

Semi-annual Social Safeguard Monitoring Report – Phase 2

Reporting period: (January - December 2020)

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Republic of Tajikistan:

CENTRAL ASIA ECONOMIC COOPERATION CORRIDORS 2, 5, and 6 (DUSHANBE – KURGONTEPPA) ROAD PROJECT - Additional Financing

Prepared by Kocks Consult GmbH; Germany for the Ministry of Transport of the Republic of Tajikistan and the Asian Development Bank

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July 2020



SEMI-ANNUAL SOCIAL MONITORING REPORT

(January - July 2020)

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CENTRAL ASIA ECONOMIC COOPERATION CORRIDORS 2, 5, and 6 (DUSHANBE –
KURGONTEPPA) ROAD PROJECT - ADDITIONAL FINANCING

Ministry of Transport of the Republic of Tajikistan



Financed by:



July 2020

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ABBREVIATIONS AND ACRONYMS

ADB	Asian Development Bank
AH	Affected Household
AP	Affected Person
DMS	Detailed Measurement Survey
AP	Displaced person
SSC	Social Supervision Consultant
EA	Executing Agency
GRC	Grievance Redress Commission
GRM	Grievance Redress Mechanism
GOT	Government of Tajikistan
IA	Implementing Agency
KII	Key Informant Interview
LARDD	Land Acquisition and Resettlement Due Diligence (report)
LARF	Land Acquisition and Resettlement Framework
LARP	Land Acquisition and Resettlement Plan
LHS	Left hand side
NSS	National Safeguards Specialist
PIU	Project Implementing Unit
PIURR	Project Implementation Unit for Road Rehabilitation
RHS	Right hand side
SPS	Safeguards Policy Statement (ADB 2009)
SSS	Social Safeguards Specialists
TSJ	Tajik Somoni

GLOSSARY

Displaced Persons (AP)	In the context of Involuntary resettlement, displaced persons are those who are physically displaced (relocation, loss of residence, or loss of shelter) and/or economically displaced (loss of land, assets, access to assets, income sources, or means of livelihood) as a result of (i) involuntary acquisition of land, or (ii) involuntary restrictions on land use or access to legally designated parks and protected areas (ADB SPS 2009).
Detailed Measurement Survey (DMS)	With the aid of the approved detailed engineering design, this activity involves the finalization and/or validation of the results of the inventory of losses (IOL), severity of impacts and list of APs. The final cost of resettlement can be determined following completion of the DMS.
Compensation	Payment in cash or in-kind to replace losses of lands, housing, income and other assets caused by the Project. All compensation is based on the principle of replacement cost, which is a method of valuing assets to replace the loss at current market rates, plus any transaction costs such as administrative charges, taxes, registration and titling costs.
Cut-off Date	The date after which people will not be considered eligible for compensation.
Dekhan Farm	Mid-size land, which is legally and physically distinct from the household plot for which full land use right, but not ownership is allocated either to individual, group of individuals, or legal entity. The Law No 48 of Dekhan Farms (dated 2002) regulate Dekhan Farms in Tajikistan.
Entitlements	The range of measures comprising cash or in-kind compensation, relocation cost, rehabilitation and transfer assistance, income substitution /business restoration, which are due to APs, depending on type, extent and nature of their losses, and which suffice to restore their social and economic base.
Eligibility	Any person who resided in the Project area before the cut-off date that suffers from: <ul style="list-style-type: none"> (i) loss of house, (ii) loss of assets or ability to access such assets, permanently or temporarily, or (iii) loss of income sources or livelihood, will be entitled to compensation and/or assistance.
Hukumat	District administration in Tajikistan.
Income restoration	This is the reestablishment of sources of income and livelihood of the affected households.
Inventory of Losses (IOL)	This is a process in which all fixed assets (i.e. lands used for residence, commerce, agriculture; houses; kiosks, stalls and shops; ancillary structures, such as fence, gates, paved areas and wells, affected trees and crops etc.) with commercial value and sources of income and livelihood inside the Project right-of-way (Project area) are identified, measured, their owners identified, their exact location determined, and their replacement costs calculated.
Jamoat	A sub-district level administration.
Land Acquisition	Refers to the process whereby an individual, household, firm or private institution is compelled by a public agency to alienate all or part of the land/assets for public purposes in return for in-kind replacement or compensation at replacement costs.
Land Acquisition and Resettlement Plan (LARP)	A time-bound action plan with budget setting out compensation for affected land/assets and resettlement strategies, objectives, entitlement, actions, responsibilities, monitoring and evaluation.

Non-titled	Means those who have no recognizable rights or claims to the land that they are occupying.
Poor	Means households whose combined monthly income falls below TJS 1020/-1. WB poverty line (standard) is used by different government and non -government institutions. On a regular basis, WB conducts monitoring (assessment) by interviewing HHs. The data is reflected in WB reports, which is presented to relevant government institutions. Also, this data is used to identify the poverty for the given period.
Rehabilitation	This refers to additional support provided to APs losing productive assets, income, employment or sources of living, to supplement payment of compensation for acquired assets, in order to achieve, at a minimum, full restoration of living standards and quality of life.
Replacement cost	The calculation of full replacement cost will be based on the following elements: (i) fair market value; (ii) transaction costs; (iii) interest accrued; (iv) transitional and restoration costs; and (v) other applicable payments, if any.
Resettlement	This includes all measures taken to mitigate all adverse impacts of the Project on AP's property and/or livelihood. It includes compensation, relocation (where relevant), and rehabilitation as needed.
Severely Affected	This refers to affected households who will (i) lose 10% or more of their total productive land and/or assets, (ii) have to relocate; and/or (iii) lose 10% or more of their total income sources due to the Project.
Significant impact	Means 200 or more people will experience major impacts, which are defined as; (i) being physically relocated from a house, or (ii) losing 10% or more of their income generating assets.
Vulnerable	Anyone who might suffer disproportionately or face the risk of being marginalized from the effects of resettlement and includes; (i) female-headed households with dependents; (ii) disabled heads of household; (iii) poor households; (iv) landless; people (v) elderly households with no means of support; (vi) households without security of tenure; (vii) ethnic minorities; and (viii) small farmers (with landholdings of 0.2 hectares or less).

I. EXECUTIVE SUMMARY

1.1 Overview

1. This is the fourth Semi-annual Social Safeguards Monitoring Report prepared for the Dushanbe-Kurgonteppa road rehabilitation project – Phase 2 and covers the reporting period from January 1 -June 30, 2020. The report describes the status of project implementation, activities carried out by the contractor with regard to social safeguard issues, including grievances raised, resolved and/or rejected, mitigation measures provided during the monitoring period, and the actions planned to accomplish the outstanding issues.
2. In addition, the report provides suggestions for social impact management, checklist for monthly reporting, actions planned for the next reporting period covering July 1 to December 31, 2020 to be reflected in the 5th Semi-annual Social Monitoring Report.

1.2 Project Background

3. The Government of the Republic of Tajikistan (GoT) and Asian Development Bank (ADB) are financing the CAREC Corridors 2, 5, and 6 (Dushanbe-Kurgonteppa) Road Project. Phase 2 of the project covers a Km 39+585 road section which stretches from Chashmassoron village (Galaobod Jamoat) at Km 33+475 and ends at Km 73+050 at Vakhsh Bridge.
4. The project is supervised by Kocks Consult GmbH and Construction Contractor (Engineer) is Sinohydro Tajikistan Corporation Limited.
5. The Ministry of Transport (MoT) is the Executing Agency. The Project Implementation Unit for Road Rehabilitation (PIURR) under the MoT is the project Implementing Agency.

1.3 Scope of Project Impact and LARPs preparation

6. The given road section traverses through five Jamoats: Galaobod, Obikiik, Khiloli, Aini and Kizil-kala and connects Dushanbe to the Afghanistan border.
7. The Project required land and assets acquisition due to the broadening of the road. Consequently, Land Acquisition and Resettlement Plan (LARP¹) was prepared to adequately address LAR impacts of 245 APs with a total number of 1,952 project affected persons (909 male and 1,043 female) identified during the conduct of the census carried out in April and May of 2017. Design changes required for the inclusion of pedestrian underground passages necessitated the updating of the DMS survey which was undertaken in October and December of 2017.
8. The project impact extended to the rightful occupiers of project affected land parcels utilized for residential purposes by local households, as well as agricultural

¹ LARP was approved and disclosed in February 2018. The main objective of the LARP was to identify persons economically and/or physically displaced (APs) due to the Project and to assist them to restore their livelihoods. The LARP compiled the relevant laws of the Republic of Tajikistan and the requirements of ADB's Safeguard Policy Statement (SPS) 2009. The LARP was prepared to: (i) address and mitigate impacts caused by the project; (ii) ensure compliance with ADB's SPS (2009) requirements and (iii) determine compensation, resettlement and rehabilitation assistance for the affected households.

land parcels in the possession of Dekhan Farms. Additionally, privately owned commercial facilities, often rented to private individuals, are also affected by the proposed road project and are contained within the total number of 245 APs. This number also includes severely affected APs and vulnerable groups.

9. The Project required land and assets acquisition due to the enlargement of the road. Consequently, Land Acquisition and Resettlement Plan (LARP) was prepared and in February 2018 publicly disclosed prior to the commencement of LARP actual implementation.
10. By the completion of LARP implementation, the LAR activities were undertaken with regard to all 245 APs entitled to the cash compensation package under the approved LARP.
11. As a result of design changes approved during the reporting period additional LAR impacts were identified with regard to sixteen (16) private land parcels owned by 16 AHs (127 APs), and thirty-one state-owned land parcels occupied by 31 AHs without holding valid land use certificates. To address identified LAR impacts the LARP Addendum No 1 was prepared and approved by PIU and ADB in April 2020.
12. Pandemic influence caused delays in LARP Addendum No 1 implementation. LAR implementation will commence once the GOT/MOT allocate required budget. Overall the total of 275 APs are affected by road works along this section.

1.4 Public Consultations

13. As described in the approved LARP, and stated in the first semi-annual monitoring report and confirmed by the Social Safeguards Consultant through interviewing randomly selected APs during the preparation of this, the second semi-annual report of the LARP Disclosure was planned and implemented as requested under the approved LARP. In particular the following activities were undertaken:
 - a) Final LARP in English was uploaded on the ADB website²
 - b) Copies of the LARP in the Russian language were distributed in the offices of local authorities
 - c) Approved LARP in the Russian language was posted on the website of the MOT³, and
 - d) Public consultations were conducted during LARP preparation and implementation phases.
 - e) In addition numerous public consultations⁴ were carried out during with APs located within the sections affected by design changes and included in the LARP Addendum No 1.
 - f) Following the pandemic restrictions public consultations were supplemented with individual consultations as per the identified needs.

² <https://www.adb.org>

³ <http://www.mintrans.tj>

⁴ Public consultations were conducted starting as early as July 2019, as soon as the need for design changes was confirmed. Details of conducted public consultations are described in SSMR for July-December 2019.

1.5 Institutional Arrangements

14. The core agencies and organizations involved in the LAR process are: ADB, Ministry of Transport, Project Implementation Unit for Road Rehabilitation (PIURR), Ministry of Finance, Ministry of Agriculture, State Committee for Land management and Geodesy (SCLMG), State Unitary Enterprise for Valuation (SUE) 'Narkhguzori', District Authorities, Local Executive Government Districts (Hukumats), Jamoats, City and Town Local State Executive Authorities, LAR Committee, and other state agencies.
15. The Ministry of Transport (MoT) is the Executing Agency. The MoT has the overall responsibility for the Project in areas such as preparation, implementation and financing of all LAR tasks, cross-agency coordination, management, monitoring and evaluation of all project implementation aspects, including procurement of goods, services, and works on the projects.
16. The Project Implementation Unit for Road Rehabilitation (PIURR) of MoT is the Project Implementing Agency. The PIURR is in charge to ensure the operation of the project implementation unit and provision of adequate resources and skilled personnel. The PIURR employs staff with extensive experience in managing ADB Projects including a full time designated safeguards specialist who, with assistance from other designated officials as necessary, is managing the implementation of the LARP, including co-ordination of project related activities of all involved agencies. The PIURR Social Safeguard Specialist is responsible to directly report to the PIURR Director.

1.6 Project Location Map

Figure 1: Shows Dushanbe-Kurgonteppa Project Location.

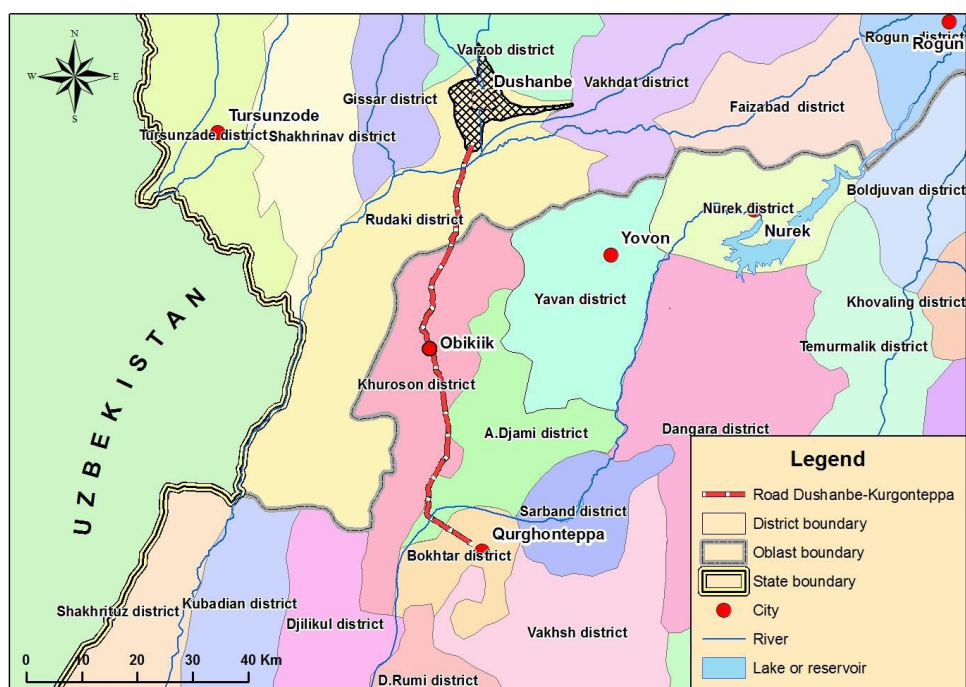
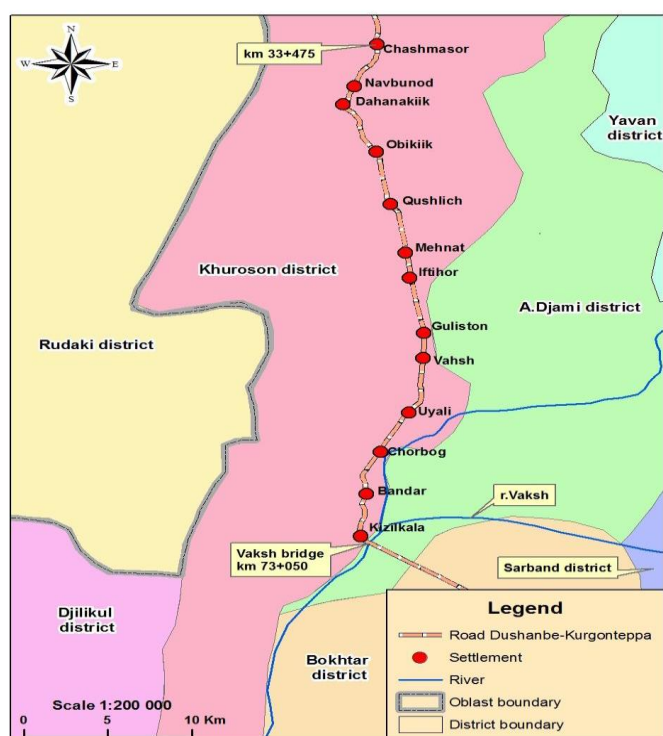


Figure 2: Shows Phase 2 road section and project affected Jamoats



1.7 Clearance of Road Corridor

17. The Based on January 2019 Compliance Report prepared by External Monitoring Consultant the entire road ROW (Km 33+475 to Km 73+050) was handed over to the Construction Company under the official letter of the MoT.
18. The Kocks national social safeguard experts regularly visit the project site for visual observation purposes. One of the objectives of the expert is to coordinate between the construction company and APs who received cash compensation for project affected assets and confirm the structure is demolished, salvaged materials collected and the area vacated for commencement of road works; and also to check for any AP in need for technical assistance for clearing the area from project affected and compensated structure prior to the commencement of road works.
19. However, during the road construction works due to various technical reasons design change is required.

1.8 Design Changes

20. The realignment changes were required to address a number of technical, economic, and social issues.
21. According to the ADB, social safeguards requirements for due diligence should be carried out in conjunction with the proposed design changes.
22. Each location of design change was carefully examined on site to detect any possible LAR impact. Prior to final approval suggested design changes, causing some realignment of the ROW, have been revised to improve technical parameters of road design, put efforts to the extent possible eliminate potential impacts on private assets

and avoid disturbance of local communities and road side traders observed along the road.

23. The separate summary tables differentiate approved sections for design change by existence or absence of LAR impacts.
24. Due Diligence assessment results were carried out with regard to design changed identified during this reporting report are described in chapter: Social Due Diligence.
25. The location and KMPs of the approved design changes with confirmed LAR impacts are summarized in the table provided at Annex 2.
26. To address LAR impacts of approved design changes LARP Addendum No 2 will be prepared with tentative submission date September 15, 2020 if agreed with PIU/MOT and ADB.

1.9 Measures undertaken to prevent social impact on private assets

27. During the entire project cycle significant attention is given to measures to minimize social impact on private assets. The coordinated action of Contractor, Engineer, PIU to assess every single case of impact to private assets to be caused by proposed design change is carefully studied and examined on site to assess specific locations, consider technical issues and wherever possible to eliminate the impact on private assets.

II. OBJECTIVES OF SOCIAL DUE ILIGENCE

2.1 General

28. The SDDR has been prepared as part of the ADB support in undertaking the reconstruction, management and supervision of the Dushanbe – Kurgonteppa Project road.
29. The main objective of the SDDR is to analyze the new realignment proposed and approved recently along the entire road section for Phase 2. The report describes activities carried out for due assessment with regard to social due diligence aiming early detecting of any LAR impacts that might have been caused as a result of road activities within the newly realigned ROW. In addition, the SDDR suggests social and environmental preventive and mitigation measures to be undertaken during construction and operation phase.

2.2 Methodology Adopted for the SDDR

30. The SDDR follows the methodology outlined in the ADB Safeguards Policy Statement (SPS 2009) and relevant laws and regulations of the Government of the Republic of Tajikistan. The experiences of other studies in preparing SDDR documentation for road sector have also been reviewed. This SDDR was prepared based on field investigation, consultation meetings with communities within the project influence area, review of available data and information acquired by the PIU and the MoT.
31. This report covers the description of existing social conditions and impacts of the proposed activities, assessment of social impact, community consultations, GRM procedures, activities to eliminate temporary disturbance of economic activity of road side traders, permanent impact on project affected assets and developments, and unexpected impact remedy during the construction works.

III. SOCIAL DUE DILIGENCE

32. Covid-19 forced the project social team to adjust to created circumstances and travel restrictions. General practice was changed and adjusted to pandemic restrictions.
33. Slower and carefully the work activities were carried out mainly based on desk reviews and limited site visits.

3.1 Design Changes and LAR Impacts

34. The design changes were required to address a number of technical, economic, and social issues. According to ADB social safeguards requirements for due diligence should be carried out in conjunction with the proposed design changes.
35. Each location of design change was carefully examined on site to detect any possible LAR impact. Prior to final approval of suggested design changes, causing some realignment of the ROW, all sections have been revised to improve technical parameters of road design. Although due efforts were put into eliminating any potential impacts on private assets.
36. The table 1 below provides the summary of LAR impact of current design changes.

Table 1 **Summary table on approved design changes and identified LAR Impacts**

No	Description of Approved design changes	No of Sections
A	Approved design changes with NO LAR Impacts	10
B	Approved design changes with confirmed LAR Impacts	9
C	Design changes under reconsideration to eliminate LAR impacts	2
	Total	21

37. The separate tables given below differentiate sections of approved design changes according to the existence or absence of LAR Impacts, as well as design changes under reconsideration aiming to eliminate LAR impacts.
38. As shown in table 1 ten (10) locations of approved design changes do not cause any LAR impact. The detailed information on these ten (10) location with confirmed absence of LAR impacts is listed below in table 2.

Table 2 **Location of approved design changes with No LAR impact**

#	Start km	End km	L &R	Jamoat	Village	Status of design change	LAR Impact	No of APs
1	33+475	40+750	L &R	Galaobod Obikiik	Chashmasor I.Somoni	Approved	NONE	0
2	40+750	42+220	L &R	Obikiik	I.Somoni Kuslij	Approved	NONE	0
3	42+260	42+400	L &R	Galaobod	Bogiston	Approved	NONE	0

4	42+500	45+740	L & R	Khiloli	Lolazor	Approved	NONE	0
4	45+780	49+620	L & R	Khiloli	Lolazor	Approved	NONE	0
5	49+645	60+480	L & R	Khiloli Aini	Iftikhor Uyali	Approved	NONE	0
6	60+840	61+100	L & R	Aini	Uyali	Approved	NONE	0
7	61+485	62+180	L & R	Aini	Khuroson	Approved	NONE	0
8	62+340	63+500	L & R	Aini	Jorbog	Approved	NONE	0
9	63+800	71+700	L & R	Aini Kizilkala	Sarband	Approved	NONE	0
10	72+000	73+050	L & R	Kizilkala	Bandar	Approved	NONE	0
Total APs								0

39. These ten (10) sections with approved design change were examined on-site together with the Construction Contractors, KOCKS Engineer and Social Safeguards specialist, PIURR, local residents and representatives of local Jamoat. The absence of LAR impact was confirmed as a result of on-site surveys and through local government agencies on land tenure status on land affected as a result of these design changes. None of these ten (10) sections are used by private persons, no encroachers are revealed either. Therefore, these ten (10) sections do not need to be covered under the LARP Addendum and road works are immediately permitted.

40. However, some LAR impacts may not be avoided in nine (9) case of approved design affecting potentially twenty (20) APs. Correspondingly, in compliance with ADB policy these AP will be covered under LARP Addendum No 2. The detailed information on these nine (9) locations with confirmed LAR impact and tentative number of affected APs is given below in table 3.

Table 3 **Location of approved design changes with confirmed LAR impact**

No	Start km	End Km	L/R	Jamoat	Village	Approval Status	LAR Impact	No of APs
1	40+750	40+765	L	Obikiik	I.Somoni	Approved	YES	1
2	42+400	40+500	R	Galaobod	Bogiston	Approved	YES	1
3	45+740	45+780	R	Khiloli	Lolazor	Approved	YES	1
4	49+620	49+645	L	Khiloli	Mekhnat	Approved	YES	1
5	60+480	60+710	L&R	Aini	Vahs	Approved	YES	4
6	61+100	61+485	L&R	Aini	Khuroson	Approved	YES	2
8	62+180	62+340	L&R	Aini	Khuroson	Approved	YES	2
8	63+500	63+800	L	Aini	Jorbog	Approved	YES	5
9	71+700	72+000	L	Kizilkala	Bandar	Approved	YES	3
Total APs								20

41. In addition to these nine cases, there are two (2) location were design approval is on hold and suggested design change is under additional consideration with the objective

to find the solution and eliminate potential impact to five (5) APs. These two locations of design change under reconsideration is provided below in table 4.

Table 4 **Location of design changes under reconsideration**

No	Start km	End Km	L/R	Jamoat	Village	LAR Impact caused by	No of APs
1	42+220	42+260	R	Galaobod	Hakikat	Bus station	2
2	60+710	60+840	L & R	Aini	Uyali	U-turn	3
Total							5

42. In this report the scope of LAR impacts is described by the number of APs. However, based on DMS (census, SES, title search and inventory of assets) results all APs will be identified and distinguished according to affected households (AH) with the number of gender disaggregates affected persons (APs) as well as Dehkan Farm or any legal person if identified. These details will be given in LARP Addendum No 2.
43. Construction works along the the /locations with confirmed LAR impacts are on hold and this deferment will be kept on hold until the LARP Addendum is prepared, approved, fully implemented, and the final compliance report prepared by External Monitoring is reviewed and approved by the ADB & MOT/PIU. Till then road works are deferred along the sections of additional impact.
44. In compliance with ADB SPS 2009 and established practice, no road construction works are allowed in the sections where additional LAR impacts are detected or design changes have not yet been finalized. In these cases, regular monitoring is carried out by the national social specialist to ensure that roadworks are being deferred on these sections prior to the completion of LARP addendum implementation.
45. In order to ensure that road works are kept deferred along these sections, the Engineer (TL) issued official letter to the attention of the Construction Contractor alerting to these requirements. The Social Safeguards Specialist, regularly visits the project site to monitor the entire road and check for potential social impacts which may incur during road works; at the same time, site monitoring covers the sections where roadworks are subject to deferment prior to the completion of LARPs implementation.

IV. KEY FINDINGS OF SOCIAL DUE DILIGENCE

4.1 Summary of findings

46. The results of the above described design changes and activities carried out by the Consultant, Construction Contractor and PIURR confirmed the need for preparation LARP Addendum No 2.
47. Road reconstruction activities will be undertaken in accordance with the approved design changes once the LARP Addendum No 2 is prepared, submitted to PIU/MOT and ADB for review and once the final document is approved by PIU/ADB and implemented by PIU.
48. A traffic management plan will be exercised to ensure uninterrupted access local population and all road users.
49. A Road Safety Plan will be exercised and monitored by the Construction engineer and PIU to ensure a high level of safety for road users and pedestrians accessing the project area.
50. Relevant visual signage will be displayed to permit adequate traffic flow and to ensure the safety of open market traders, their customers, and general road users.

4.2 Grievance redress practice

51. Grievance redress procedures are established and exercised in the process of project implementation cycle. The GRM is available to allow GRC to provide effective and systematic mechanism in responding to queries, grievances and complaints from APs and stakeholders.
52. The PIU installed special metal post boxes for collecting grievances. Any person is welcome to deposit an envelope with a claim, grievance, or inquiry to reach the Grievance Redress Commission. Once per two weeks the Project manager, in charge of collecting grievances, open the boxes and collects lodged envelopes with grievances or claims and delivers to the Grievance Redress Commission for further review and processing. Although GRC and PIU puts efforts to resolve the case in reasonably short period, some of the grievances take longer time to be resolved.
53. Verbal inquiries are always taken with due attention and care. Verbal complaints may be received by Focal person, representative of local Jamoat and communicated to Engineer's Social Safeguards Specialist and/or Construction Contractor for immediate actions.
54. During the reporting period, ten (10) grievances were lodged. In all ten (10) cases the complainants were timely addressed, eight (8) cases are explained and closed in agreement with the claimants. Two cases are under consideration however, the claimants are informed on current status and know they will be informed on the final decision.
55. Two complaints are under review as it required reconsideration of proposed new design changes causing discontent of five (5) APs. The cases will be resolved once the design change is revised and final version approved. If LAR impact is fully eliminated the complainants will be notified and the case will be closed. However, in LAR impacts may not be avoided LAR impact will be assessed through DMS and APs will be included in

the LARP Addendum No 2 to compensated any incurred damages and losses these APs may face. The table below summarizes the status of grievance redress.

Table 5 **Status of grievance redress for reporting period**

Description	Total No. of Grievances	No. of satisfied grievances	No. of Rejected grievances	On going
Grievances for the reporting period	12	10	0	2
Grievances from the beginning of the project through May 2019	22	22 ⁵	0	0
Total*	34	32	0	2

*Cumulative information collected from all grievance receiving points

56. In addition to Grievance Boxes, the first level of GRCs are formed in each Jamoat, where the Secretary of GRC acts as the focal person to receive claims, inquiries or grievances of PAPs or any interested person.
57. Depending on the nature and character of the grievance/claims, various actions are required ensuring provision of relevant solutions. The first and second level GRCs maintain regular coordination with PIURR and ensure that immediate actions are undertaken to avoid the risks of social impact or loss of income of all eligible project affected persons.
58. In general, the GRC requires maximum three weeks to review lodged claims or grievances, and provide feedback to claimants. Reasonable timing for review, assessment, approval or rejection, and provision of relevant feedback to claimants is effective and efficient.
59. Annex 1 provides the summary of grievances lodged during the reporting, and time frame for processing, assessment of current status and GRC feedback.

4.3 Training and capacity building

60. During the reporting period no specific training activities took place due to International travel restrictions. However, day-to-day on distance guidance was provided by International Safeguards Consultant to National Social Safeguards Specialist of the Engineer and ad-hoc consultancy upon request of PIURR safeguards team.
61. Capacity building and more training activities will also be conducted during the entire project cycle in case any specific need is identified in the course of the project.

⁵ Two pending complaints reflected in previous SSMR July-December 2019 were resolved.

V. FINAL CONCLUSIONS AND RECOMMENDATION

5.1 Monitoring Findings

62. The findings of the monitoring for the reporting period confirmed that during the reporting period no additional land acquisition or issuance of any cash compensation was undertaken.
63. Approved LARP Addendum No1 will be implemented once the LARP budget is allocated by MOF.
64. During the reporting period nineteen (19) design changes were approved and two design change locations are reconsideration with attempts to minimize if not eliminate LAR impacts.
65. Among the nineteen approved design changes ten (10) locations are confirmed free from any LAR impacts allowing continuation of road works. As per confirmed LAR impacts along nine (9) design change locations construction works will be in hold and deferred until LAR impacts are appropriately addressed based on the LARP Addendum No 2⁶.
66. Due to pandemic restrictions LARP Addendum No 1 could not be implemented and internal monitoring report was prepared during this reporting period.
67. GRC is in place and grievances are reviewed and complainants are provided due feedback within 2 weeks' time period. Although no claims or grievances were rejected during this reporting period, it is worth pointing out that GRC is not reluctant to reject unjustified claims for compensation and follows the limitations of the cut-off date on eligibility for compensation.
68. APs and general population within project affected area are aware of the existence of GRC and on application procedure in case if road works cause impact to their assets or access to assets.

5.2 Recommendation

69. For most of work time, the National Social Safeguards Specialist (of the Consultant) is in the field for visual observation of road works for the identification of any unforeseen and unexpected social impacts requiring early attention and rapid action of the Engineer or the PIURR. To prevent loss of access to assets or damages of assets, and if such cases are observed, it is necessary to follow up quickly and timely with feasible solutions to the satisfaction of AP's concerns and to avoid stoppage of road works due to unresolved claims.
70. The National Social Safeguards Specialist (of the Consultant) is in charge of collecting initial data and presenting pertinent details to the International Social Safeguards Consultant for review; this may entail a request for the collection and provision of additional information and supporting materials.
71. Under direct guidance of the International Social Safeguards Consultant, the National Social Specialist together with the PIURR and Engineers professional Team, undertake internal monitoring of grievances biweekly; visit specific location and review the

⁶ LARP Addendum No 2 preparation activities, DMS will commence right after the two locations of design change currently under consideration are finally approved. .

grievance and all supporting materials required to be available in the course of grievance redress procedures and to assess progress.

72. The template⁷ used to monitor the project progress to better assess efficiency of the Grievance Redress Procedures established within the framework of this project.

5.3 Plans for the Next Reporting Period

73. Considering current circumstances and not yet clear International travel instructions the action plan for next reporting period is limited to permanent on distance communication, coordination and guidance on pending activities.
74. The most important assignment is to find the best feasible solution for two locations of design changes, related to U-turn and relocation of bus stop to eliminate or at least minimize LAR impact on five (APs) and if elimination is not possible their inclusion in LARP Addendum No 2.
75. Preparation of LARP Addendum No 2 and submission to PIU/ADB for further review and comments.
76. Instructions on LARP Addendum No 2 public consultations to be elaborated depending on actual circumstances and following established practise of social distancing, sanitisation and mask wearing.
77. Upon completion of LARP Addendum No 2 implementation carrying out internal monitoring and preparation of relevant Compliance Report to allow launch civil works covered under LARP Addendum No 2 being currently deferred.
78. Regular monitoring on social safeguards and LAR impacts along the entire section of Phase 2.
79. Follow up with GRM procedures and if needed planning additional trainings for GRC members on local level land development.
80. Accomplish other routine tasks, reporting requirements and additional assignments upon request.

⁷ Annex 1 provides detailed information on lodged and processed grievances incorporated into the improved template being used during this reporting period.

Annexes

Annex 1. Grievances lodged during reporting period

No	Full Name of complainant	Provided to	Km	Date of submission	Contact phone	Contents of Grievance	Actions Taken	Current Status
1	Asaduloyiev Anvar	PIU	62+300	02. 01. 2020	907-37-05-09	Technical Service Station ("CTO" in Russian) may have to suspend operations during road works.	As a result of site visit, the boundaries of road works zone was defined and confirmed that road works will not impact the structure. In addition, the access to the office will be open during the road works as well. The complainant was satisfied and the issue was resolved.	Jan 01. 2020 resolved
2	Kurbonov Rustam	PIU	62+160	02. 01. 2020	900-91-69-16	Technical Service Station ("CTO" in Russian) may have to suspend operations during road works.	As a result of site visit, the boundaries of road works zone was defined and confirmed that road works will not impact the structure. In addition, the access to the office will be open during the road works as well. The complainant was satisfied and the issue was resolved.	10.01.2020 (resolved)

3	On behalf of local residents	PIU	53+700	28. 02. 2020	909-00-61-41	Request on provision of new access road towards the village Chavoni, Jamoat S. Aini.	Technical standards of road construction does not allow connecting access road to the main road. Engineer is working on design for overpass or underpass for pedestrians	On going
4	Kurbanov Kurbonmukh amad	PIU	61+400	11.03.2020	933 444 707 933 444 606	There is a shop along the existing road selling construction materials. Road construction will impact part of my building, i. e. Shop.	The absence of road impact to the structure-building was confirmed as a result of identification the edge of the ROW (Claimant was satisfied and the issue resolved)	20 03.2020 (resolved)
5	Hasanov Khurshed	PIU	61+460	11.03.2020	902 514 848	I possess canteen and grocery store located along Dushanbe-Bokhtar road. Road construction works will impact the concrete covered area in front of my commercial facilities.	Claim was followed up and the team on site carried out demarcation and surveys, calculated the area of project affected territory and decision was to include this person as the AP for cash compensation in the next LARP Addendum No 2.	20.03.2020 (resolved)

6	Kurbonov Umar	PIU	61+300	12.03.2020	908-989-899	Car repair workshop is standing close to the road edge. Most likely operation will have to be suspended during road construction works	The absence of road impact to the structure-building was confirmed as a result of identification the edge of the ROW	24.02.2020 (resolved)
7	Asaduloyev Anvar	PIU	61+300	12.03.2020	907 370 509	Sidewalk is too close to the building of car repair workshop. How are we going to work in future	The claim of the local resident was reviewed, and on site was carried out additional examination that confirmed that once the new side walk is built it will not impact their building and leave enough space and access for pedestrians and their customers.	03.04.2020 (resolved)
8	Aliyeva Zukhro	PIU	40+220	25. 03. 2020	919-161-118	There is a residential house along the road. In case during road works the structure will get damages and more cracks appear we would expect compensation.	As the base line status report, in presence of the owner entire house and supplementary structures were examined and relevant photos taken. Some cracks were already identified on the walls of the property. In case if any new cracks appear during road works Construction Contractor will repair on its cost.	28. 04. 2020 (resolved)
N/A	0	0	0	01.04.2020	0	0	0	0

N/A	0	0	0	01.05.2020	0	0	0	0
9	Abdulov Faizidin	PIU	42+220	16. 06. 2020	900-000-653	A stop was designed near the entrance to my apartment building that will affect the entrance to the building in the future.	Bus stop location may not be changed and therefore AP will be included in the LARP Addendum No 2 and receive cash complementation for all affected assets (solution is agreed with complainant)	26.06.2020 (resolved)
10	On behalf of local residents	PIU	70+800	17. 06. 2020	900-051-677	Kizilkala jamoat Buyrobofon village. Construction of an underpass for children's school.	26.06.2020 As per PIU instruction (dated 26.06.2020) the Engineer is studying case to suggest alternative solution(s)	On going

Annex 2. Photo Gallery

Opening of Grievance Boxes



Bus stop potentially affecting private assets

