

Social Monitoring Report

Due Diligence Report
Four Bridges Improvement Project
Ganja Region, Roads: R24 and Y-05-08
Involuntary Resettlement and Land Acquisition Impacts
September 2013

Azerbaijan: Road Network Development Program— Tranche 4

Prepared by AzerRoadService for the Ministry of Transport, Republic of Azerbaijan and the Asian Development Bank.

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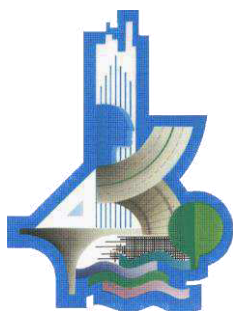


AZERBAIJAN REPUBLIC

**MINISTRY OF TRANSPORT
“AZERROADSERVICE” OJSC**

**FOUR BRIDGES IMPROVEMENT PROJECT
GANJA REGION, ROADS: R 24 and Y-05-08
SAFEGURAD REQUIREMENT
INVOLUNTARY RESETTLEMENT AND LAND ACQUISITION IMPACTS**

**Due Diligence Report
September 2013**



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1. Background of the Project

The Government of Azerbaijan ('Government') is seeking funding under Tranche-4 of the Multi-tranche Financing Facility (MFF) to meet the cost for rehabilitation/reconstruction of four bridges and rehabilitation of local roads in the Gazhak region, and for the project management. The PFR for the Project involves rehabilitation and reconstruction design and tender document preparation, including Environmental and Social Impact Assessment, construction supervision of 3 bridges along the (Gazakh) - Akstafa – Poylu – Sadiqli – Georgian Border (R 24) and one bridge on the Gazakh – Poylu Road (Y-05-08), Under the ADB loan also consulting services for the preparation of detailed design and construction supervision of some local roads (about 40.0 km) in the Project area and the engineering services for design and tender document preparation, including Environmental and Social Impact Assessment, for the bridge rehabilitation/reconstruction under a Design and Built Contract should be financed.

The 4 Bridges Improvement Project comprises the reconstruction of the 4 existing bridges:

Bridge	01	02	03	04
Road	R-24 Akstafa-Poylu-Sadiqli	R-24 Poylu-Sadiqli	R-24 Poylu-Sadiqli-Gurcistan	Y-05-08 Poylu-Duzqislaq-Qazax
km	2.0	17.0	29.5	0.1
Existing span arrangement (m)	2 x 14, 1 x 22	8 x 21.5	3 x 18	4 x 18
Existing carriageway arrangement (m)	1.4+7.0+1.4	0.2+4.6+0.2	1.2+8.0+1.2	1.4+8.0+1.4
Obstacle crossed	Railway	Kur River	Aji Dara River	Aghsafa River
Location: Decimal Degrees (WGS84)	41.1275, 45.4417	41.2420, 45.4396	41.3021, 45.3509	41.2262, 45.4397

The Project includes the rehabilitation and improvement of the approaches and the rehabilitation of some 40 km of local roads without any changes in the alignment. As a first step a Feasibility Study including cost estimates, land compensation and land acquisition planning, environmental impact assessment and studies on traffic management during construction has been prepared which should be followed by a conceptual design and the preparation of the tender documents for one or two design and built contracts.

All road sections on which the bridges are located will be designed for Category III and thus bridges have to be designed as Category II, as per the following details:

- carriageway width: 7.50 m (2 x 3.75 m);
- width of shoulder: 3.00 m (2 x 1.50 m);
- single side pedestrian walkway, 1.50 m wide plus safety strip carriageway side, 0.44 m wide and railing, 0.20 m wide;
- single side safety strip, 1.00 m wide;

The Contractor is expected to prepare an acceptable detailed design according to technical and environmental standards. The technical standards include Azeri standards, GHOST, SNIP, and AASHTO. The consultant will ensure that the design and built contract include all necessary measures to minimize and mitigate environmental and social impacts, and improve road safety.

The consultant will assist the PIU in obtaining all obligatory technical and environmental approvals required prior to construction.

The four (4) bridges are all located in Gazakh Region, three (3) of them along the the (Gazakh) - Akstafa – Poylu – Sadiqli – Georgian Border (R 24) and one bridge on the Gazakh – Poylu Road (Y-05-08). Figure 1 below indicates the locations.



Figure 1: Location Map of the 4 Bridges

2. Involuntary Resettlement and Scope of Land Acquisition

During the Preliminary Design Phase for the Four Bridges Improvement Project, a comprehensive poverty and social assessment and determination of potential land acquisition and resettlement impacts were undertaken.

Technical designers were guided by the principle of impact avoidance and/or minimization. The result of the social assessment of resettlement impacts showed that the Project will not require land acquisition or removal of vulnerable and any other groups from the road reserve area. Likewise, no land outside of the road reserve area (30 meters from both sides of the existing

centerline) will be taken. Project impacts are small and mainly focused on temporary access requirement during closure of road/bridge segments under construction. As a result of this closure alternative access will have to be provided to the affected community but all temporary access can be granted on state owned land and existing local and agricultural roads. Businesses like stores, shops and restaurant will not be disrupted. No internally displaced people or families whose household income falls below the poverty line are affected.

As part of the temporary impacts anticipated, the civil works contracts required the contractor to be responsible for the temporary acquisition and reinstatement of all land required outside the road reserve for construction camps, offices, borrow pits, materials storage sites, materials processing sites, haul roads and traffic detour roads. The contractors are responsible for the selection of the land parcels they require and they are responsible for negotiating agreements with land owners to occupy the land. In the event that a contractor fails to obtain the agreement of any landowner, they would be required to select an alternative site and negotiate a new agreement. No involuntary occupation of land for temporary construction purposes would occur.

Provision will be made in the civil works contracts for the contractors to be responsible for providing adequate measures to cater for existing traffic while the road/bridge rehabilitation works are in progress. These measures include (i) enabling single lane traffic operations on one side of the road, while construction works are carried out on the other side; (ii) constructing and maintaining temporary diversion roads within the road reserve; and (iii) diverting traffic onto any parallel existing roads and maintaining these roads.

3. Summary of Impacts

The Environmental and Social Safeguards assessments are being undertaken as outlined in the Terms of Reference for the project, and in particular conforming to ADB's Safeguards Policy Statement (SPS). As mentioned in the SPS, ADB commits to funding projects that ensures social and environmental sustainability by protecting the environment and people from projects' potential adverse impacts. Thus, explicitly, the objectives of ADB's safeguards are to: (i) avoid adverse impacts of projects on the environment and affected people, where possible; (ii) minimize, mitigate, and/or compensate for adverse project impacts on the environment and affected people when avoidance is not possible; and (iii) help borrowers/clients to strengthen their safeguard systems and develop the capacity to manage environmental and social risks.

In the conduct of the environmental and social assessments, the project team has been aware about the above mentioned policy and hopes to maintain and uphold them by carefully evaluating project options for the bridge locations and alignments. Hence, for the design options, it became necessary to as much as possible; to situate the future reconstructed bridge along the same alignment or within close proximity to the existing bridges with the approach roads to be within the existing right-of-way in order to practically eliminate land acquisition from any private individual. The foregoing discussions present the status of the resettlement and land acquisition impacts of the Project.

A. Bridge No. 1

This bridge site is located at the northern edge of the town of Akstafa surrounded by farmlands and primarily rural in character. The distance from the bridge to the nearest houses is around 120-130 meters which can be a concern during the construction period. Farm and domesticated

animals may roam around the site during the construction stage of the project can pose some safety issues. Two railroads cross the underneath of Bridge No. 1 and their operations pose a certain conflict with the bridge reconstruction works. It is also important to maintain transport connectivity, hence a detour road should be established which should consider minimal impact to current transport routes while maintaining safety to motorists and local inhabitants. As of the moment, a detour road parallel to the bridge, west of the bridge and to connect village local roads is being conceptualized. Maintenance of the detour road shall be responsibility of the winning contractor as well as reinstatement of such road at the end of the project.

Since the bridge will be along the same alignment, **no land impact** for the bridge reconstruction itself is expected. To enable linkage for existing vehicular traffic, the existing local roads west of the bridge site will be connected over the railways by gravel road and culvert arrangements. The connecting detour road will traverse state-owned property only and with no existing privately owned structures will be affected. The existing double railways are found in this property. To enable minimal interruptions of the railway operations, the diverted traffic should be controlled by watchmen who would momentarily stop vehicular movement when trains will be near the crossing. Such traffic control will be done at all times so as to maintain traffic safety and avoid any untoward accidents.

B. Bridge No. 2

This bridge crosses the Kur River which is quite wide at its current location with somewhat deep bed and steep banks. The river seems to be deep where it flows since the bed is not clearly visible and the flow can become turbulent during the rainy season. Even in the dry season, the flow was observed to be considerable. The existing steel bridge is one-lane and serves as the major connection of traffic. With this bridge, vehicular traffic can cross the Kur River to get to the border towns of Sadiqli in the Azerbaijan side and Ruisbolo in the Georgian side. The major settlement area is found on the south bank of Kur River with the nearest structure located at around 100m from the existing bridge abutment. At the north end of the bridge, a customs check-point office and police stations are located for the purpose of checking cargoes coming from and going to Georgia. An existing and operational railway runs parallel with a distance of 50 meter east of the existing steel Bridge No. 2. Around 20 meters from the current railway bridge, a new railway bridge has been constructed for future rail traffic. Although this new railway bridge is already completed, as of the moment, it is not yet in operation. One crucial issue being faced right now for the Bridge No. 2 is how to maintain transport connectivity during the construction period. The existing steel bridge is the only Kur River crossing for vehicular traffic in the area and it seems that allowing the bridge to exist to serve its purpose appears to be the only viable option.

The location of the new bridge will be upstream and to the west of the existing bridge. The new bridge will be constructed parallel to the existing bridge. The land parcels at the bridge abutments and approaches are **state-owned and no land acquisition from private owners** will occur. The construction of a new bridge the approach at north side will affect the current customs check point and electric poles and lines. Since these are owned by authorities of the government, proper coordination with relevant agencies needs to be done. These structures are made of light materials and they can be easily dismantled and transferred to the either side of the proposed new north bridge approach road.

C. Bridge No. 3

Bridge No. 3 is the farthest from Akstafa of the four identified bridges for the project. No settlement is found near this Bridge No. 3. The only structure that exists is a gas-pump facility located around 150m northwest of the existing bridge. For the construction option, a detour road at north and downstream side is being considered. This will primarily be gravel road which will run over pipe culverts and will serve as temporary crossing over the ravine.

The bridge will be constructed at the same location. Temporary diversion road will be arranged north and downstream of the existing bridge. The area consists of vacant lands and owned by the state and with **no land purchase from private owners** necessary. To enable temporary use of land for detour road, ARS will have to coordinate the temporary detour road with relevant state agencies.

D. Bridge No. 4

The fourth bridge is located in Poylu Village over Akstafa River along the Poylu-Duzqislaq-Qazax Road which branches south-westerly from the Akstafa-Poylu-Sadiqli Road. This bridge is at the verge of collapse with one of the piers shearing off from the foundation. As observed, river scouring would have produced such situation and the river is somewhat wider at this bridge point. The bridge is closed for any vehicular access for safety reasons. To enable connectivity, a pipe culvert crossing has been installed some 230m downstream over which the current road is connected to enable traffic to cross. This existing road runs alongside an existing railway located north of this pipe culvert crossing. This fourth bridge is near the houses and reconstructing the bridge at this existing location will entail some concerns to the nearby inhabitants. Since alternate crossings are in operation, traffic will not be impacted by the reconstruction of the bridge. The new bridge will be reconstructed in the same spot, maintaining the same location and orientation.

No land acquisition is necessary since the road and bridge right of way still exist and no structures were illegally built. Since Bridge No. 4 is near the village residences, the usual construction nuisances will be expected and should be mitigated effectively by the Contractor in accordance with the IEE/EMP.

E. Summary Tables

Table 1: Scope of Impact on the Bridge Reconstruction Project

Location		Land Required		Category of Land Affected (Hectares)			Assets Located in Affected Land		
Component Bridge	Location	Area(ha)	No of Parcels	Private	Municipal	State	Structure	Trees &crops	Utilities
Bridge No. 1 (over railways)	R-24 Akstafa-Poylu-Sadiqli Road, km 2	None	0	0.0	0.0	0.0	None	None	None
Bridge No. 2 (over Kur River)	R-24 Poylu-Sadiqli Road, km 17	0.7	4	0.0	0.0	0.7	1	22	2
Bridge No. 3 (over minor river)	R-24 Poylu-Sadiqli-Gurcistan Road, km 29.5	None	0	0.0	0.0	0.0	None	None	None
Bridge No. 4 (over Akstafa River)	Y-05-08 Poylu-Duzqislaq-Qazax Road, km 0.1	None	0	0.0	0.0	0.0	None	None	None

The parcels of land that will be affected by the Bridge Project proposed are those along the proposed approaches for Bridge No. 2. These are state-owned with an approximate area of 0.3 hectares. Around six (6) minor trees will be affected and one temporary structure, belonging to police may have to be dismantled and relocated nearby. Several electric poles a gas pipeline may have to be relocated. Below is **Table 2** which shows the summary of measures to address the impact of the proposed realignments.

Table 2: Measures to Address the Impacts.

Type of loss	Scope of impact		Category of PAP	Entitlement	Remarks
	Total (ha)	No. of affected parcels			
Permanent loss of land	0.7 ha	4	State-Land (Gov't of Azerbaijan)	Internal govt. arrangement	ARS, & SLCC, will agree
Temporary impact	-	-	Public	Mitigating measures to be instituted by Civil Works Contractor	Various types of impacts during construction

Acquisition of the said state- owned lands will be arranged between the various government bodies. The ARS OJSC will inform the State Land and Cartography Office (SLCC) regarding the affected state-owned land. Temporary impacts will be the responsibility of the Contractor as stipulated in the Civil Work Contract.

ANNEXES

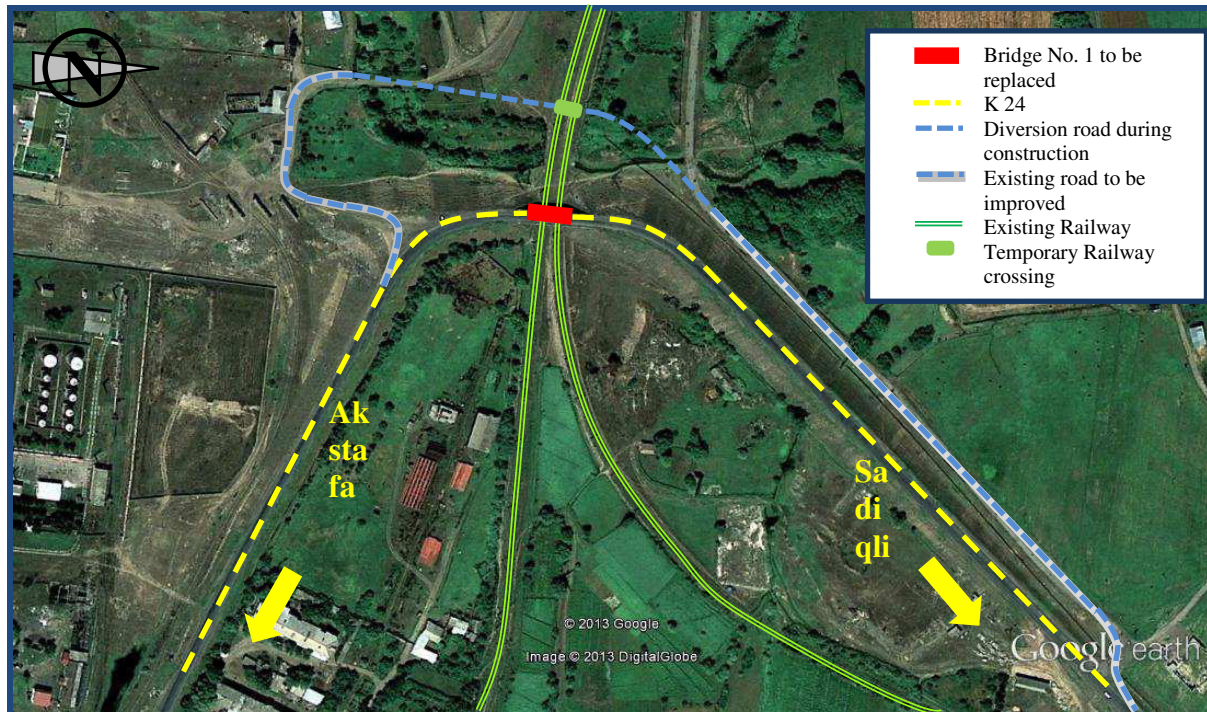


Fig. 1 Bridge No. 1 location map (source: google earth)

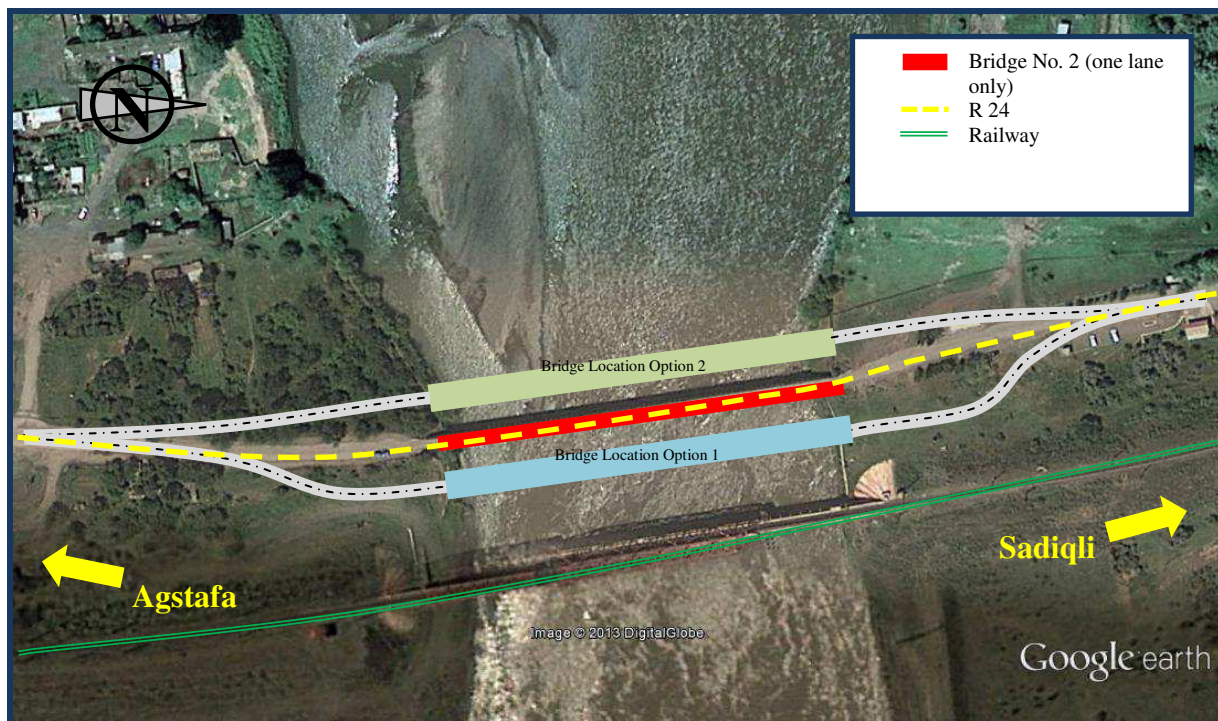


Fig. 2 Bridge No. 2 location map (source: google earth)

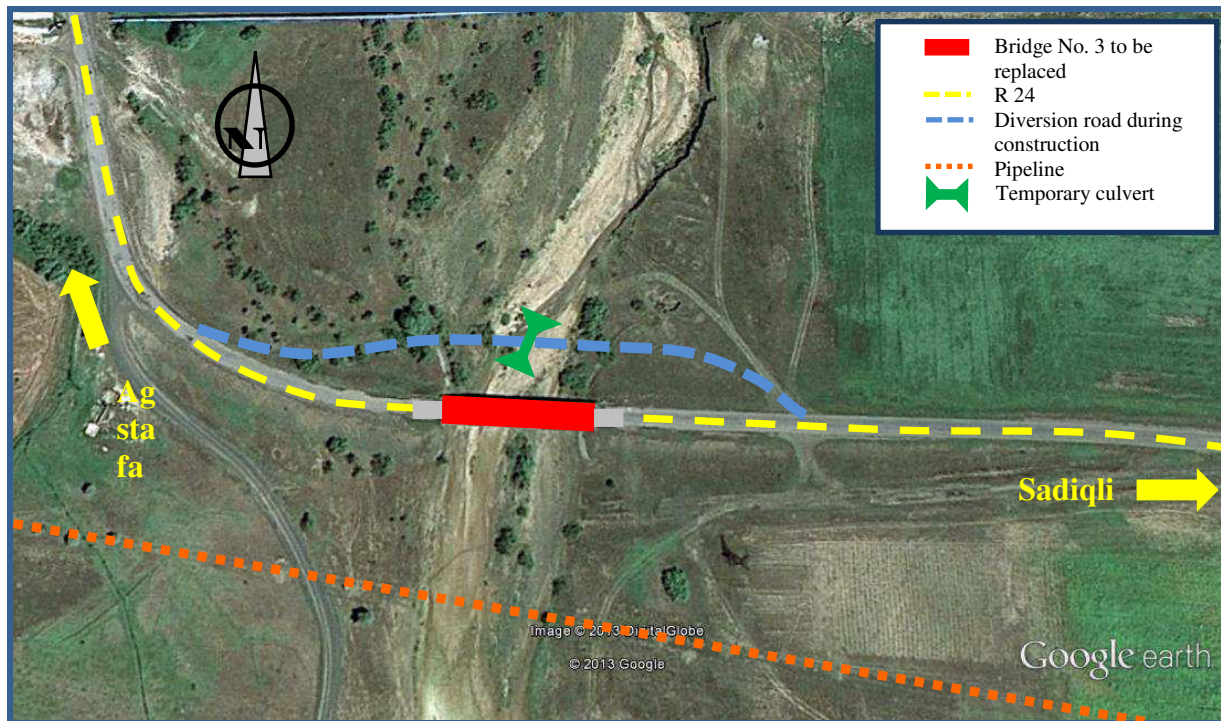


Fig. 3 Bridge No. 3 location map (source: google earth)

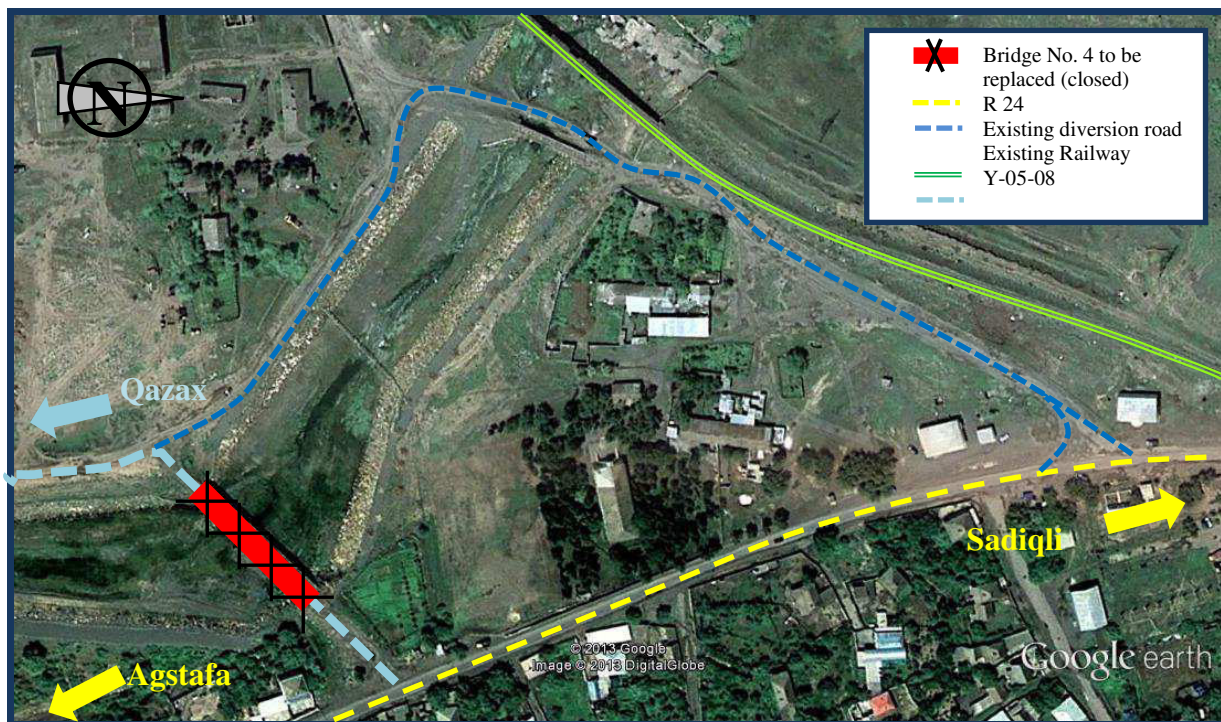


Fig. 4 Bridge No. 4 location map (source: google earth)