions and the land owner, based on the loss of revenue by the land owner/secondary land user/tenant during the period of its use by the Contractor. Such land and/or attachments on the land will be restored to its pre-project condition.

## **6. UNANTICIPATED IMPACT**

29. Unanticipated impact at the stage of civil works may possibly occur. As guided by ADB SPS 2009, stipulated in the Entitlement Matrix in LARP, if during the civil works any unanticipated impacts or additional impacts are identified, MoTR/IPIG will prepare a LARP in accordance with the ADB Safeguard Policy Statement 2009 as well as relevant national legislation. Until such planning document is formulated, disclosed and approved (by ADB and the Government of KR) MoTR/IPIG will not proceed with implementing civil works at the specific sites for which involuntary resettlement impacts are identified.

30. Unanticipated impact is not identified at the stage of this monitoring, because no civil works started. The next external monitoring reports will provide a monitoring outcome on the unanticipated impact related to land acquisition and resettlement activities during the civil works, and appropriate measures to address the same in a timely manner if any.

## **7. GRIEVANCE REDRESS MECHANISM**

31. The Grievance Redress Groups (GRGs) are established at the local and central levels and will function for the duration of the project's implementation. The local level GRG is established at each of the three Rayons in the Project area. The GRG at the central level is established at the MoTR in Bishkek. The Local Person of Contact (LPC) is appointed at each Ayil-aymag (local authority) located along the project road.

32. The establishment and development of the GRM for this Project, was formalized through the following steps:

- MOTC Order No 148, dated July 10, 2013 instructing establishment of the GRM;
- MOTC Order No 135, dated May 26, 2014 to update the GRM and activate the GRGs;
- MOTC Orders No 25 and 28, dated January 29, 2016, to update the GRM and update the list of GRG members.

33. Information about the GRM, including the ADB Accountability Mechanism Policy, was distributed prior to consultations and to all consultations participants.

34. Field visit and interviews revealed that majority of the people are aware of the GRM availability, process/steps and have contact numbers for key persons-in-charge. However, one of the seven respondents said she does not know about it, although confirmed she had information brochure at home. This suggests, that GRM related information should be re-iterated throughout the project and LARP implementation process to ensure wider awareness among people and ensuring that every voice is heard.

## **8. CONCLUSIONS**

35. The proposed four sections of roads described above are free from any land acquisition and/or resettlement impact and can be handed over to the Contractor to commence civil works at these sections.

36. However, considering that the sections pass through populated areas, entailing replacement/relocation/impact on utilities and other infrastructure, including irrigation and drinking water infrastructure, gas, electricity and telecommunication lines etc. Thus, thorough mitigation measures need to be planned and implemented to avoid or at least minimize adverse impact on local communities.

37. There are many old houses and structures along the road, made of local materials such as mud/clay and others. It is expected that these structures may be adversely impacted during the civil works, resulting from the heavy machinery work.

38. Any grievances by local people/communities will be addressed through the grievance redress mechanism established under the project and applied to both environmental and social safeguards. This is already established by MoTR/IPIG at central and local levels, enabling communities and people to raise their concerns and complaints.

## **9. RECOMENDATIONS**

39. The mitigation measures must be stipulated in the key documents of the Contractor to ensure compliance and allowing for tracing progress against their implementation. Based on the bidding documents, Contractor shall submit its Work Program 28 days upon signing the Contract.

The Work program among others will include Road Safety Audit, Traffic Management Plan, which shall be specified in the site-specific Environment Management Plan (EMP), guided by the IEE/EMP prepared for the Project. Compliance with the cited documents will be supervised by the PSC.

40. To ensure that mitigation measures are adequately and fully planned and implemented, Contractor's Work Program must reflect the following measures at minimum:

- (i) EA/PIU and Supervision Consultant shall conduct briefing on ADB SPS 2009 and relevant national legal framework regulating LAR to contractors' and/or subcontractor's employees, service providers and others upon awarding the contracts and prior to mobilization on sites;
- (ii) Recruitment of Resettlement Specialist to be part of the Resettlement Team, representing Contractor on site, and in charge for implementation of the relevant measures;
- (iii) Informing local residents/households and traders and institutions about the nature and duration of work through Ayil Aymags, district governments as well as through placing announcements (advance notifications on the work schedules, traffic management plans etc.) on the boards in the social institutions and administrative buildings, which local residents use a lot;
- (iv) Access roads and driveways to for households: one for 4-5HHs or as discussed and agreed with the communities. This is particularly important for households with elderly/disabled people;
- (v) Cattle crossings and awareness raising among the local communities;
- (vi) Providing temporary accesses across trenches for pedestrians and planks near the social institutions (schools hospitals etc.), metal sheets/driveways where vehicle access is required;
- (vii) If and when the water (both drinking and irrigation) supply will be disrupted, inform people well in advance, and provide alternative source for the duration of disruption.
- (viii) Traffic Management Plan shall be timely prepared and implemented by Contractors and its effectiveness supervised by the PSC and MoT/IPIG. For re-routing of traffic flow, a new road signs, designation of sufficient parking space around the Proposed Additional Works area shall be put in cooperation with local and road police authorities.
- (ix) Signage near the social institutions: schools, hospitals, markets, cattle crossings etc. as provided in the IEE;
- (x) A pre-construction survey on property condition should be conducted to record (photo/video records) all buildings and structures within the area that could be affected by vibration and other impacts of heavy machinery. This would assist in exploring volume of damages caused by construction works and resolving compensation claims arising from communities;
- (xi) During construction, there may be some temporary disturbance caused by Contractors. These temporary impacts will only be known during the civil works, but to mitigate them, a briefing on ADB SPS requirements as well as relevant national legal framework will be conducted for the contractors upon contract award and before mobilization;
- (xii) If and when the contractor would need land on a temporary basis, rent shall be agreed between the contractor based on mutually agreed terms and conditions and the land owner (owner of land use rights) based on the loss of revenue by the land owner/secondary land user/tenant during the period of its use by the contractor;

- (xiii) Upon completion of works, the land that was temporarily used must be restored to its pre-project condition and returned to the owner/user with mutual settlement based on the agreement for the following items, if applicable:
- i. Loss of annual crop production
  - ii. Potential crop yield reduction for three years
  - iii. Loss of any trees or perennial crops
  - iv. Loss of use of grazing land
  - v. Loss of immovable assets and land attachments.
- (i) One of the conditions for release of final payment to the civil works contractors is the submission of proof that all temporarily used lands have been fully restored to their pre-project conditions and that there are no pending compensation issues related to the temporary use of land;
- (ii) All necessary steps should be taken during construction to avoid temporary impacts like loss of access leading to impact on livelihoods or any other kinds of restrictions, as cited above. The Consultant's Resettlement team will closely monitor the implementation stage and help IPIG to ensure compliance with the ADB social safeguard requirements as well as the national legislation. All the above-cited measures will also be monitored and reflected in the External Monitoring Report (LARP implementation) as well as Quarterly Monitoring Reports to be prepared by IPIG and submitted to ADB;
- (iii) If during implementation any unanticipated impacts or additional impacts are identified, MOTR/IPIG will prepare a LARP in accordance with the ADB Safeguard Policy Statement 2009 as well as relevant national legislation. Until such planning documents are formulated, disclosed and approved (by ADB) MoTR will not proceed with implementing the specific activities for which involuntary resettlement impacts are identified;
- (iv) It is recommended that special attention is given to local affected people, who will lose their income sources during construction work in other neighboring sections. Locally available skilled and unskilled labor should be employed, especially those whose income source would be affected during construction works in other neighboring sections and wish to work for the project;
- (v) GRM shall be continually implemented during the course of project implementation. Any issues that are registered shall be dealt with in accordance to the approved GRM set up for the Project and shall be reported accordingly. The MoTR/IPIG shall organize additional orientation on GRM for contractors' staff prior to start of the works.

## Annex 1.

### List of persons contacted/interviewed

Ref.#	Name	Position	Contacts
1.	Nurzada Kartanbaeva	Resettlement Specialist, IPIG	077323716
2.	Ruslan Satybaldyev	ADB Projects Coordinator and Acting Director, IPIG	0553504041
3.	Mohan Dangal	Team Leader, EPTISA	0555032313
4.	Adyl Tylegenov	Deputy Resident Engineer, EPTISA	0772275769
5.	Yuri Dolgov	National Resettlement Consultant, EPTISA	0777697500
6.	Poznyakova Ekaterina	Local resident	0553089666
7.	Tabueva Raisa	Local resident	0552500763
8.	Almazbek uulu Bakhiyar	Local resident	0701474127
9.	Kambarov Abdrasul	Local resident	0772186375
10.	Jumataev Mudorbek	Local resident	0553127353 0555382895
11.	Jaanbaev Nurlan	Local resident	0551444181
12.	Sokoev	Local resident	0555334114 0702175534

## Annex 2.

### Interview Guide for Central Asia Regional Economic Cooperation Corridor 3 (Bishkek–Osh Road) Improvement Project, Phase 4

<b>Section 1.</b> Introduction	Hello, my name is _____, I represent MTR KR. Within the implementation of the Central Asia Regional Economic Cooperation Corridor 3 (Bishkek–Osh Road) Improvement Project, Phase 4, we are conducting study of the sections free from resettlement impact, which would be handed over to the Contractor at the first stage. In relation to this, I would like kindly to ask you to participate in the study. Your participation in the study is voluntary and confidential. The information received from you will be presented in a consolidated form without any references to your name or surname. The information you present is unique and helps us making important conclusions. Thank you in advance for your responses. Do you have any question to ask from me? Do you agree to take part?
<b>Section 2.</b> <b>Awareness about the Project</b>	What do you know about the CAREC-3 transport corridor improvement, Bishkek-Osh road, Phase-4, Kara-Balta section? Do you know where to apply in case of any complaint/suggestion, should such arise? Do you know about the GRM functioning in your district? What do you think about it?
<b>Section 3.</b> <b>Suggestions, Concerns, Recommendations</b>	The construction of the road will begin soon. Do you have any concerns or suggestions, related to the start of construction near your house/business? Would you list them, please? What would you think should be considered before and during the construction? What compromises would you be ready for the public interest? What suggestions do you have on organizing the Contractor's/civil work? What suggestions do you have to improve the process of submitting grievance/complaint? What would be the most convenient way to receive notifications from Contractor, in case such a need arises (local TV, radio, newspaper, placing notification on the board on AO office, school, other, specify)?
<b>Section 4.</b> <b>Appreciation for interview</b>	I would like to thank you for the interview, suggestions, and concerns you have shared with us. Those will be processed, consolidated and will guide the beginning and process of the civil works.



**Identification Card**

**Project** Loan3056/Grant 0366-KGZ: Central Asia Regional Economic Cooperation Corridor 3 (Bishkek–Osh Road) Improvement Project, Phase 4  
**Donor:** Asian Development Bank  
**Implementing Agency:** Ministry of Transport and Roads of the Kyrgyz Republic

<i>District</i>	<i>Village/Town</i>	<i>Address</i>	<i>Chainage</i>	<i>Location: Right Hand Side – RHS Left Hand Side – LHS</i>
<i>Sokuluk</i>	<i>Sokuluk</i>			
	<i>Gavrilovka</i>			
	<i>Romanovka</i>			
	<i>Voenno-Antonovka</i>			
	<i>Shopokov</i>			
	<i>Novopavlovka</i>			
<i>Moskovsky</i>	<i>Aleksandrovka</i>			
	<i>Sadovoe</i>			
	<i>Petrovka</i>			
	<i>Belovodskoe</i>			
<i>Jailsky</i>	<i>Novo-Nikolaevka</i>			
	<i>Poltavka</i>			

Name of the respondent \_\_\_\_\_

Gender of the respondent 1. Male. 2. Female.

**Notes:**
