



European Bank for Reconstruction and
Development

TAJIKISTAN KYRGYZSTAN BORDER ROAD REHABILITATION PROJECT

Post-Disclosure Public Consultation Summary





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1 INTRODUCTION

The Obigarm – Nurobod Road Project (“the Project”) involves the construction of an approximately 75-km road in Tajikistan. It will replace the existing M-41 road which is to be inundated / flooded by a reservoir as part of the Rogun Dam HPP project. The new route of the M-41 will be located approximately 1 km north, and parallel to, the existing M-41 road alignment.

As part of the Project, a series of public consultations were undertaken by the Project Implementation Unit for Road Rehabilitation (the PIURR) of the Ministry of Transport (MoT) in July and September 2019 to allow persons potentially affected by the Project, to share opinions and concerns in relation to the construction of the new road and present the findings of the Environmental and Social Impact Assessment (ESIA) prepared for the project¹.

These consultations are in addition to those conducted prior to disclosure of the ESIA and associated documents, and used in development of the Land Acquisition and Resettlement Plan (LARP)² for the Project.

This report provides a summary of the consultations that were undertaken and describes the key questions and discussion points, and any outcomes, that were raised.

¹ Environmental and Social Impact Assessment Obigarm-Nurobod Road, July 2019

² Land Acquisition and Resettlement Plan, Central Asia Regional Economic Cooperation Corridors 2, 3, and 5 (Obigarm-Nurobod) Road Project, July 2019

2 CONSULTATION PROCESS

A series of public consultations were undertaken at the following locations:

- Darmand jamoat on 25th July 2019; and
- Mujikharf, Hakimi and Obi Garm jamoats on 12th September 2019.

The dates for the consultations were agreed with the local executive authorities of the city of Rogun and the Nurobod district. The consultations were all originally planned to be undertaken on the 25th & 26th July; however, three of these were postponed to September due to low numbers of attendees at the initial event in July. The PIURR reported that low attendance at the originally planned meetings was due to misinterpretation of the communication requirements by the Head of a Jamoat, who informed only those directly affected by the project rather than the entire village. Additionally, attendance at the meetings by women was generally very low, although the women who did attend represented a diverse range of age groups. Focus should be given to how female participation can be encouraged at future meetings, and additional consultations / focus groups specifically targeting women should be conducted.

The table below provides a breakdown of the information that was provided to attendees:

Table 2-1 – Information Provided to Attendees

Title and Format	Source	Summary of Content
Public Information Booklet / Brochure: 'Information List – Environmental Impact Assessment Report' (dated September 2019). These documents were the same as those used in July. Included as Appendix A to this report.	Ministry of Transport of the Republic of Tajikistan Project Implementation Unit for Road Rehabilitation	Document includes a brief summary of the project including expected benefits and the need for the project itself. Specifically, it provides a summary of the Environmental & Social Impact Assessment (ESIA) for the project including the impacts which have been identified, and of the Project Environmental and Social Management Plan (ESMP). The document also provides an overview of the Stakeholder Engagement Plan (SEP) and Grievance Redress Mechanism which have been developed for the Project.
PowerPoint Presentation on Project Design Included as Appendix B to this report.	Delivered by Deputy Director of PIURR	Provision of information on project design prepared under the feasibility study.
PowerPoint Presentation on the main approaches of the Asian Development Bank (ADB) Policy Statement	Delivered by National Environmental Safeguards Consultant for ADB	Covering ADB approaches to environmental safeguards.
PowerPoint Presentation on ESIA and ESMP Included as Appendix B to this report.	Delivered by the National Environmental Consultant of design company, 'Autostrada'	Covering ESIA and ESMP, monitoring programs, and project institutional responsibilities in relation to the EMP.

Title and Format	Source	Summary of Content
<p>PowerPoint Presentation on other project-related aspects Included as Appendix B to this report.</p>	<p>Delivered by Deputy Director of PIURR</p>	<p>Presentation covers various project aspects including:</p> <ul style="list-style-type: none"> ▪ EBRD Environmental & Social Policy Requirements; ▪ Social Safeguards and Resettlement Principles of ADB Policies; and ▪ Grievance Redress Mechanism.

Attendance registers indicate that a total of 230 residents participated in these public consultations, 36 of which were women (accounting for 16% of the total attendees).

3 KEY QUESTIONS AND DISCUSSION POINTS

This section summarises the four public consultations which were held, and the key questions and discussion points that were raised at each, including the responses that were provided.

An independent observer attended each meeting, and provided a record of the questions and responses discussed at each consultation and a breakdown of the minutes of the consultations.

The Panel Members present at each of the consultations included:

- E. Abduvohidzoda, Deputy Director of PIURR, Ministry of Transport;
- M. Babadzhanova, National Environmental Safeguards Consultant, Asian Development Bank;
- R. Ochilov, Local Consultant Representative of WSP, EBRD;
- Bashid Suriev, National Environmental Consultant of the Design Company ‘Avtostrada’; and
- A representative for each local authority district.

3.1 NUROBOD (DARMAND) CONSULTATION

The public consultation in Nurobod was held on 25th July 2019 in the conference hall of School No.14 in Darband settlement³. 29 people attended in total, of whom 26 were men and 3 were women. Bobiev Kumiddin was in attendance as the representative of Nurobod district local authority.

Table 3-1 shows the questions and answers which were raised by attendees at the meeting. The majority of the questions raised were in relation to impacts on land (homelands) and compensation for assets and property, and the current process of the project itself.

Table 3-1 – Consultation Questions Nurobod / Darmand July 2019

No	Question / Discussion Point	Response	Comments
1	Has the ESIA undergone ecological expertise? Was any appraisal received from the State Ecological Expertise of the Committee for environmental protection?	According to legislation, the public consultations should be carried out and they will be part of the ESIA. Then ESIA will be submitted to the State ecological expertise on behalf of the Ministry of Transport of Tajikistan.	This information is correct, but may indicate that stakeholders are not aware of the disclosed ESIA. The PIURR should ensure that stakeholders are made aware of the officially disclosed Project documents, including the ecological studies.
2	What will happen to the lands for pastures and agricultural crops?	All land will be compensated according to the prices specified in the report (LARP), if the land does not have a certificate, only the harvest will be compensated.	Land will be compensated according to the prices specified in the LARP.

³ In Tajikistan, most educational institutions are identified by a number rather than a name

No	Question / Discussion Point	Response	Comments
3	Will equipment and heavy trucks work near settlements at night time?	The contractor will follow the requirements of the Environmental & Social Management Plan (ESMP) developed with the ESIA, but also the contractor will develop and implement site-specific noise, air quality and vibration management plans. No construction works will be allowed near the settlements at night-time.	The ESMP (Item 9) includes a stipulation that construction activities will be strictly prohibited between 10 PM and 6 AM near residential areas, which would address these concerns. The prohibition of night time working near residential areas should be communicated to any concerned stakeholders, and the requirement for consultation on this issue has been added to the proposed stakeholder engagement programme in the SEP.
4	When will the construction works start?	Construction works will start next year, in 2020.	N/a
5	What measures are planned for the safety and information of people?	There are a number of measures to ensure community health and safety in the ESMP. Also, the contractors will develop a site-specific environmental management plan including traffic management plan, health & safety management plan, construction management plan. The SEP and GRM were also developed for the informing people and consideration of their concerns/applications etc. The GRM will work both for environmental and social issues.	This matches the information in the disclosure documents.
6	Will local people be involved in the construction of the road?	Yes, there will be opportunities to be hired as workers, because it is one of the conditions of the future contracts with contractors that hiring of local people should not be less than 60% of the total number of workers.	The ESIA references a recommended 50% for local employment, but both of these figures are preliminary forecasts and are not included in the procurement documents.
7	What will happen to homelands (plot of land) on which there is no construction?	Only land will be compensated if it was purchased before August 31, 2018.	This matches the information in the LARP, and the agreed "cut-off date" that has been communicated.
8	What will happen to homelands on which there is only concrete for the future house?	Will be compensated only for concrete works according to the price tag which is produced every quarter by the state unitary enterprise Narguzor.	This matches the information in the LARP and the agreed 'cut-off date' that has been communicated. Affected persons must be formally kept informed throughout the acquisition process.

No	Question / Discussion Point	Response	Comments
9	When we received the notice of termination of any kind of construction along the road our house was at the stage of construction and has already passed the whole year, what should we do?	Land acquisition for the construction of new houses is in progress, but not yet complete.	Provide additional information on the LARP processes and status and ensure that affected persons formally are kept informed throughout the process.
10	If we lose half our homes or land, what will happen to the rest?	Another site of the same or better quality will be provided as compensation for land which is lost.	Land should be replaced like-for-like.
11	What do you think if the equipment and machines will work in settlements at night time? (<i>question asked by PIURR</i>)	There would be problems and discomfort for young families with children. (<i>response from residents</i>)	The ESMP (Item 9) includes a stipulation that construction activities will be strictly prohibited between 10 PM and 6 AM near residential areas, which would address these concerns. The requirement for consultation on this issue has been added to the proposed stakeholder engagement programme in the SEP.
12	7-8 months ago, your representatives came to use to evaluate assets and property, now you need to re-evaluate?	No, there will be no re-evaluation, it will be based on the assessment made in September and November 2018.	This matches the information in the LARP.

Participants noted that the proposed project is very important and will help to ensure the connection with other country roads. All participants concluded that the implementation of the ESIA / ESMP provisions and appropriate mitigation measures for the consequences of the project activities will effectively prevent / mitigate the negative impacts of road construction works.

3.2 MUJIKHARF CONSULTATION

The public consultation in Mujikharf was held on 12th September 2019. 68 people attended the consultation, 63 of which were men and 5 were women. Rajabov Muhib was the authorised representative for Mujikharf village.

Table 3-2 shows the questions and answers which were raised by attendees at the meeting. The questions raised were predominantly in relation to the nature of construction works and the workers themselves, including the involvement of local people, alongside some comments regarding past mudflow events and climate concerns.

Table 3-2 – Consultation Questions Mujikharf September 2019

No	Question / Discussion Point	Response	Comments
1	Mujikharf is a small village, is it possible to resettle our village, since the village is located in a mudflow area and last year the villagers lost 100 livestock?	Unfortunately, this issue is not related to the project. But we know that within the framework of the program on construction of the Rogun hydropower plant, the State Unitary Enterprise “Flood zones of the Rogun hydropower plant” relocates flooded villages one by one.	The ESIA identifies areas of mudslide risk, based on Avtostrada’s surveys and studies. A Slope Stabilisation Plan will be required for works near the village and subject to independent review by the Supervising Engineer. The requirement for consultation on this issue has been added to the proposed stakeholder engagement programme in the SEP.
2	We live in the village of Mujikharf, there is a danger of mudflows, and last year the mudflow carried away and destroyed several houses.	We cannot go beyond the scope of the project. But, during construction work, measures will be taken to minimise potential for mudflows related to project works.	The ESIA identifies areas of mudslide risk, based on Avtostrada’s surveys and studies. Mujikharf must be adequately covered by the Slope Stabilisation Plan. This has been included in the environmental and Social Action Plan (ESAP) for the Project. The requirement for consultation on this issue has been added to the proposed stakeholder engagement programme in the SEP.
3	Who can participate in the tender - local and international construction companies?	Only international companies can participate as the main tenderer, since local companies cannot meet the requirements of tender documents, but local companies can cooperate with these international companies.	N/a
4	When will the construction works start?	Construction works will start next year, in 2020.	N/a
5	If there are complaints during construction work, then where and to whom can we turn?	As was explained, within the established Grievance Redress Mechanism (GRM), a special Complaints Committee has already been created, which includes representatives of the village, jamoat, city / district hukumat and their structural organisations, also	The PIURR should ensure that stakeholders are made aware of the officially disclosed Project documents, including the ecological studies.

No	Question / Discussion Point	Response	Comments
		representatives of the project, the Ministry of Transport, etc. This Mechanism indicates the stages of complaints handling. In addition, the Information Brochures indicate the contact details of the PIURR staff.	
6	It is necessary to take into account the local climate, since winter in our places lasts 4-5 months.	During the feasibility study, this issue was taken into account on our part.	N/a
7	Where will the construction camps be built?	The allocation of site for the construction camps will be done in close cooperation with the local authorities, environmental departments on selection of the Contractor. Before the establishment of the camps and commencement of any construction works, the Contractor has to develop and submit a construction camp management plan which will require approval by the Engineer of the Supervision Consultant company and PIURR.	<p>The PIURR should ensure that stakeholders are formally kept informed throughout the planning and construction process.</p> <p>The requirement for consultation on camp locations has been added to the proposed stakeholder engagement programme in the SEP.</p> <p>The SEP will be updated with the locations of construction camps once confirmed, and this information will be disseminated to the village CLOs.</p>
8	Where will the labour force be attracted during the construction of the new road?	Yes, there will be opportunities to be hired as workers, because it is one of the conditions of the future contracts with contractors that hiring of local people should be done where feasible. Also, it is one of project objectives to improve the livelihood level of local people.	N/a
9	Is it possible to take out road construction waste to dump sites in our village?	In other projects, sites that are subject to erosion are selected as “exemplary building debris management” sites for dumps. If you fill such places by inert non-hazardous construction wastes, this helps to prevent erosion, and there will also be minimal environmental impact. If the places indicated by you are not located at large distances from the project road, there is an opportunity to use mentioned waste at this erosion sites. We have similar good practices used in previous road projects.	The use of construction waste for erosion control activities will be carried out only in accordance with a prior agreement with the Environmental Protection Committee.
10	We live in an area with good air, and we agree to endure inconvenience, noise and dust during construction work on the new road.	Thanks, noted. This Public Consultation is also to inform you that ESIA/ESMP includes measures aimed at preventing significant impacts to people from dust, noise and other influences. Relevant management plans, minimising such	This matches the information in the ESIA disclosure documents.

No	Question / Discussion Point	Response	Comments
		impacts will be additionally developed by Contractor before the Project commences.	
11	What kind of workers will you attract, specialists or ordinary workers?	Anyone who has a desire to work. Qualification does not matter.	N/a
12	What salary will the workers receive and where will they live during the construction of the road?	Salary depends on the type of activity, working conditions and the agreement of the Employer and the Worker. Under the terms of the employment contract, the Worker will either be provided with housing or will spend the night at home if he lives near the project road.	N/a
13	If people are to be resettled under the project, a suitable place for resettlement with good land and air should be considered.	Thanks, noted. As part of the requirements of the Land Allocation and Resettlement Plan or the Resettlement Action Plan for households that will be completely resettled, alternative conditions are provided or better than the previous conditions.	This matches the information in the LARP. People affected by the Project will be formally kept informed throughout the acquisition process.
14	All our houses are built of clay. Who will be responsible if our homes or walls are destroyed or damaged during construction?	In order to avoid such cases, the Contractor will be required to develop and implement a Vibration Management Plan. In the event that cracks appear in the walls of houses and structures, on the basis of a complaint, within the framework of the Grievance Redress Mechanism, the issue will be considered by the competent authorities and a fair and informed decision will be made.	This matches the information in the disclosure documents.

3.3 HAKIMI CONSULTATION

The public consultation in Hakimi jamoat was undertaken on 12th September 2019 also within a school conference hall. Of the 52 attendees, 51 were men and 1 was a woman. The representative for the local authority of Hakimi was Roziqov Mirzokhalil.

Table 3-3 shows the questions and answers which were raised by attendees at the meeting. Questions raised were predominantly related to the nature of the new road itself.

Table 3-3 – Consultation Questions Hakimi, September 2019

No	Question / Discussion Point	Response	Comments
1	Where will the plant for the production of gravel and concrete for the construction needs of the new road be built?	Stone crushing equipment will be installed in places that meet the requirements of the ESIA. That is, in those places where there will be minimal environmental impact.	This matches the information in the disclosure documents. The requirement for consultation on infrastructure locations has been added to the proposed stakeholder engagement programme in the SEP.
2	Will we pay for the using of new road as on the Dushanbe Khujand road? We are interested because we will use this road very often.	Our task is the implementation of the project. This issue is not in our competence yet. It can be asked after the completion of construction work. In any case we will deliver your question to the authorities.	This issue has not previously been considered by the consultations and studies and has a potentially significant impact on accessibility of the road to local stakeholders. However, any decision on tolling would be taken at a government bodies outside the PIURR. The PIURR should confirm the situation with regards any proposed tolling on the road. If tolls are to be considered, detailed consultation with stakeholders should be conducted and the responses incorporated into project planning. The PIURR should liaise closely with the responsible government body.
3	How will animals go along the road?	The project will provide specially designated passage places for animals in coordination with the local authorities and jamoat.	The ESMP indicates only that: <ul style="list-style-type: none"> “As part of the Traffic Management Plan, the Contractor shall consult with local residents to establish processes and locations for safe livestock crossing of the proposed access roads.” Additionally, the ESAP indicates that a supplementary Social, Community and Health Review will be conducted, the findings of which will <ul style="list-style-type: none"> “inform the development of plans to safeguard the health and wellbeing of the local community during construction. This should include: vulnerable people, health and medical provisions, community safety issues such as road safety,

No	Question / Discussion Point	Response	Comments
			<p>access and crossing points (people and animals)."</p> <p>The requirement for formal consultation on animal crossings has been added to the proposed stakeholder engagement programme in the SEP.</p>
4	When will the construction works start?	Construction works will start next year, in 2020.	N/a
5	What will be the width of the new road that will pass through the village?	The width of the project road starts from 9 meters or more, depending on the terrain.	N/a
6	What will happen to the houses along the road?	Last year, a full assessment of the new road and an assessment of all homes that will be affected by the project was carried out. All affected homes will be fully compensated. As part of the implementation of the Land Allocation and Resettlement Plan (Resettlement Action Plan), all affected household's will be fully compensated.	This matches the information in the LARP.
7	Will local roads be paved? (within villages)	Now, within the framework of the project, a separate component is being considered to improve the access of local people to the road and socio-economic facilities. This component addresses the improvement of local roads. But so far, this issue is under consideration.	The ESIA indicates that the village access roads will be paved so this information has been disclosed. This information has also been added to the SEP.
8	Will a concrete plant be built?	Yes, during the implementation of the project, the construction of concrete plants is provided. Perhaps several concrete plants will be built - for trays, borders, retaining walls separately and for bridges, pipes and tunnels separately.	<p>This matches the information in the disclosure documents.</p> <p>Stakeholders should be formally kept informed throughout the planning and construction process. The requirement for formal consultation on infrastructure locations has been added to the proposed stakeholder engagement programme in the SEP.</p>

3.4 OBI GARM CONSULTATION

The public consultation in Obi Garm jamoat was also undertaken on 12th September 2019. 81 people attended, 27 of which were women and 54 were men. The panel remained the same as the other consultations, with Shirinzoda Soima as a representative of the Obi Garm authorities.

Table 3-4 shows the questions and answers which were raised by attendees at the meeting. Questions raised during this consultation specifically related to employment for local workers and associated wages.

Table 3-4 – Obi Garm Consultation September 2019

No	Question / Discussion Point	Response	Comments
1	Job support for local residents. Who will implement the project?	The project was left to the Road Rehabilitation Project Implementation Centre. As soon as the Contractor is selected, during the mobilisation, they will hire workers including local residents. As part of the contract, a limit will be issued between local and foreign workers.	This matches the information in the disclosure documents The ESIA references a recommended 50% for local employment, but these figures are preliminary forecasts and are not included in the procurement documents
2	Why is there an injustice in wages to local workers? We have experience working with an Italian company that built roads in 2004 and we had a very low salary, while foreign workers received much more. Will this project be the same?	The salaries of local workers are not high because they are not specialists in road construction. But on other road projects, local workers receive from 1,500 to 8,000 somoni per month, since many of them have already become good specialists. If there are specialists among local residents - bridges, topographers and others - they will have more opportunities.	N/a
3	What will be the width of the new road?	The width of the project road starts from 9 meters or more, depending on the terrain.	N/a
4	What will happen to the local roads that will be connected to the new road?	Now, within the framework of the project, a separate component is being considered to improve the access of local people to socio-economic facilities. This component addresses the improvement of local roads. But so far, this issue is under consideration. Also, four access roads will be used during construction work and they will be improved upon completion of the project.	The PIURR should ensure that stakeholders are formally kept informed throughout the planning and construction process. The requirement for consultation on access roads has been added to the proposed stakeholder engagement programme in the SEP.
5	When will the construction work on the project begin?	Construction work will begin in early 2020.	N/a

4 CONSULTATION OUTCOMES

The responses to the consultations mostly covered issues that had already been raised by residents in the pre-disclosure consultation exercises, and the responses provided by the PIURR refer to existing measures set out in the disclosed ESIA and supporting documents. However, some issues which may require further action were noted, and these are described in Table 4-1.

Table 4-1 – Consultation Outcomes Potentially Requiring Further Action

Observation	Recommended Action
<p>The PIURR notified consultees that Contractors would be required to hire 60% of labour from local workforce.</p> <p>There is no specific commitment to a numerical target in the disclosure documents. The ESIA (para 105) references a recommended 50% local employment, but no target is referenced in the ESMP.</p>	<p>The ESIA references a recommended 50% for local employment, but both of these figures are preliminary forecasts and are not included in the procurement documents.</p> <p>No further action.</p>
<p>Consultees noted that night-time works would cause “problems and discomfort for young families with children”.</p> <p>The ESMP (Item 9) includes a stipulation that construction activities will be strictly prohibited between 10 PM and 6 AM near residential areas, which would address these concerns.</p>	<p>The prohibition of night time working near residential areas should be communicated to any concerned stakeholders. The requirement for consultation on this issue has been added to the proposed stakeholder engagement programme in the SEP.</p>
<p>The mudslide risk in this location was highlighted, with residents indicating that in 2018 “the villagers lost 100 livestock” and “a mudflow carried away and destroyed several houses”,</p> <p>The PIURR response indicated that this issue was not part of the project scope, but that during construction work, measures will be taken to minimise potential for mudflows related to project works.</p>	<p>The ESIA identifies areas of mudslide risk, based on Avtostrada’s surveys and studies.</p> <p>The ESMP requires development of a Slope Stabilisation Plan and conducting of stabilisation works in locations required along the alignment. Mujikharf must adequately covered by the Slope Stabilisation Plan and this has been included in the environmental and Social Action Plan (ESAP) for the Project</p> <p>The requirement for consultation on this issue has been added to the proposed stakeholder engagement programme in the SEP.</p>
<p>Clarification of the grievance process was requested. The GRM and Grievance Committee were discussed and PIURR contact details provided.</p> <p>The SEP was not referenced and jamoat / village level grievance committee contacts were not discussed.</p>	<p>The PIURR should ensure that stakeholders are made aware of the GRM, SEP and all relevant contact details.</p>
<p>Consultees asked how animals will cross the road.</p> <p>The PIURR responded that project will provide specially designated passage places for animals in coordination with the local authorities and jamoat.</p> <p>This commitment is not explicitly made in the disclosure documents.</p> <p>Instead the ESMP indicates only that</p> <ul style="list-style-type: none"> • “As part of the Traffic Management Plan, the Contractor shall consult with local residents to establish processes and 	<p>If animal crossings are planned, the disclosure documents should be amended to reflect this, in the context of additional consultations.</p> <p>The requirement for consultation on this issue has been added to the proposed stakeholder engagement programme in the SEP.</p>

Observation	Recommended Action
<p>locations for safe livestock crossing of the proposed access roads.”</p> <p>Additionally, the ESAP indicates that a supplementary Social, Community and Health Review will be conducted, the findings of which will</p> <ul style="list-style-type: none"> “inform the development of plans to safeguard the health and wellbeing of the local community during construction. This should include: vulnerable people, health and medical provisions, community safety issues such as road safety, access and crossing points (people and animals).” 	
<p>Consultees asked if it will be possible to take road construction waste to dump sites in the village?</p> <p>The PIURR indicated that this has been done on other projects, where suitable inert, non-hazardous construction wastes have been permitted to be deposited at erosion prone sites. They indicated that this will also be possible on the current Project.</p>	<p>The use of construction waste for erosion control activities will be carried out only in accordance with a prior agreement with the Environmental Protection Committee.</p>
<p>The Representative at the Mujikharf consultation (Rajabov Muhi) is not one of the CLOs listed in the SEP for this Jamoat.</p>	<p>Rajabov Muhib participated as an authorized person instead of the Head of Jamoat This is because the Head of Jamoat was at meeting in Nurobod district at that time.</p>
<p>With the exception of Obi Garm, the proportion of women present at the consultations was very low.</p>	<p>Conduct additional focus group consultation with female stakeholders to ensure that their views are adequately captured. These should be female led, and possibly attended only by women, so that sensitive questions can be appropriately considered. The SEP has been amended to include these items.</p>
<p>Most of the initial meetings planned for July 2019 were postponed to September due to low projected attendance. Given the short time between disclosure and the originally planned dates, it is considered likely that the low numbers are at least in part due to insufficient notice. However, other factors may have influenced the anticipated turnout.</p>	<p>The PIURR reported that low attendance at the originally planned meetings was due to misinterpretation of the communication requirements by the Head of a Jamoat, who informed only those directly affected by the project rather than the entire village.</p>
<p>Several of the questions asked relate to items set out in the disclosed documents and engagement processes, indicating that there may be low awareness of the communications processes, grievance mechanisms, compensation processes and other key information about the project, suggesting that engagement processes are not fully effective</p>	<p>The PIURR should consider whether additional engagement processes are appropriate to improve awareness of key project information and methods of communication.</p> <p>In particular, there should be robust ongoing engagement with any persons affected by the compensation processes covered in the LARP as the project progresses.</p>
<p>Several of the questions asked relate to the proposed locations of associated infrastructure, such as concrete batching plants, camps, waste disposal areas, etc.</p>	<p>The PIURR should ensure that stakeholders are formally kept informed throughout planning and construction processes as the locations of this infrastructure are planned and confirmed.</p> <p>The requirement for consultation on infrastructure locations has been added to the proposed stakeholder engagement programme in the SEP.</p>

Observation	Recommended Action
<p>Questions were asked regarding the specifications of the access roads. The ESIA indicates that the village access roads will be paved so this information has been disclosed.</p> <p>At the time of the consultations, the access road rapid assessments had not been completed.</p>	<p>More information on the access roads has been added to the SEP, together with incorporating consultation and engagement processes for potentially affected stakeholders.</p> <p>The PIURR should ensure that stakeholders are formally kept informed throughout the planning and construction process, including for the access roads.</p>
<p>A question was asked regarding potential road tolling, and no information could be provided by the PIURR.</p> <p>This issue has not previously been considered by the consultations and studies and has a potentially significant impact on accessibility of the road to local stakeholders.</p>	<p>The PIURR should confirm the situation with regards any proposed tolling on the road.</p> <p>If tolls are to be considered, detailed consultation with stakeholders should be conducted and the responses incorporated into project planning. The PIURR should liaise closely with the responsible government body.</p>

Appendix A

PUBLIC INFORMATION BOOKLET





Appendix B

PROJECT PRESENTATION







8 First Street
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