

ENVIRONMENTAL SOCIAL IMPACT ASSESMENT

POST DISCLOSURE CONSULTATION REPORT

January 2025

Tajikistan: Green Corridor Demonstration Project

Dangara – Guliston Road Construction Project

Prepared by Project Implementation Unit for Roads Reconstruction, Ministry of Transport for the Asian Development Bank (ADB) and European Bank for Reconstruction and Development (EBRD).

CURRENCY EQUIVALENTS

(AS OF JANUARY 2025)

CURRENCY UNIT – SOMONI (TJS)

TJS 1.00 = \$ 0.091

\$1.00 = TJS 10.98

ABBREVIATIONS

AADT - Annual Average Daily Traffic

ADB - Asian Development Bank

Aids - Acquired immune deficiency syndrome

CAC - Center for Analytical Control

CAREC - Central Asia Regional Economic Cooperation

CSC Construction Supervision Consultant

CEP - Committee for Environmental Protection under the
Government of Tajikistan

EMP - Environmental Management Plan

EBRD - European Bank for Reconstruction and Development

GoT - Government of Tajikistan

GRM - Grievance Redressal Mechanism

GRC - Grievance Redress Committee

HIV - Human Immune Deficiency Virus

IBAT - Integrated Biodiversity Assessment Tool

IEE - Initial Environmental Examination

IBA - Important Bird Area

IBAT - Integrated Biodiversity Assessment Tool

IUCN - International Union for Conservation

KBA - Key Biodiversity Area

LAR - Land Acquisition and Resettlement

LARP - Land Acquisition and Resettlement Plan

MAC - Maximum Allowable Concentrations

MoT - Ministry of Transport

PAP - Project-Affected Person

PIURR - Project Implementation Unit for Road Rehabilitation (of MoT)

PIURR-SE - PIURR Safeguards Expert

PRC - People's Republic of China

RAMS Road Asset Management Unit

RAP - Resettlement Action Plan

RoW - Right-of-Way

SEE - State Ecological Expertise

SES - Socioeconomic Survey

SSEMP - Site Specific Environmental Management Plan

GLOSSARY

GOST – National Standards and Regulations

Hukumat - Administrative Unit of Tajikistan

Jamoat – Administrative Unit of Tajikistan

San PIN - Sanitary Protection Rules and Norms

SNiP - Technical Standards (Tajiki: СНиП) - a building code, a set of rules that specify the minimum standards for constructed objects such as buildings and nonbuilding structures

Raisi Mahala - Head of the Village

Contents

Introduction	5
Project Background	5
Purpose of the report	6
Consultation Dates and Locations.....	6
Audience	7
Consultation Process.....	8
Methodology.....	8
Consultation Activities	8
Key Issues and Concerns Raised by Stakeholders	9
Conclusion and Next Steps.....	10
Annex 1. The Power Point Presentation.....	11
Annex 2. Minutes of consultation meetings	12

Introduction

Project Background

1. The road network has a particular importance for the Republic of Tajikistan (herein referred to as Tajikistan). Due to its geographical location, specific mountainous conditions of the relief in the complete absence of sea and river routes, insufficient development of railways and airlines network, roads and motor transportations are the main type of transport services for the Republic.
2. The current level of condition of most roads (mainly regional and local roads) in Tajikistan has a low traffic capacity, not meeting the requirements of acting norms in the Republic. Most of the road network does not allow ensuring the safety of road users in accordance with modern requirements. In view of the unsatisfactory technical condition of many existing roads, the efficient operation of transportation is at a low level. Therefore, improving Tajikistan's road network system remains a national priority and will remain so, as the main task of the MoT is to connect all regions of the country with a reliable network of relevant roads.
3. It should also be noted that the section of the project road is part of the Bokhtar-Dangara-Guliston highway, one of the most significant international highways in Tajikistan. The Bokhtar-Dangara-Guliston highway is an international highway, from Levakant to Dangara RB-10 and from Dangara to Guliston AN-66. Roads are located on the territory of Khatlon region. The demand for road transport will increase rapidly and international traffic will increase as a result. The Bokhtar-Dangara-Guliston highway is the shortest route through China, Afghanistan and further south to Pakistan to the seaport of Karachi. The road also provides social, political and economic benefits for the entire country, providing greater mobility and accessibility for road users in the villages, supports agriculture, which in turn is an important basis for the sustainable economic development of the country.
4. **Output 1:** Demonstration green corridor constructed. The project will (i) upgrade the 49 km D–G road to four lanes using the Green Roads Toolkit; (ii) construct 48.8 kms of dedicated cycle way; (iii) construct two pilot electric vehicle (EV) charging stations, and; (iv) award grants for entrepreneurship to at least 12 women from the project site. The road will serve Tajikistan's international and transit trade by improving connectivity with CAREC countries through CAREC Corridors 3, 5 and 6.
5. **Output 2:** Enabling transport sector capacity developed. The project will develop capacity and transport sector policy. Road safety design practices will be improved through government approval of a procedure by which departures from national designs standards are approved upon demonstration of the road safety benefit. Climate-resilient green road design practices will be enhanced through the approval of the Green Road Design Guidelines. Road maintenance planning capacity will be improved through the provision of data collection equipment.
6. The Project Road (49 km of Dangara-Guliston section) is category III. The width of the existing carriage way is 9.0 to 11.0 m. The pavement of the carriageway is in parts heavily damaged by cracking and visibility is not ensured.
7. The road is running through mountainous terrain with difficult relief and extreme weather conditions (heavy rainfall, mudflows and snowfalls). Administratively it passes through Dangara and Vose Districts.

8. The Project is jointly financed by the Asian Development Bank (ADB) and the European Bank for Reconstruction and Development (EBRD). The project design and safeguard documents are prepared in accordance with ADB and EBRD standards and requirements in consideration that the project has been categorized as 'A,' for environment.
9. This road passes through the following village-type settlements: Kushoniyn, Shahbur, Shahbur 2, Khuramzamin, Bulyni poy, Durakhshon and Bahoriston. In settlements, there are generally no sidewalks and street lighting, which contribute to a high level of traffic accidents in conditions of insufficient visibility at night.

Districts	Jamoats	Villages along the project road
Dangara	Korez	Kushoniyn
	Ismat Sharif	Shahbur
		Shahbur 2
		Khuramzamin
		Bulyni poy
		Durakhshon
Vose	Guliston	Bahoriston

Purpose of the report

10. Disclosure of the ESIA package on EBRD website started on 23rd of October, 2024. The purpose of ESIA Post-Disclosure Consultation Report is to document and summarize the post-disclosure consultations conducted for the **Dangara-Guliston Road Construction Project** as part of the Environmental and Social Impact Assessment (ESIA) process. The consultations took place from December 26–27, 2024, across five locations within the Dangara, Vose, and partially the Farkhor districts. These sessions aimed to provide stakeholders with essential information about the project, particularly in relation to the Stakeholder Engagement Plan, and to gather feedback from the affected communities.
11. The consultations were designed to inform the public about the project's objectives, potential impacts, and mitigation measures, as well as to create a platform for the community to voice their concerns, ask questions, and provide input into the ongoing planning process.

Consultation Dates and Locations

12. The post-disclosure consultations for the Dangara-Guliston Road Construction Project were conducted on December 26–27, 2024, across five strategically selected locations within the Dangara, Vose, and partially the Farkhor districts. These consultations aimed to disseminate important project information, particularly regarding the Environmental and Social Impact Assessment (ESIA) and Stakeholder Engagement Plan, and to collect valuable feedback from local communities and stakeholders.

13. The consultations took place at the following venues:

- **School No. 25, Chorsada Village, Dangara District**
- **Jamoat Ismat Sharif, Dangara District**
- **School No. 84, Durakhshon Village, Dangara District**
- **School No. 35, Bahoriston Village, Vose District**
- **Dangara District Training Center**

These locations were selected to ensure inclusive participation from a diverse range of stakeholders, including local residents, community leaders, teachers, medical professionals, business owners, and other affected individuals. By hosting consultations in various areas, the project team aimed to maximize outreach and ensure that all communities impacted by the project had the opportunity to provide feedback.

Audience

14. A total of 301 individuals actively participated in the consultations, with a gender breakdown of 148 women (49.2%) and 153 men (50.8%), ensuring a balanced representation of both male and female stakeholders. In order to capture a wide range of perspectives, we made a deliberate effort to engage participants from various sectors of the community, including educators, healthcare professionals, local business owners, individuals directly affected by the project, transportation workers, and students. This approach aimed to ensure comprehensive representation from diverse demographic groups, fostering inclusive and meaningful dialogue throughout the consultation process

Consultation Process

Methodology

15. The consultation process for the Dangara-Guliston Road Construction Project was designed to engage stakeholders in an open, transparent, and inclusive manner. Various methods were employed to ensure the consultations were informative, accessible, and participatory.
16. A key part of the engagement was the use of **PowerPoint presentations**, which provided a clear and structured overview of the project, its objectives, potential environmental and social impacts, and mitigation measures. These visual presentations were accompanied by detailed explanations and allowed for easy understanding of the project details.
17. Additionally, **open discussions** were held after the presentations, offering participants the opportunity to ask questions, seek clarifications, and raise concerns directly with the project team. These discussions were intended to foster a two-way dialogue, ensuring that the voices of local communities were heard and valued.

Consultation Activities

18. The consultations were structured to maximize engagement and feedback from participants. The main activities during the sessions included:
 - **Project Presentation:**

The consultations began with a detailed presentation of the Dangara-Guliston Road Construction Project. The presentation covered essential aspects of the project, including its objectives, expected benefits, timeline, potential environmental and social impacts, and mitigation measures to address those impacts. The goal was to ensure all participants understood the scope and importance of the project.
 - **Q&A Sessions:**

Following the presentation, participants were invited to ask questions and provide feedback. The Q&A sessions allowed for an open exchange of ideas and concerns, where stakeholders could seek clarifications on project details, ask about specific concerns, or make suggestions for improvements. This interactive format ensured that attendees felt their input was valued and addressed directly.
 - **Feedback Documentation:**

All feedback and questions raised during the consultations were carefully noted and documented. Detailed minutes of the meetings were taken, capturing the key points of the discussions, concerns raised by stakeholders, and the responses provided by the project team. These minutes, which serve as a formal record of the consultations, will be attached as an appendix to this report for reference.

Key Issues and Concerns Raised by Stakeholders

19. During the consultations for the Dangara-Guliston Road Construction Project, stakeholders expressed a range of concerns and issues related to the project's potential impacts. The feedback provided valuable insights into the local community's priorities and helped identify areas that require further attention or clarification.
20. All the questions asked by participants are included in the Minutes of the consultation meetings, which are attached as an appendix to this report.

The main concerns raised during the consultations are summarized below:

- **Environmental Impacts:** Several participants expressed concerns about the environmental impacts of the road construction, particularly regarding deforestation, air pollution (dust during the construction period), the use of the old pavement, and vibration management.

Response:

The project team assured stakeholders that an Environmental Management Plan (EMP) has been developed, which includes measures to minimize environmental damage, such as reforestation programs, erosion control, and dust management strategies etc. The team also explained that it will supervise the construction contractor to ensure their commitment to ongoing environmental monitoring and compliance with mitigation measures.

Regarding the use of the old asphalt pavement, the team stated that they would consider reusing it for the village roads.

- **Traffic Disruptions and Road Safety:** Local residents, particularly those living near the road corridor, expressed concerns about the potential for increased traffic congestion and the safety risks associated with construction activities.

Response:

The project team explained that the Contractor will establish and implement a plan to manage traffic flow during construction, including the development of alternative routes and rerouting of traffic to minimize disruption. In addition, traffic safety measures including signs, crosswalks and speed limits will be implemented to protect construction workers and local residents.

construction activities.

- **Access to Water:** Some participants expressed a desire for increased access to water, particularly in areas where water availability is limited.

Response:

The project team has acknowledged concerns about water access. The Contractor will consider measures to ensure that construction does not adversely affect water availability, and efforts will be made to improve access to water for affected communities where possible. However, the project team also explained that providing water connections is not part of the scope of work for the project.

Conclusion and Next Steps

In conclusion, the post-disclosure consultations for the Dangara-Guliston Road Construction Project were a significant step in engaging local communities and stakeholders. The consultations, held across five key locations in the Dangara, Vose, and partially the Farkhor districts, allowed the project team to share vital information, address concerns, and gather valuable feedback on the proposed project. A total of 301 individuals, representing a broad spectrum of the local population, participated in these consultations, ensuring a comprehensive understanding of the project's potential impacts.

The consultations revealed key concerns from stakeholders, particularly in areas related to environmental impacts, road safety, water access, and the overall impact on local livelihoods. These concerns were noted and addressed by the project team through a series of responses and commitments, which will be incorporated into the ongoing planning and implementation phases. In particular, the project team emphasized the development of mitigation measures to address environmental impacts, traffic management strategies, and efforts to minimize disruptions to local communities.

Moving forward, the next steps involve incorporating the feedback and suggestions received during the consultations into the project's planning and implementation phases. Specific actions will include further refinement of the Contractor's Site-Specific Environmental Management Plan (SSEMP) and continuous engagement with affected communities throughout the construction phase. Additionally, the project team will focus on ensuring transparent and regular communication with stakeholders, providing updates and addressing any ongoing concerns.

Furthermore, the project team will continue to monitor and assess the environmental, social, and economic impacts of the project to ensure compliance with ADB and EBRD Safeguard Policy and local regulations. A dedicated Grievance Redress Mechanism will be established for stakeholders to receive timely information and raise any issues during the construction process.

Annex 1. The Power Point Presentation

Annex 2. Minutes of consultation meetings

Ministry of Transport of the Republic of Tajikistan Projects Implementation Unit for Roads Rehabilitation	Green Corridor Project, Rehabilitation and Reconstruction of the Dangara-Guliston Road
--	---

MINUTES OF THE PUBLIC CONSULTATION

«27» December 2024

Education Center of
Dangara district (km
0+200)

Participants:

1. Residents of roadside communities;
2. Representatives of local authorities and jamoats;
3. Representatives Projects Implementation Unit for Roads Rehabilitation;
4. Other interested persons.

Subject:

1. Stakeholder Engagement Plan;
2. Other current issues.

During the Public Consultation process, the representatives of the Projects Implementation Unit of the Roads Rehabilitation provided information on the requirements of the European Bank for Reconstruction and Development and the Asian Development Bank. In particular, detailed information on EBRD and ADB environmental requirements, management plans, Land Acquisition and Resettlement Plan and other project requirements were provided to the participants.

The consultation provided information on the Stakeholder Engagement Plan, EBRD's Environmental and Social Policy, ADB's Safeguard Policy and other project requirements.

The following questions were asked from the participants to the members of the working group:

Question: What is a Livelihood Restoration Plan?

Answer: The Livelihood Restoration Plan has been prepared under the Land Acquisition and Resettlement Plan based on the requirements of the financing banks. Under this Plan, households that lose different livelihoods will be provided with a range of livelihood restoration activities. For example, households that lose agricultural land will be trained on how to get more crops, double crops from the same land and the same kind of activities. For the remaining Affected People, different skill development courses will be presented. All trainings will be provided free of charge.

Question: Can we participate in the construction of the road during the project?

Answer: As already mentioned, one of the main aims of this project is to provide jobs for the residents of the roadside communities. That is, all residents of the roadside communities, especially men, will be able to take up employment during the project implementation. Priority will be given to recruitment and provision of jobs to the residents of the roadside communities, especially to the members of the Affected Households.

Question: Construction work, particularly at night will not disturb residents?

Answer: As noted, the project has prepared a Noise Management Plan, which includes measures for construction works and noise levels. During construction works, especially at night, noise level will be measured every three months and according to the measurement results the amount of machinery and equipment will be regulated. That is, a large number of equipment that contribute to the noise level will be regulated (will contribute to the accepted norms). The results of noise measurement will be reflected in the environmental reports.

In order to confirm participation in the Public Consultation, the signatures below have been provided.





Note: A total of 29 participants, including 4 females (13.8%) and 25 males (86.2%).

MINUTES OF THE PUBLIC CONSULTATION

«26» December 2024

School No. 84,
Durakhshon
village of Dangara
district

Participants:

5. Residents of roadside communities;
6. Representatives of local authorities and jamoats;
7. Representatives Projects Implementation Unit for Roads Rehabilitation;
8. Other interested persons.

Subject:

3. Stakeholder Engagement Plan;
4. Other current issues.

During the Public Consultation process, the representatives of the Projects Implementation Unit of the Roads Rehabilitation provided information on the requirements of the European Bank for Reconstruction and Development and the Asian Development Bank. In particular, detailed information on EBRD and ADB environmental requirements, management plans, Land Acquisition and Resettlement Plan and other project requirements were provided to the participants.

The consultation provided information on the Stakeholder Engagement Plan, EBRD's Environmental and Social Policy, ADB's Safeguard Policy and other project requirements.

The following questions were asked from the participants to the members of the working group:

Question: In case of dust, what should be done? Who to contact and where to go?

Answer: The project is preparing an Air Quality Management Plan. According to this plan, air quality will be measured every three months and the results will be reported. In addition, in order to prevent the occurrence and spread of dust, the project will establish a watering schedule, based on which the required number of water trucks will be mobilized and regular watering will be carried out. In case of grievances, you can use the Grievance Redressal Mechanism.

Question: There is an acute shortage of drinking water in the village. To buy water, we pay daily dues. What can you say about this issue?

Answer: The project is funded for highway improvements. Therefore, drinking water supply is not foreseen in the project. But in the process of project implementation the issue of drinking water supply will be reconsidered and proposed to the financing banks.

Question: During the construction works, until the paving is completed, the road will be in poor condition, there are many potholes that will have a negative impact on the technical condition of vehicles. What plans are envisaged in this case?

Answer: A Traffic Management Plan will be prepared as part of the project. According to this plan, in addition to the installation of temporary road signs and watering, the project road will also be repaired. During the repairs, bumps will be eliminated and smooth flow of vehicles in all seasons of the year will be ensured.

In order to confirm participation in the Public Consultation, the signatures below have been provided.





Note: A total of 31 people participated, including 9 women (29%) and 22 men (71%).

MINUTES OF THE PUBLIC CONSULTATION

«27» December 2024

School No. 35 of
Bahoriston
village Vose district

Participants:

9. Residents of roadside communities;
10. Representatives of local authorities and jamoats;
11. Representatives Projects Implementation Unit for Roads Rehabilitation;
12. Other interested persons.

Subject:

5. Stakeholder Engagement Plan;
6. Other current issues.

During the Public Consultation process, the representatives of the Projects Implementation Unit of the Roads Rehabilitation provided information on the requirements of the European Bank for Reconstruction and Development and the Asian Development Bank. In particular, detailed information on EBRD and ADB environmental requirements, management plans, Land Acquisition and Resettlement Plan and other project requirements were provided to the participants.

The consultation provided information on the Stakeholder Engagement Plan, EBRD's Environmental and Social Policy, ADB's Safeguard Policy and other project requirements.

The following questions were asked from the participants to the members of the working group:

Question: During full resettlement of the residential building from the project side, what assistance will be provided?

Answer: Under the Land Acquisition and Resettlement Plan, households that will be completely relocated (physical resettlement) will be compensated for all buildings, structures, trees and other assets. In addition to this, lump sum allowances will be paid for severe impacts, vulnerability (if any), transportation and documentation. All these benefits are intended to minimize impacts and are paid for by the project.

Question: Will any assistance be provided to women by the project?

Answer: The project aims to improve the technical conditions of the road and thus will assist local residents by providing work during the project implementation period. In addition, the project will implement a Gender Program. Under this program women from the roadside communities (in a certain number) will be involved in training on financial awareness and small business development.

In order to confirm participation in the Public Consultation, the signatures below have been provided.







Note: 74 people participated. Of these, 37 were women (50%) and 37 were men (50%).

MINUTES OF THE PUBLIC CONSULTATION

«26» December 2024
Jamoat

Office of Ismat Sharif
of Dangara district

Participants:

- 13. Residents of roadside communities;
- 14. Representatives of local authorities and jamoats;
- 15. Representatives Projects Implementation Unit for Roads Rehabilitation;
- 16. Other interested persons.

Subject:

- 7. Stakeholder Engagement Plan;
- 8. Other current issues.

During the Public Consultation process, the representatives of the Projects Implementation Unit of the Roads Rehabilitation provided information on the requirements of the European Bank for Reconstruction and Development and the Asian Development Bank. In particular, detailed information on EBRD and ADB environmental requirements, management plans, Land Acquisition and Resettlement Plan and other project requirements were provided to the participants.

The consultation provided information on the Stakeholder Engagement Plan, EBRD's Environmental and Social Policy, ADB's Safeguard Policy and other project requirements.

The following questions were asked from the participants to the members of the working group:

Question: On behalf of the Chairman of the Jamoat. For the residents of Jamoat the initial and main problem is provision of drinking water. What activities are envisaged to provide drinking water under the project?

Answer: Unfortunately, the project will be financed only for the improvement of the Dangary – Guliston road. Therefore, provision of drinking water is not envisaged in the project. During the meeting with residents, which took place in school No.25 in Chorsada village, this issue was also raised. In response, we noted that during the project implementation the issue of drinking water supply will be reconsidered and proposals will be submitted to solve this problem.

Question: In the event of cracks in the walls, who will be responsible?

Answer: It should be noted that all nearby buildings and structures up to 50 meters away from each side of the project road will be photographed prior to the start of construction works. In case of cracks appearing during construction works, the photographs taken before the start of construction works will be compared with the actual situation. If the comparison reveals that new cracks have indeed appeared, the causes of the cracks will be determined by industry experts. In addition, we note that prior to the start of construction works, in addition to this procedure, a Vibration Management Plan will also be drawn up to limit or prohibit the use of vibration in the community.

In order to confirm participation in the Public Consultation, the signatures below have been provided.





Note: A total of 51 participants, including 14 females (27.5%) and 37 males (72.5%) participated

MINUTES OF THE PUBLIC CONSULTATION

«26» December 2024
village

School No. 25 of Chorsada

Dangara district

Participants:

- 17. Residents of roadside communities;
- 18. Representatives of local authorities and jamoats;
- 19. Representatives Projects Implementation Unit for Roads Rehabilitation;
- 20. Other interested persons.

Subject:

- 9. Stakeholder Engagement Plan;
- 10. Other current issues.

During the Public Consultation process, the representatives of the Projects Implementation Unit of the Roads Rehabilitation provided information on the requirements of the European Bank for Reconstruction and Development and the Asian Development Bank. In particular, detailed information on EBRD and ADB environmental requirements, management plans, Land Acquisition and Resettlement Plan and other project requirements were provided to the participants.

The consultation provided information on the Stakeholder Engagement Plan, EBRD's Environmental and Social Policy, ADB's Safeguard Policy and other project requirements.

The following questions were asked from the participants to the members of the working group:

Question: In time to remove the existing pavement, where are they being taken?

Answer: Usually, Contract requirements require that the existing pavement be removed and placed in specially designated areas. However, in order to improve the condition of local roads, we plan to use the removed pavement.

Question: The issue of drinking water is very critical in our village. Does the project include any plans to provide drinking water?

Answer: The project is being funded for roadway improvements. Therefore, the project does not include plans for drinking water supply. However, during the project implementation, the issue of drinking water supply will be reconsidered and suggested to the financing organizations.

Question: Are local road improvements provided as part of the project?

Answer: No, the Project does not include improvement of local roads. But, we plan to use remote pavements to improve local roads.

In order to confirm participation in the Public Consultation, the signatures below have been provided.







Note: 116 people participated. Of them 84 were women (72.4%) and 32 were men (27.6%). Due to the fact that a parent meeting for schoolchildren was scheduled immediately after the Public Consultation, we did not have time to register all participants.