



Kyrgyz Republic: Central Asia Regional Economic Cooperation Corridors 1 and 3 Connector Road Project (Phase 2)-Additional Financing

Project Name	Central Asia Regional Economic Cooperation Corridors 1 and 3 Connector Road Project (Phase 2)-Additional Financing
Project Number	48401-008
Country	Kyrgyz Republic
Project Status	Approved
Project Type / Modality of Assistance	Grant Loan
Source of Funding / Amount	Grant: CAREC Corridors 1 and 3 Connector Road Project - Additional Financing concessional ordinary capital resources lending / Asian Development Fund US\$ 9.50 million Loan: CAREC Corridors 1 and 3 Connector Road Project - Additional Financing concessional ordinary capital resources lending / Asian Development Fund US\$ 68.50 million
Strategic Agendas	Environmentally sustainable growth Inclusive economic growth Regional integration
Drivers of Change	Governance and capacity development Knowledge solutions Partnerships Private sector development
Sector / Subsector	Transport - Road transport (non-urban)
Gender Equity and Mainstreaming	Some gender elements
Description	The proposed project will connect two major Central Asia Regional Economic Cooperation (CAREC) regional corridors by rehabilitating a crucial connector road, part of the North-South Alternate Corridor, which is a priority in the National Sustainable Development Strategy. It will (i) improve connectivity and mobility, and (ii) link economically underprivileged regions with economic hubs.
Project Rationale and Linkage to Country/Regional Strategy	CAREC Corridor 1 connects the Russian Federation and Europe to PRC; it is the only north-south trunk road providing access of central Kyrgyz Republic to the rest of the country and beyond. Similarly, CAREC Corridor 3 connects the Russian Federation and Europe to the Middle East and South Asia; it is the only direct link between the southern and northern parts of the country, linking the capital city of Bishkek and the second largest city of the country, Osh, two major economic and agricultural hubs. Joining these two CAREC corridors will link the southern regions (Batken, Jalal-Abad, and Osh) with the northern regions (Chui, Issyk-Kul, Naryn, and Talas) through a faster and safer alternative route, and facilitate further access to international markets.
Impact	Regional and national connectivity enhanced (National Sustainable Development Strategy, 2013 2017)

Project Outcome

Description of Outcome Efficiency and safer movement of goods and people improved

Progress Toward Outcome

Implementation Progress

Description of Project Outputs Road from Epkin village to Bashkugandy village rehabilitated (Km 89 Km 159)
Institutional capacity strengthened
Road sections from Balykchy village to Km 43 and from Kochkor village to Epkin village rehabilitated

Status of Implementation Progress (Outputs, Activities, and Issues)

Geographical Location Nation-wide

Safeguard Categories	
Environment	B
Involuntary Resettlement	B
Indigenous Peoples	C

Summary of Environmental and Social Aspects

Environmental Aspects	Impacts from the Project are expected to be limited in magnitude of a short-time nature, mostly related to construction work and can be mitigated. The identified impacts include (i) noise, dust, vehicle emission, and vibration, which is especially of high significance within the settlements alongside the Project road and where sensitive receptors are located such as schools, hospitals, mosques, cemeteries and other cultural historic objects; (ii) impacts on water courses and rivers due to bridge rehabilitation and construction works along the rivers; (iii) impacts from material transportation from borrow sites; (iv) impacts of tree cutting alongside the Project road due to site clearance activities; (v) impacts from asphalt plant and aggregate crushers; and (vi) impacts from contractor's working camps. Impacts have been divided in to design phase, construction phase, and operation phase. The cost for implementing EMP will be financed by the project, specifically: the costs of mitigation measures will be included in the construction contracts, and the cost for environmental monitoring will be included in the consulting services of the construction supervision consultants.
Involuntary Resettlement	Civil works associated with road construction and rehabilitation will entail some involuntary land acquisition and resettlement impacts, as well as some effects on livelihoods. Based on the draft LARPs prepared for the two sections, the project is categorized as category B for involuntary resettlement safeguards. In total, 40 households (HHs), comprising 249 displaced persons, will have land and resettlement impacts. Among them, 12 affected households (67 displaced persons) will be severely affected by losing more than 10% of their lands. There will be no major physical displacement. A LARP was prepared to mitigate and address all the associated losses in accordance with ADB's Safeguard Policy Statement and relevant national legislation. The LARP was disclosed on the ADB website in July 2018. The LARP will be further updated based on the results of the noise and vibration impact assessments. Among all the affected HHs, 16 HHs are deemed vulnerable. The vast majority of the affected HHs will experience minor impacts, such as the loss of trees, crops, fences, and minor structures in sections that encroach upon the road's right-of-way. The LARP prepared complies with ADB's SPS 2009, and MOTR will be responsible for meeting ADB's safeguard requirements in the ADB-financed section.
Indigenous Peoples	There are no indigenous peoples, as defined in ADB's Safeguard Policy Statement, in the project area, and the project is classified as category C for indigenous peoples.

Stakeholder Communication, Participation, and Consultation

During Project Design	Meetings with NGOs and local residents were held during project design. Further meetings and consultations will be held as required.
During Project Implementation	Meetings with NGOs and local residents will be held during implementation.

Business Opportunities

Consulting Services	All consulting services to be financed will be recruited following ADB's Guidelines on the Use of Consultants.
Procurement	All goods, works, and services to be financed will be procured following ADB's Procurement Guidelines.

Responsible ADB Officer	Singru, Narendra
Responsible ADB Department	Central and West Asia Department
Responsible ADB Division	Transport and Communications Division, CWRD
Executing Agencies	<i>Ministry of Transport and Roads 42, N. Isanov St. Bishkek City 720017 Kyrgyz Republic</i>

Timetable

Concept Clearance	-
Fact Finding	27 Jun 2017 to 06 Jul 2017
MRM	24 Aug 2018
Approval	31 Oct 2018

Last Review Mission	-
Last PDS Update	31 Oct 2018
Project Page	https://www.adb.org/projects/48401-008/main
Request for Information	http://www.adb.org/forms/request-information-form?subject=48401-008
Date Generated	03 November 2018

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