

Social Due Diligence Report

August 2025

Uzbekistan: Rural Roads Resilience Sector Project

(Subproject 5: Andijan Region)

Prepared by the Committee for Roads under Ministry of Transport of the Republic of Uzbekistan for the Asian Development Bank. This initial environmental examination is a document of the borrower. The views expressed herein do not necessarily represent those of ADB's Board of Directors, Management, or staff, and may be preliminary in nature. Your attention is directed to the "terms of use" section on ADB's website. In preparing any country program or strategy, financing any project, or by making any designation of or reference to a particular territory or geographic area in this document, the Asian Development Bank does not intend to make any judgments as to the legal or other status of any territory or area.

※ Address/Phone: 68, mustakillik shoh street, Tashkent, Uzbekistan | 00000 Phone: (998 71) 268-01-63

CURRENCY EQUIVALENTS
(as of 22 August 2025)

Currency unit	–	Uzbekistan sum (UZS)
UZS1.00	=	\$0.000080
\$1.00	=	UZS 12,458.40

NOTE

In this report, "\$" refers to United State Dollars (USD) and UZS refers to Uzbekistan Sum

ABBREVIATIONS

AA	-	Avtoyulinvest Agency
ADB	-	Asian Development Bank
AP	-	Affected Person
CR	-	Committee for Roads
CSC	-	Construction Supervision Consultant
EA	-	Executing Agency
GRC	-	Grievance Redress Committee
GRM	-	Grievance Redress Mechanism
IA	-	Implementing Agency
km	-	Kilometer
PIB	-	project information booklet
PMU	-	Project Management Unit
RoW	-	Right-Of-Way
SDDR	-	Social Due Diligence Report
SPS	-	Safeguard Policy Statement
SSO	-	Social Safeguards Officer
UZS	-	Uzbekistan Som (currency)

CONTENTS

EXECUTIVE SUMMARY	8
I. PROJECT DESCRIPTION	10
II. SUBPROJECT DESCRIPTION	11
III. OBJECTIVES AND METHODOLOGY OF THE SOCIAL DUE DILIGENCE	32
3.1 Objectives	32
3.2 Methodology	32
IV. DUE DILIGENCE FINDINGS	33
V. INFORMATION DISCLOSURE, CONSULTATION, AND PARTICIPATION	49
5.1 Information Disclosure, Consultation, and Participation Conducted during SDDR Preparation	49
5.2 Information Disclosure, Consultation and Participation to be Conducted during Project Implementation	55
VI. GRIEVANCE REDRESS MECHANISM	56
6.1 Objectives	56
6.2 Project-Level Grievance Redress Mechanism	56
6.3 Existing Complaint Handling Mechanism of the Republic of Uzbekistan	58
6.4 ADB Accountability Mechanism	58
VII. INSTITUTIONAL ARRANGEMENTS	59
7.1 Committee for Roads	59
7.2 Avtoyulinvest Agency and PMU	59
7.3 District Khokimyats and Mahalla Committees	60
7.4 Community-based Organizations	60
7.5 Construction Supervision Consultant	60
VIII. MONITORING AND REPORTING	61
IX. CONCLUSIONS	63
APPENDICES	64
Appendix 1. Involuntary Resettlement Screening Form and Indigenous Peoples Screening Form	64
Appendix 2. List of Meeting Participants	70
Appendix 3. Project Information Booklet	83
ҚИШЛОҚ ЙЎЛЛАРИНИ ЯХШИЛАШ ЛОЙИХАСИ	87
Appendix 4. Photos Taken during the Public Consultation Meetings	91
Appendix 5. Sample GRM Logbook	103
Appendix 6. Photos of Current Status of Rural Roads to be Reconstructed	104

LIST OF TABLES

Table 1. List of Rural Road Sections in Andijan Region to be Reconstructed by the Project	12
Table 2. Locations of Existing Road Sections.....	14
Table 3. Proposed Scope of Works.....	29
Table 4. Typical Cross Sections and Current Status of the Existing Road Sections	34
Table 5. Summary of Conducted Public Consultation Meetings During the SDDR Preparation	49
Table 6. Summary of Opinions, Suggestions, and Concerns Raised by Local Villagers during the Public Consultation Meetings	52

LIST OF FIGURES

Figure 1. Flowchart for GRM Process	57
---	----

DEFINITIONS OF TERMS

Affected Persons (APs)	those who are physically displaced (relocation, loss of residential land, 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 on access to legally designated parks and protected areas, regardless of their legal rights to the affected lands.
Compensation	refers to any payment in cash or in kind of the replacement cost of the acquired assets.
Corridor of Impact	is the area that is impacted by the road civil works or by the need to retain sites for use in road maintenance. In the context of involuntary land acquisition and resettlement, it is the area where the APs will be identified who are eligible to receive compensation based on the cut-off date established under the project.
Detailed Measurement Survey	With the aid of the approved detailed design, this activity involves the finalization and/or validation of the results of the inventory of losses, the severity of impact, and final list of affected households during the Land Acquisition and Resettlement Plan (LARP) preparation. The resettlement cost will be calculated following the completion of the Detailed Measurement Survey.
Entitlement	is a range of measures comprising compensation in cash or in kind, income restoration, transfer assistance, income substitution, and relocation which are due to APs, depending on the nature of their losses, to restore their economic and social base.
Grievance Procedures	is the process established under law, local regulations, or administrative decisions to enable property owners and other APs to redress issues related to acquisition, compensation, or other aspects of resettlement.
Income Restoration	is the reestablishment of income sources and livelihoods of APs to their pre-project levels.
Indigenous Peoples	a distinct, vulnerable, social and cultural group possessing the following characteristics in varying degrees: (i) self-identification as members of a distinct indigenous cultural group and recognition of this identity by others; (ii) collective attachment to geographically distinct habitats or ancestral territories in the project area and to the natural resources in these habitats and territories; (iii) customary cultural, economic, social, or political institutions that are separate from those of the dominant society and culture; and (iv) a distinct language, often different from the official language of Uzbekistan.
Khokimiyat	Administration or local state body interacting between local communities and government at the regional and national levels. It has the highest administrative and legal authorities over the residents living in the area within its jurisdiction.
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 it owns or possesses to the ownership and possession of that agency for public purposes in return for compensation at replacement costs

Mahalla

Local self-government body, society-like organization at the local level, officially recognized in Uzbekistan, acting as a link between the government and society and responsible for social support and cultural interaction to its members. Mahalla chairpersons are elected by the local meetings.

Relocation

is the physical displacement of AP from his/her pre-project place of residence and/or business.

Replacement Cost

involves replacing an asset, including land, at a cost prevailing at the time of its acquisition. This includes fair market value, transaction costs, interest accrued, transitional and restoration costs, and any other applicable payments, if any. Depreciation of assets and structures should not be considered for replacement cost. Where there are no active market conditions, the APs and host populations will be consulted with to obtain adequate information about recent land transactions, land value by types, land titles, land use, cropping patterns and crop production, availability of land in the project area and region, and other related information. This will also include collecting baseline data on housing, house types, and construction materials.

Resettlement

all measures taken to mitigate any and all adverse impacts of the Project on AP's property and/or livelihood, including compensation, relocation (where relevant), and rehabilitation.

Right-of-way

means the area designated for use as a road including the travel portion of the road, the shoulders, curbs, gutters and parkways following the norms SHNK-2.10.09-10 dated 2010 by the State Architecture and Construction Committee of the Republic of Uzbekistan on land areas allocated for the placement of highways and road service facilities.

Severely Affected Persons

are persons who will: (i) lose 10% or more of their productive assets, such as agriculture/aquaculture landholding and/or be physically displaced from housing.

Vulnerable Household

means any people who might suffer disproportionately or face the risk of being marginalized from the effects of resettlement and includes (i) low-income households, (ii) female-headed households with dependents, (iii) the elderly headed households with no other means of support; (iv) households headed by the disabled person with no other means of support; (v) landless households; and (vi) Indigenous Peoples households.

might suffer disproportionately or face the risk of being marginalized from the effects of resettlement and includes (i) low-income households, (ii) female-headed households with dependents, (iii) the elderly headed households with no other means of support; (iv) households headed by the disabled person with no other means of support; (v) landless households; and (vi) Indigenous Peoples households.

EXECUTIVE SUMMARY

1. The Government of Uzbekistan, through financing from the Asian Development Bank (ADB), is implementing the Rural Roads Resilience Sector Project to enhance road connectivity across 12 regions and the Republic of Karakalpakstan. This Social Due Diligence Report (SDDR) pertains to the subproject in Andijan Region, covering the reconstruction of fifteen (15) selected rural roads across ten (10) districts: Andijan, Baliqchi, Buloqboshi, Bo'ston, Jalaquduq, Qurg'ontepa, Oltinko'l, Ulung'or, Marxamat and Pahtaobod.

2. A field assessment and community consultations conducted in April 2025 confirmed that the road works will be executed within existing right-of-way (RoW), and there will be no land acquisition or displacement. The subproject is therefore categorized as Category C for Involuntary Resettlement and Indigenous Peoples under ADB's Safeguard Policy Statement (SPS) 2009.

3. The project will (i) improve and maintain approximately 841 km of existing rural roads in twelve (12) regions and the Republic of Karakalpakstan, (ii) assess and enhance rural road maintenance capacity, and (iii) enhance road safety capacity for rural roads. The proposed project is aligned with ADB's country partnership strategy for Uzbekistan 2019-2023, specifically Area 1 (supporting private sector development) and Area 2 (reducing economic and social disparities).

4. The Rural Roads Resilience Sector Project (RRRSP) aims to rehabilitate 841 km of all-weather rural roads. For Andijan Region, fifteen (15) rural road sections with a combined length of approximately 70.55 km have been prioritized based on connectivity, proximity to social services, and compliance with ADB screening criteria. The Committee for Roads (CR) is the Executing Agency, and the project follows a sector loan modality.

5. The internal roads and inter-farm roads were provided by the Andijan Regional Road Department "Andijanavtoyul" and approved by the Decision of the Council of People's Deputies under the Andijan Region Hokimiyat on January 30, 2024 (No. VI-58-6-1-0-K/24). The social due diligence was carried out in ten districts of Andijan region where the rural road sections to be reconstructed by the proposed project traverse through in April 2025. The ten districts are Andijan, Baliqchi, Buloqboshi, Bo'ston, Jalaquduq, Qurg'ontepa, Oltinko'l, Ulung'or, Marxamat and Pahtaobod. A site visit was conducted by social and environmental safeguards teams with the participation of local authorities and the heads of the rural settlements on 18-22 April 2025 to check if there are any potential land acquisition and resettlement impacts caused by the road reconstruction. Findings of the due diligence indicate that according to the conceptual design of the road sections, all the improvements on the rural roads will be conducted within the Right-of-way (ROW) of the existing rural roads. Therefore, acquisition of private land of individuals or households is not required. The assessment results also indicate that there are no impacts on income-generating activities and livelihoods of residents along the road sides. Furthermore, no trees planted by individuals or households and no structures constructed within the existing ROW need to be demolished. It was also confirmed that there are no indigenous peoples residing in the project area.

6. Thirteen (13) public consultation meetings were held in the project rural settlements which are close to the road sections to be reconstructed by the project. There were 243 persons, including 178 men and 65 women participating in the meetings. The meeting participants include local villagers, the cadastral office, district khokimiyats, chairmen of mahalla committees, and Territorial Administrations of the Local Department of the Committee for Roads. During the meetings, local people and local authorities of the project rural settlements were consulted about the conceptual design of the 70.55 km of rural road sections in Andijan, possible land acquisition and resettlement impacts of the project, the presence of Indigenous Peoples in the project area, the project-level grievance redress mechanism (GRM), and the tentative implementation schedule. Results of the public consultations indicate that local people expressed their strong support for the road rehabilitation and confirmed that no

private land, structures, crops, trees, business/income of individuals and households in the locality would be affected due to the road reconstruction. Furthermore, the meeting participants also confirmed that there are no past and present safeguards concerns associated with involuntary resettlement and indigenous peoples in the project site that need to be addressed.

7. With the aforementioned impacts, the subproject is categorized as Category C for both Involuntary Resettlement and Indigenous Peoples as per ADB SPS, 2009 and ADB Operations Manual (OM) Section F1/OP (2013).

8. This Social Due Diligence Report (SDDR) has been prepared based on the results of the due diligence carried out following the conceptual design of the road sections in Andijan region. As the Design and Build modality will be applied for the project, once the detailed engineering design of the road sections is available, the Social Safeguards Officer (SSO) of the Project Management Unit (PMU) together with the Safeguards Specialist of the Construction Supervision Consultant (CSC) and the construction contractor(s) will conduct due diligence and prepare a report confirming the findings that there is no land acquisition in the region required by the project. If land acquisition is required for reconstruction of any rural road section in Andijan region, the road section will be excluded from the project scope.

9. Given the relatively high population density and the concentration of public institutions along the proposed road sections in the Andijan Region, particular attention will be devoted to social safeguard compliance during the construction phase. This will include enhanced monitoring measures, proactive stakeholder engagement, and strengthened grievance redress mechanisms to ensure timely identification and resolution of social risks. The PMU will ensure that all grievances and complaints on any aspects of the project are addressed in a timely and satisfactory manner. All possible avenues will be made available to affected people to air their grievances by establishing a project-level GRM. Complainants will not be charged of any fee during the resolution of their grievances and complaints. Any expenses related to the grievance resolution, including ADB's Accountability Mechanism, will be borne by the project. The project-level GRM with two stages has been discussed with the local people during the public consultation meetings. The project-level GRM will be officially established and put in operation once the project is approved.

10. The Committee for Roads (CR) is the Executing Agency (EA) of the project. The PMU under the Avtoyulinvest Agency which was established is responsible for disclosure and implementation of this SDDR and internal monitoring of social safeguards implementation. The assigned SSO under the PMU is to monitor and work with relevant agencies to ensure that the implementation of social safeguard issues including implementation of the SDDR will be implemented properly and in compliance with the agreed SDDR and requirements of ADB's SPS (2009) on involuntary resettlement.

11. After getting acceptance from ADB, this SDDR will be uploaded on websites of the ADB, and CR for disclosure. Similarly, the report prepared after the detailed engineering design has been available to confirm the findings that there is no land acquisition required by the reconstruction of rural roads in Andijan region - will be also disclosed by the same manner to the disclosure of the SDDR. In addition, the summary of the SDDR and the report confirming the findings that there is no land acquisition required by the reconstruction of 70.55 km of rural road sections in Andijan region will be translated into Uzbek and Russian languages and the translated versions will be posted in accessible public places in the project area, and will be also made available at (i) the offices of the CR and PMU; and (ii) offices of the regional and district khokimyats.

I. PROJECT DESCRIPTION

12. The Government of Uzbekistan has received a loan from the Asian Development Bank (ADB) to finance the Rural Roads Resilience Sector Project. The project aims to improve part of the larger national rural road program outlined in Uzbekistan's Rural Road Strategy 2035. The project also promotes the implementation of Central Asia Regional Economic Cooperation 2030, particularly operational cluster 3 (infrastructure and economic connectivity). The total project cost is estimated at \$304.9 million, and ADB has been requested to provide a loan of \$240 million under a sector loan modality.

13. The objective of the proposed project is to strengthen connectivity in rural areas by assisting the Committee of Roads (CR) to improve approximately 841 km of all-weather, efficient, and safe rural roads in Uzbekistan. The project will (i) improve and maintain approximately 841 km of existing rural roads in twelve regions and the Republic of Karakalpakstan, (ii) assess and enhance rural road maintenance capacity, and (iii) enhance road safety capacity for rural roads. The proposed project is aligned with ADB's country partnership strategy for Uzbekistan 2019-2023, specifically Area 1 (supporting private sector development) and Area 2 (reducing economic and social disparities).

14. The project impact is economic development and poverty reduction accelerated through connectivity between rural communities, productive agricultural areas, and socioeconomic centers in Uzbekistan improved. Meanwhile, the project outcome is the transport efficiency on project roads increased and the project output is rural roads improved and maintained.

15. The sector loan has an initial batch consisting of rural roads subprojects that have been fully appraised before ADB approves the loan. These subprojects are intended to serve as samples for the rural roads to be improved by the entire project. The project is being implemented in three batches of subprojects. The first batch of the project covers the reconstruction of 151.8km of rural roads, including 87.51 km of road sections in Jizzakh region and 64.35 km of road sections in Sirdarya region while the batches 2 and 3 will cover the remaining 689 km of rural roads, including 70.55 km in Andijan region, in ten (10) regions and the Republic of Karakalpakstan.

16. This Social Due Diligence Report (SDDR) has been prepared for the reconstruction or rehabilitation of the 70.55 km of rural road sections in Andijan region. The next chapter provides the descriptions of the 15 rural roads to be reconstructed by in detail.

II. SUBPROJECT DESCRIPTION

17. Fifteen (15) rural road sections which will be reconstructed in Andijan region under the project are located in ten districts, including Andijan, Baliqchi, Buloqboshi, Bo'ston, Jalaquduq, Qurg'ontepa, Oltinko'l, Ulung'or, Marxamat and Pahtaobod. The Table 1 below shows the list of rural road sections to be reconstructed by the project, list of settlement areas along the roads and proposed interventions to be implemented in each rural road section. Meanwhile, locations and the alignment of the rural roads are presented in Table 2.


60V069 (4N-1085) – Andijan District – Length: 5.0 km; 60V086 (4N-1103) – Balikchi District – Length: 6.0 km; 60V125 (4N-1144) – Buloqboshi District – Length: 3.0 km; 60V050 (4K-120) – Bo'ston District – Length: 7.7 km; 60V048 (4K-118) – Bo'ston District – Length: 10.1 km; 60V056 (4N-1072) – Jalaquduq District – Length: 6.0 km; 60V058 (4N-1074) – Jalaquduq District – Length: 3.0 km; 60V123 (4N-1142) – Sultanobod District – Length: 3.7 km; 60V029 (4K-99) – Oltinko'l District – Length: 2.4 km; 60V029a (4K-99a) - Oltinko'l District – Length: 2.0 km; 60V009 (4K-79) – Ulug'nor District – Length: 3.6 km; 60V052 (4K-122)– Ulug'nor District – Length: 5.4 km; 60V081 (4N-1098a) – Marxamat District – Length : 3.3 km; 60V039 (4K-109)– Marxamat District – Length: 6 km, 60V063 (4N1079) – Pahtaobod District – Length : 7.35 km.

Table 1. List of Rural Road Sections in Andijan Region to be Reconstructed by the Project

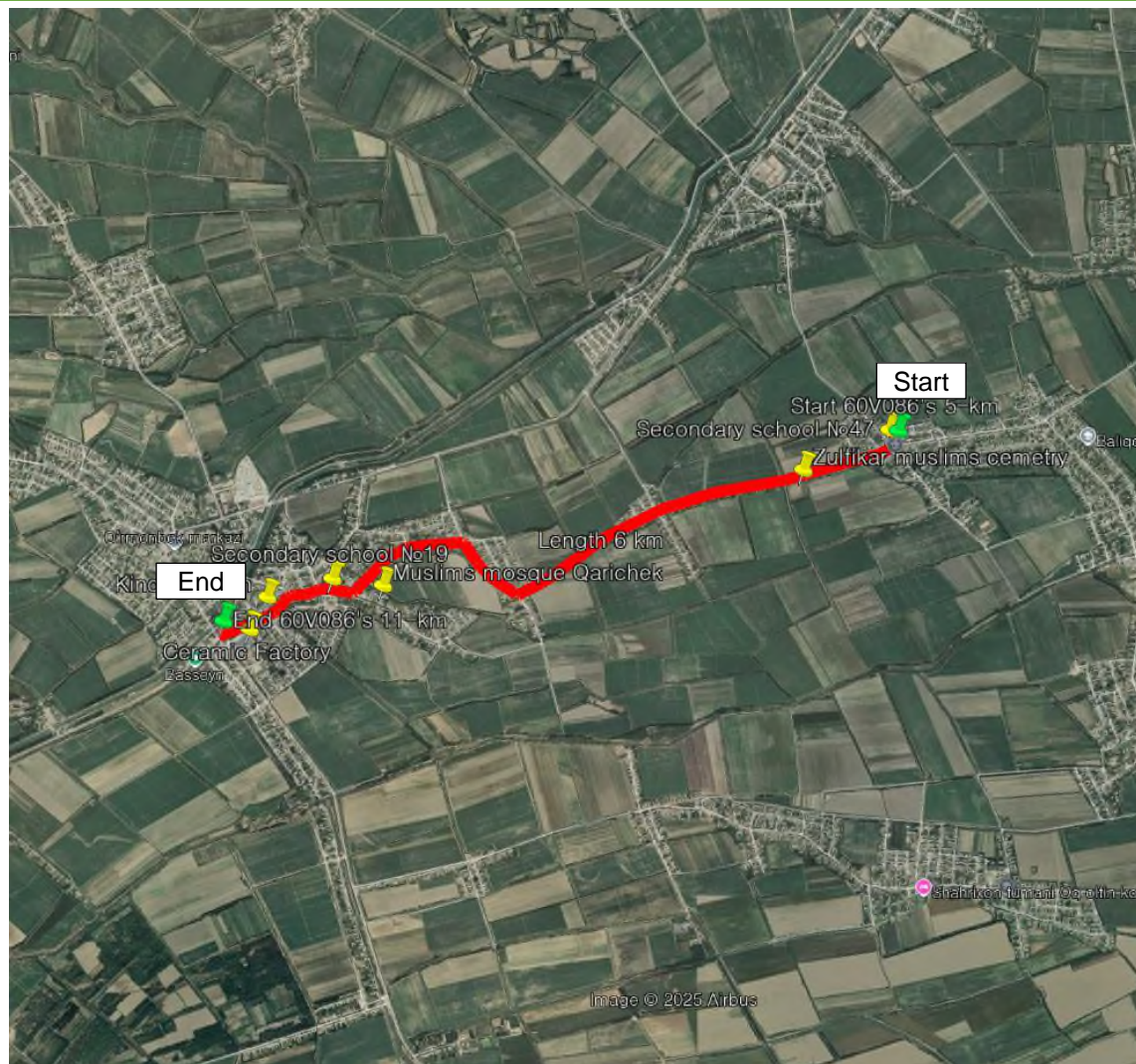
Road Names	Districts	Names of settlements along the road sections	Type of roads	Categories	Road length (km)	Road width (meters)	Current Pavement	Start Point Coordinates	End Point Coordinates
	Andijan				5.0 km				
60V069	Andijan	Ekin-Tikin MFY, Dungkishlok MFY	Local road	III	5.0 km	7	Bituminous pavement	40.792108°, 72.395527°	40.767693°, 72.434346°
	Baliqchi				6.0 km				
60V086	Baliqchi	Eshonchek MFY, Ziyokor (Muqanna) MFY	Local road	III	6.0 km	6	Bituminous pavement	40.802960°, 71.940882°	40.790182°, 71.881116°
	Buloqboshi				3.0 km				
60V125	Buloqboshi	Shokhguzaar MFY, Naiman village	Local road	III	3.0 km	7	Bituminous pavement	40.610150°, 72.522270°	40.630795°, 72.520261°
	Bo'ston				17.8 km				
60V050	Bo'ston	Yakka Tol MFY, Sarbon MFY	Local road	III	7.7 km	7	Bituminous pavement	40.632291°, 71.888359°	40.678461°, 71.854990°
60V048	Bo'ston	Davlatobod MFY, Bog'i Eram MFY	Local road	III	10.1 km	7	Bituminous pavement	40.682856°, 71.881796°	40.755987°, 71.846237°
	Jalaquduq				9.0 km				
60V056	Jalaquduq	Qutlug' MFY and passes through Yorkishlok village	Local road	III	6.0 km	7	Bituminous pavement	40.643382°, 72.756634°	40.595970°, 72.744693°
60V058	Jalaquduq	Kapa MFY and passes through Paxtakor village	Local road	III	3.0 km	7	Bituminous pavement	40.709176°, 72.560492°	40.688665°, 72.568840°

Road Names	Districts	Names of settlements along the road sections	Type of roads	Categories	Road length (km)	Road width (meters)	Current Pavement	Start Point Coordinates	End Point Coordinates
	Qurg'ontepa				3.7 km				
60V123	Qurg'ontepa	Sultanobod village	Local road	III	3.7 km	7	Bituminous pavement	40.759535°, 72.973700°	40.775821°, 72.998428°
	Oltinko'l				4.4 km				
60V029	Oltinko'l	Qipchoq MFY territory	Local road	III	2.4 km	6	Bituminous pavement	40.486429°, 70.803297°	40.423490°, 70.790561°
60V029a	Oltinko'l	Kutarmachek and Qipchoq MFY territories	Local road	III	2.0 km	6	Bituminous pavement	40.760154°, 72.134818°	40.776892°, 72.128690°
	Ulug'nor				9.0 km				
60V009	Ulug'nor	Ovulmat MFY, Ovulmat village	Local road	III	3.6 km	7	Bituminous pavement	40.739829°, 71.737079°	40.740499°, 71.779577°
60V052	Ulug'nor	Ovulmat MFY, Ovulmat village	Local road	III	5.4 km	6	Bituminous pavement	40.774326°, 71.769901°	40.731851°, 71.780690°
	Marxamat				5.3 km				
60V081	Marxamat	Duraffshon MFY, Yukkori Rovat MFY, Rovat MFY	Local road	III	3.3 km	6	Bituminous pavement	40.482683°, 72.255667°	40.503139°, 72.238292°
60V039	Marxamat	Rovat MFY, Tulga MFY, Shurkishlok MFY, Okbosh MFY	Local road	III	2.0 km	6	Bituminous pavement	40.503592°, 72.240108°	40.519762°, 72.241053°
	Pahtaobod				7.35 km				
60V063	Pahtaobod	Hayotbakhsh MFY, Bustonobod MFY	Local road	III	7.35 km	6	Bituminous pavement	40.932156°, 72.355682°	40.971073°, 72.355631°

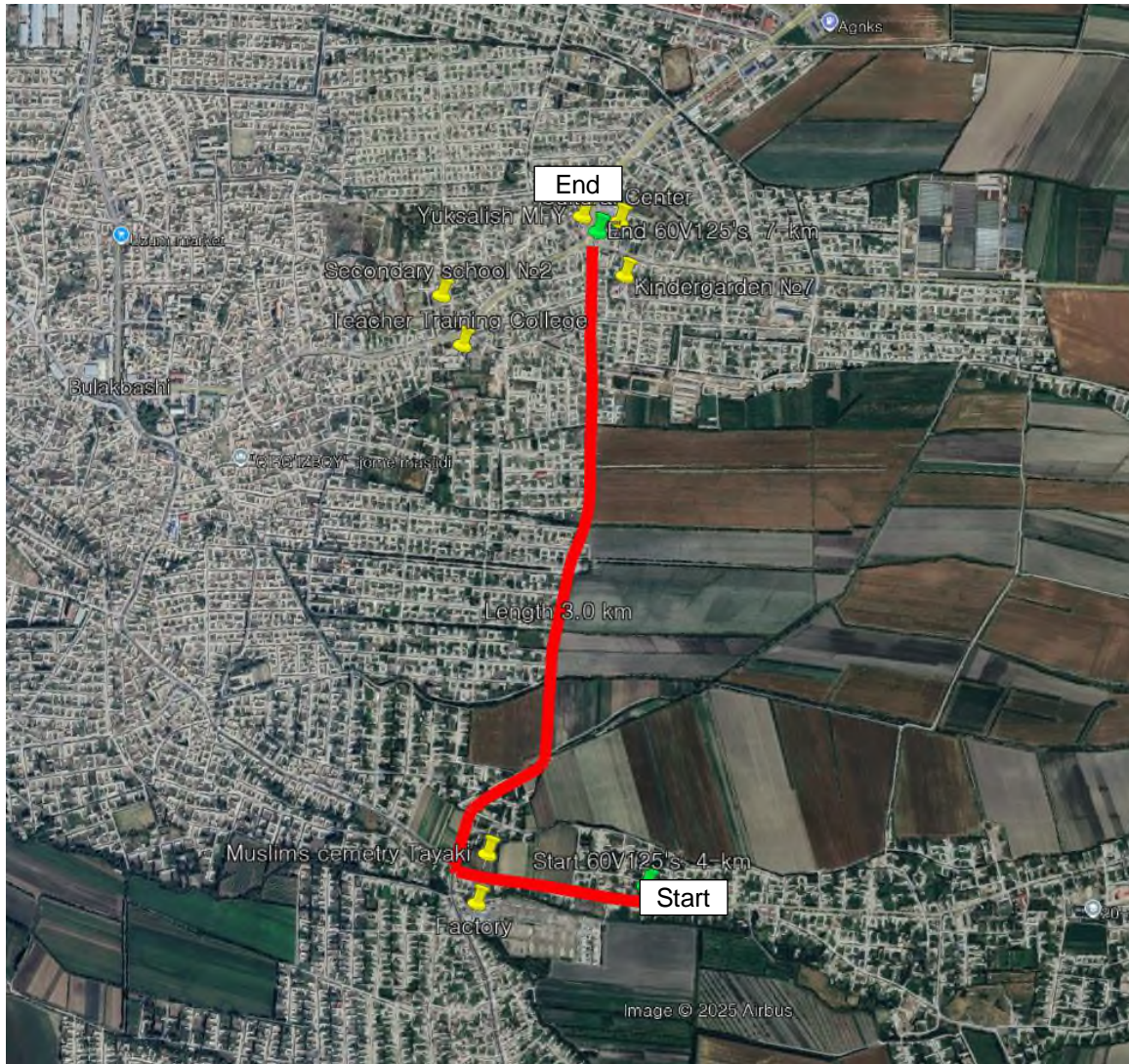
Table 2. Locations of Existing Road Sections

No	Road Names	Locations of Existing Road Sections to be Reconstructed under the project	Description
1	60V069		<ul style="list-style-type: none"> - The start point of this rural road has been selected at the entrance of the settlement in the northwest. - The end point of this rural road has been selected at the entrance of the settlement in the southeast, where it connects to the higher category road (D132). - This rural road provides access to the following public facilities. <ul style="list-style-type: none"> a) Kindergarten b) Secondary School No. 7 c) Dungkishlak MFY d) Village medical center e) Vocational secondary school No. 55

2 60V086



- The start point of this rural road has been selected considering the pavement condition of the eastern settlement.
- The end point of this rural road connects to the north-south oriented higher category road (D130) within the western settlement.
- This rural road provides access to the following public facilities.
 - a) Secondary school No. 47
 - b) Zulfikar muslim cemetery
 - c) Karichek muslim mosque
 - d) Secondary school No. 19
 - e) Kindergarten
 - f) Ceramic factory

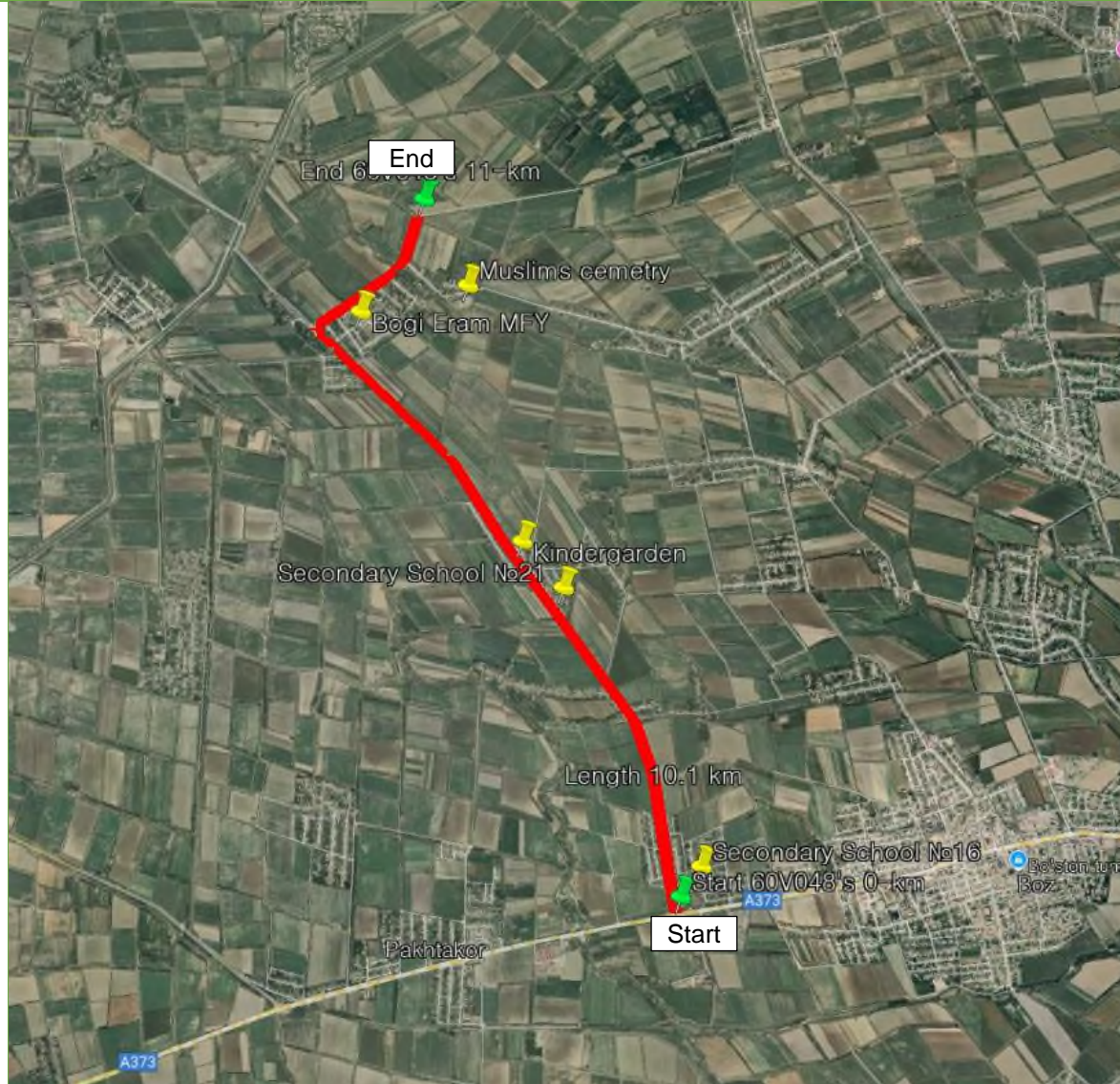
No	Road Names	Locations of Existing Road Sections to be Reconstructed under the project	Description
3	60V125		<ul style="list-style-type: none"> - The start point of this rural road was selected on the eastern side of the southern settlement, considering the condition of the existing pavement, and it extends approximately 670m westward to connect with a four-leg intersection. - The end point of this rural road is located at a four-leg intersection within the northern settlement, where it connects to a higher category road (D139). - This rural road connects the following public social facilities <ol style="list-style-type: none"> a) Tayki muslim cemetery b) Kindergarden No. 7 c) Yuksalish MFY d) Cultural center

4 60V050



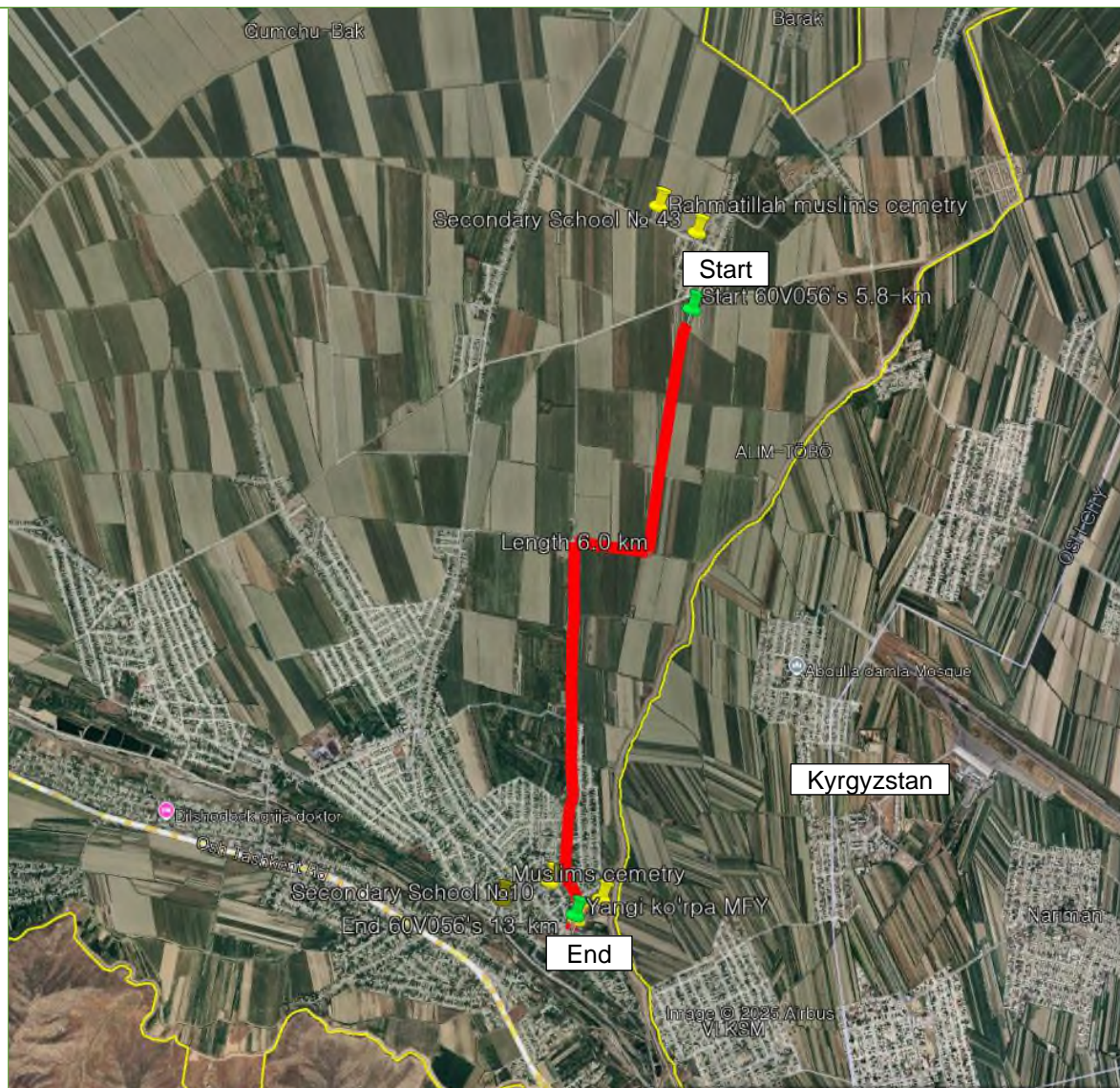
- The start point of this rural road has been selected at the intersection connecting to the east-west road within the southern settlement.
- The end point of this rural road connects to the higher category road (A373) within the northern settlement.
- This rural road connects the following public social facilities
 - a) Secondary school No. 19
 - b) Yakkatol MFY
 - c) Secondary school No. 18
 - d) Village medical center Pahtakor
 - e) Specialized secondary School
 - f) Secondary school No. 23

5 60V048



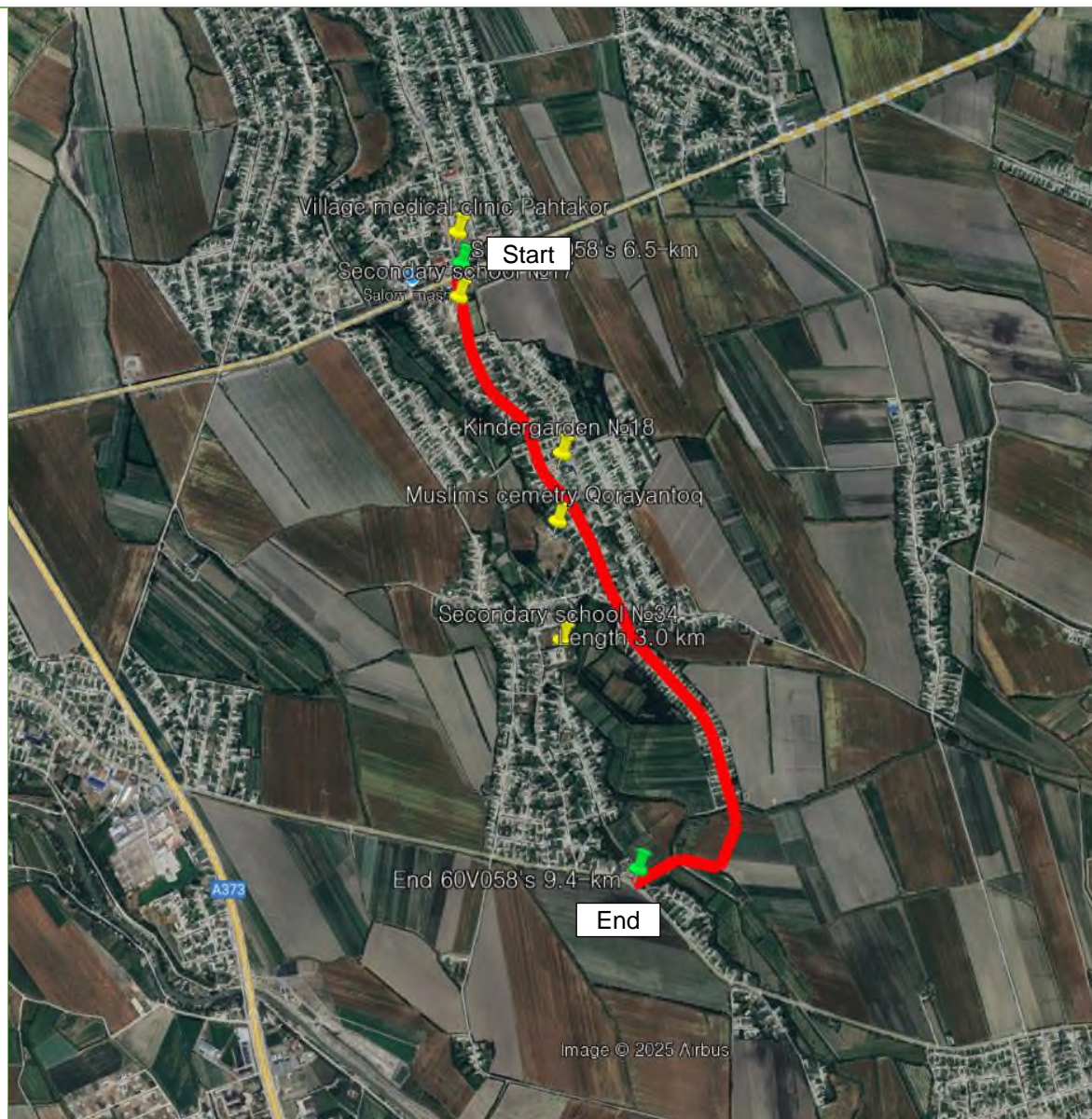
- The start point of this rural road connects to the higher category road (A373) within the southern settlement.
- The end point of this rural road has been selected at the end of the existing bridge, beyond the last house located at the northern edge of the settlement.
- This rural road connects the following public social facilities
 - a) Secondary school No. 16,
 - b) Secondary school No. 21
 - c) Kindergarten,
 - d) Bogi eram MFY
 - e) Muslims cemetery

6 60V056




- The start point of this rural road was selected at the location where it connects to the higher category road (D089).
- The end point of this rural road was selected considering the connectivity to the southern settlement and the condition of the existing pavement.
- This rural road connects the following public social facilities
 - a) Secondary School No. 9
 - b) Turaqool Mosque
 - c) Muslim Cemetery


7 60V058





- The start point of this rural road has been selected at the intersection connecting to the higher category road (D138) within the northern settlement.
- The end point of this rural road has been selected at the intersection connecting to the east-west road within the southern settlement.
- This rural road connects the following public social facilities
 - a) Village medical clinic Pahtakor
 - b) Secondary school No. 17
 - c) Kindergarten No. 18
 - d) Qorayantok muslim cemetery
 - e) Secondary school No. 34

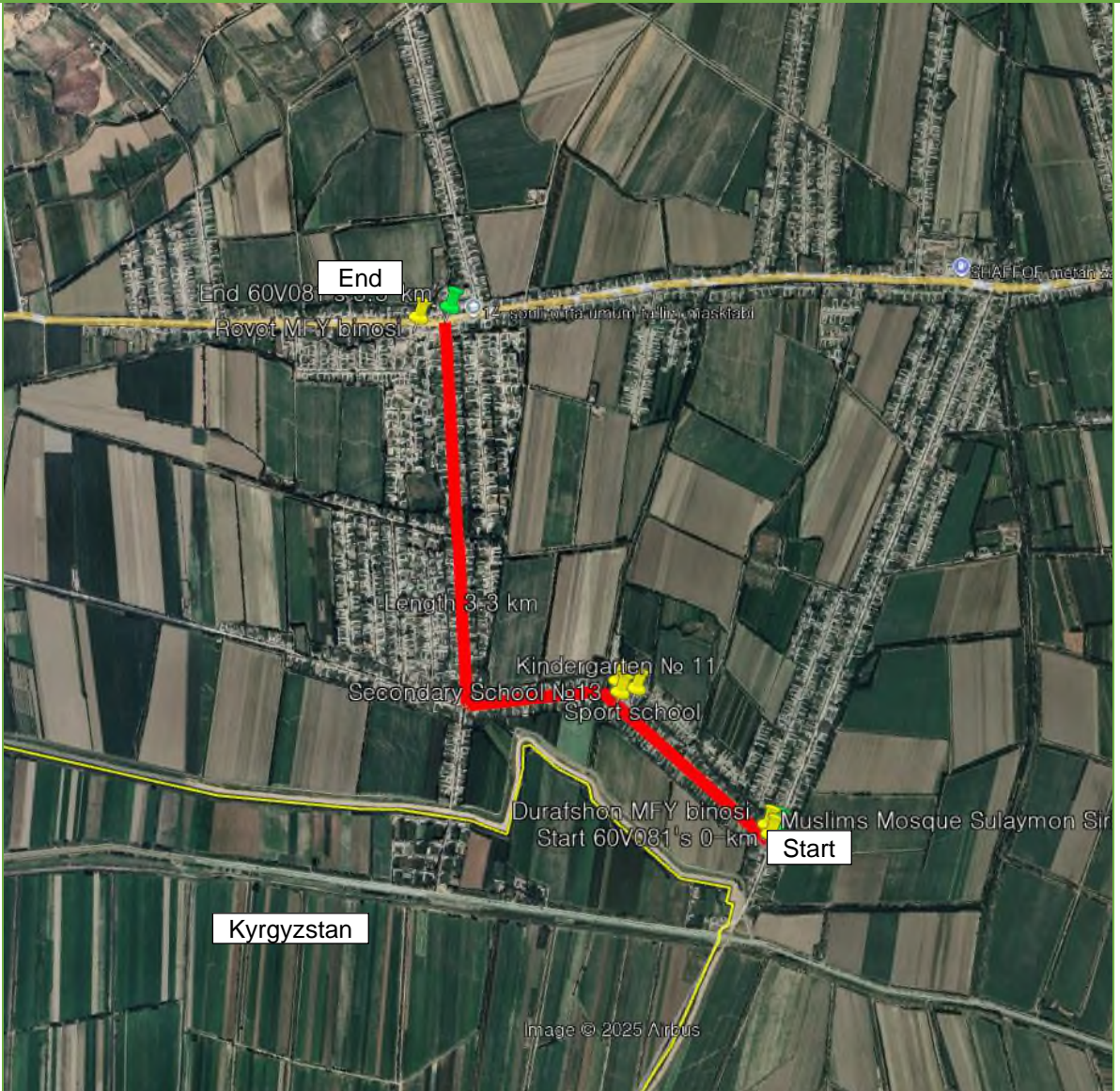
No	Road Names	Locations of Existing Road Sections to be Reconstructed under the project	Description
8	60V123		<ul style="list-style-type: none"> - The start point of this rural road has been selected at the intersection that connects to the east-west higher category road (D138) within the southern settlement. - The end point of this rural road connects to the north-south higher category road (M41), located at the northeastern edge of the settlement. - This rural road connects the following public social facilities <ol style="list-style-type: none"> a) Secondary school No. 35 b) Secondary school No. 33 c) Akhmadjon qori mosque d) Secondary school No. 34


No	Road Names	Locations of Existing Road Sections to be Reconstructed under the project	Description
9	60V029		<ul style="list-style-type: none"> - The start point of this rural road has been selected at the house located at the far northern edge of the settlement. - The end point of this rural road has been selected at the start point of an existing bridge that crosses the east-west flowing stream. - This rural road connects the following public social facilities <ul style="list-style-type: none"> a) Secondary school No. 44 b) Village medical point

No	Road Names	Locations of Existing Road Sections to be Reconstructed under the project	Description
10	60V029a		<ul style="list-style-type: none"> - The start point of this rural road has been selected at the intersection connecting to the east-west road within the southern settlement. - The end point of this rural road has been selected at the intersection connecting to the east-west road within the northern settlement. - This rural road connects the following public social facilities <ol style="list-style-type: none"> a) Secondary school No. 40 b) Kutarmachek MFY c) Muslim cemetery d) Secondary school No. 39

No	Road Names	Locations of Existing Road Sections to be Reconstructed under the project	Description
11	60V009	 <p>The map shows a rural area with a grid of fields. A red line represents the road section 60V009, starting at the intersection with road D142 on the western side and ending at an intersection within an eastern settlement. The road length is 3.6 km. Key landmarks include the Mosque Ovulmat, Cultural Center, and Ovulmat MFY.</p>	<ul style="list-style-type: none"> - The start point of this rural road has been selected at the intersection connecting to the higher category road (D142) on the western side. - The end point of this rural road has been selected at the intersection connecting to the north-south road within the isolated eastern settlement. - This rural road connects the following public social facilities <ol style="list-style-type: none"> a) Ovulmat mosque, b) Cultural center c) Ovulmat MFY

No	Road Names	Locations of Existing Road Sections to be Reconstructed under the project	Description
12	60V052		<ul style="list-style-type: none"> - The start point of this rural road has been selected at the intersection connecting to the east-west higher category road (D131) within the northern settlement. - The end point of this rural road has been selected at the far end of the isolated southern settlement. - This rural road connects the following public social facilities <ol style="list-style-type: none"> a) Oqtom MFY b) Kindergarten No.13 c) Secondary School No. 15

No	Road Names	Locations of Existing Road Sections to be Reconstructed under the project	Description
13	60V081		<ul style="list-style-type: none"> - The start point of this rural road has been selected at the southeastern end of the settlement. - The end point of this rural road has been selected at the intersection connecting to the east-west higher category road (D087) located in the northern part of the settlement. - This rural road connects the following public social facilities <ol style="list-style-type: none"> a) Sulaymon Sirli muslims mosque b) Durafshon MFY c) Sports School d) Kindergarten No. 11 e) Secondary School No. 13 f) Rovot MFY

No	Road Names	Locations of Existing Road Sections to be Reconstructed under the project	Description
14	60V039		<ul style="list-style-type: none"> - The start point of this rural road has been selected at the intersection connecting to the east-west higher category road (D087) within the southern settlement. - The end point of this rural road has been selected based on the pavement condition of the existing road within the isolated northeastern settlement. - This rural road connects the following public social facilities <ul style="list-style-type: none"> a) Secondary School No. 14

No	Road Names	Locations of Existing Road Sections to be Reconstructed under the project	Description
15	60V063		<ul style="list-style-type: none"> - The start point of this rural road has been selected at the intersection connecting to the east–west road within the southern settlement. - The end point of this rural road has been selected at the intersection that connects to an east–west road located on the southern side, after passing through the isolated northern settlement. - This rural road connects the following public social facilities <ol style="list-style-type: none"> a) Secondary School No. 36 b) Agricultural college c) Nursing Home Muruvvat d) Japanese cemetery e) Kindergarten f) Village medical center g) Hayotbakhsh MFY h) Children’s summer camp i) Kindergarten No. 30 j) Secondary School No. 23

18. The existing rural roads belong to categories III and IV according to the national road classification. The current width of the road sections to be rehabilitated by the project is 6 m - 7 m. All the existing road sections have bituminous pavement layers. Generally, the road sections are in poor condition with various types of defects such as cracks, potholes, edge breaks, spalling, etc. According to the conceptual design prepared in August 2023 by the Road Design Bureau, no upgrading of the road sections to a higher category or any widening is anticipated. The proposed interventions under the project include.

- Road surface improvement;
- Replacement of not functioning and missing side drains and construction of protective metal pipes;
- Repair of bridges (if any);
- Construction of sidewalks;
- Placement of new road signs, additional marking, reinforced concrete marker posts and reinforced concrete barriers

19. Table 3 below shows the proposed scope of works of each road section.

Table 3. Proposed Scope of Works

Road Name	Districts	Road length (km)	Scope of Works
	Andijan	5.0 km	
60V069	Andijan	5.0 km	a) Road surface improvement b) Repairing two bridges c) Replacement of not functioning and missing side drains, construction of missing head and wingwalls at existing culverts d) Construction of protective metal pipes dia. for utility crossings e) Placement of new road signs, additional road marking f) Construction of sidewalks
	Baliqchi	6.0 km	
60V086	Baliqchi	6.0 km	a) Road surface improvement b) Replacement of not functioning and missing side drains, construction of missing head and wingwalls at existing culverts c) Construction of protective metal pipes dia. for utility crossings d) Placement of new road signs, additional road marking e) Construction of sidewalks
	Buloqbo hi	3.0 km	
60V125	Buloqboshi	3.0 km	a) Road surface improvement b) Replacement of not functioning and missing side drains, construction of missing head and wingwalls at existing culverts c) Construction of protective metal pipes dia. for utility crossings d) Placement of new road signs, additional road marking e) Construction of sidewalks
	Bo'ston	17.8 km	

Road Name	Districts	Road length (km)	Scope of Works
60V050	Bo'ston	7.7 km	<ul style="list-style-type: none"> a) Road surface improvement b) Replacement of not functioning and missing side drains, construction of missing head and wingwalls at existing culverts c) Construction of protective metal pipes dia. for utility crossings d) Placement of new road signs, additional road marking e) Construction of sidewalks
60V048	Bo'ston	10.1 km	<ul style="list-style-type: none"> a) Road surface improvement b) Repairing a bridge c) Replacement of not functioning and missing side drains, construction of missing head and wingwalls at existing culverts d) Construction of protective metal pipes dia. for utility crossings e) Placement of new road signs, additional road marking f) Construction of sidewalks
	Jalaquduq	9 km	
60V056	Jalaquduq	6 km	<ul style="list-style-type: none"> a) Road surface improvement b) Repairing a bridge c) Replacement of not functioning and missing side drains, construction of missing head and wingwalls at existing culverts d) Construction of protective metal pipes dia. for utility crossings e) Placement of new road signs, additional road marking f) Construction of sidewalks
60V058	Jalaquduq	3 km	<ul style="list-style-type: none"> a) Road surface improvement b) Repairing a bridge c) Replacement of not functioning and missing side drains, construction of missing head and wingwalls at existing culverts d) Construction of protective metal pipes dia. for utility crossings e) Placement of new road signs, additional road marking f) Construction of sidewalks
	Qurg'ontepa	3.7 km	
60V123	Qurg'ontepa	3.7 km	<ul style="list-style-type: none"> a) Road surface improvement b) Repairing 3 bridges c) Replacement of not functioning and missing side drains, construction of missing head and wingwalls at existing culverts d) Construction of protective metal pipes dia. for utility crossings e) Placement of new road signs, additional road marking f) Construction of sidewalks
	Oltinko'l	4.4 km	
60V029	Oltinko'l	2.4 km	<ul style="list-style-type: none"> a) Road surface improvement b) Replacement of not functioning and missing side drains, construction of missing head and wingwalls at existing culverts c) Construction of protective metal pipes dia. for utility crossings d) Placement of new road signs, additional road marking e) Construction of sidewalks
60V029a	Oltinko'l	2 km	<ul style="list-style-type: none"> a) Road surface improvement b) Repairing 3 bridges c) Replacement of not functioning and missing side drains, construction of missing head and wingwalls at existing culverts

Road Name	Districts	Road length (km)	Scope of Works
			d) Construction of protective metal pipes dia. for utility crossings e) Placement of new road signs, additional road marking f) Construction of sidewalks
	Ulug'nor	9.0 km	
60V009	Ulug'nor	3.6 km	a) Road surface improvement b) Repairing 3 bridges c) Replacement of not functioning and missing side drains, construction of missing head and wingwalls at existing culverts d) Construction of protective metal pipes dia. for utility crossings e) Placement of new road signs, additional road marking f) Construction of sidewalks
60V052	Ulug'nor	5.4 km	a) Road surface improvement b) Repairing 3 bridges c) Replacement of not functioning and missing side drains, construction of missing head and wingwalls at existing culverts d) Construction of protective metal pipes dia. for utility crossings e) Placement of new road signs, additional road marking f) Construction of sidewalks
	Marxamat	5.3 km	
60V081	Marxamat	3.3 km	a) Road surface improvement b) Repairing 3 bridges
60V039	Marxamat	2.0 km	c) Replacement of not functioning and missing side drains, construction of missing head and wingwalls at existing culverts d) Construction of protective metal pipes dia. for utility crossings e) Placement of new road signs, additional road marking f) Construction of sidewalks
	Pahtaobod	7.35 km	
60V063	Pahtaobod	7.35 km	a) Road surface improvement b) Replacement of not functioning and missing side drains, construction of missing head and wingwalls at existing culverts c) Construction of protective metal pipes dia. for utility crossings d) Placement of new road signs, additional road marking Construction of sidewalks

20. The precise locations as well as the locations of contractors' camps, dump sites etc. will be determined during preparation of the detailed engineering design by the successful bidder.

III. OBJECTIVES AND METHODOLOGY OF THE SOCIAL DUE DILIGENCE

3.1 Objectives

21. The Social Due Diligence was undertaken by Social Safeguards Team of Dongsung's SPC Consultants to (i) ascertain if the road sections in Andijan region to be reconstructed have any past or present safeguards concerns related to involuntary resettlement and indigenous peoples or will require any acquisition of land of individuals or households in the project area; and (ii) propose any corrective actions (if needed).

22. This SDDR has been prepared based on the results of this assessment. The SDDR describes the due diligence activities carried out for the proposed project to determine anticipated land acquisition and resettlement impacts, identify past and present land acquisition and determine appropriate mitigation measures and responsibilities of the project stakeholders, institutional arrangements for SDDR implementation, monitoring and reporting of SDDR implementation

23. As the Design and Build modality will be applied, once the detailed engineering design of the road sections is available (Quarter 3 of 2025, tentatively), a report confirming the findings that there is no land acquisition required by the reconstruction of rural road sections in Andijan will be prepared by the social safeguards officer (SSO) under the Project Management Unit (PMU) with the support from the Safeguards Specialist of the Construction Supervision Consultant (CSC) and submitted to ADB for review and approval. If land acquisition and affected persons are identified based on the detailed engineering design, the subproject will be excluded from the project scope.

3.2 Methodology

24. Based on the conceptual design of the road sections to be reconstructed in Andijan region under the project, the Social Safeguards Team together with the project chief engineer from the Road Design Bureau and the deputy team leader conducted a site visit to check if there are any potential land acquisition and resettlement impacts by the reconstruction of the rural road sections in the region. The site visit was conducted along the road routes traversing settlement areas in ten districts, including Andijan, Baliqchi, Buloqboshi, Bo'ston, Jalaquduq, Qurg'ontepa, Oltinko'l, Ulung'or, Marxamat and Pahtaobod. on 18-22 April 2025. Leaders of the rural settlements, representatives of local authorities of the project districts and mahalla committees were also invited to participate in the site visit. Before the site visit, the consultant also used the aerial photos from Google earth to identify the boundaries of the existing roads. The results of the assessment were consulted with villagers of the rural settlements which are the nearest ones to the road sections in the public consultation meetings. Thirteen (13) consultation meetings were organized with local people, local authorities and concerned agencies of the districts on 18-22 April 2025. A total of 243 persons were consulted during the due diligence process. More than one-fourth of the meeting participants (26.7%) were women. During the meetings, the copies of the Project Information Booklet (PIB) were distributed to the meeting participants so that they were aware of the project background, scope of works, the project-level grievance redress mechanism and other information.

25. Based on the findings of the due diligence process and consultation results, the Involuntary Resettlement Screening Form and Indigenous Peoples Screening Form were completed during the field-work and are attached in Appendix 1 of this SDDR.

IV. DUE DILIGENCE FINDINGS

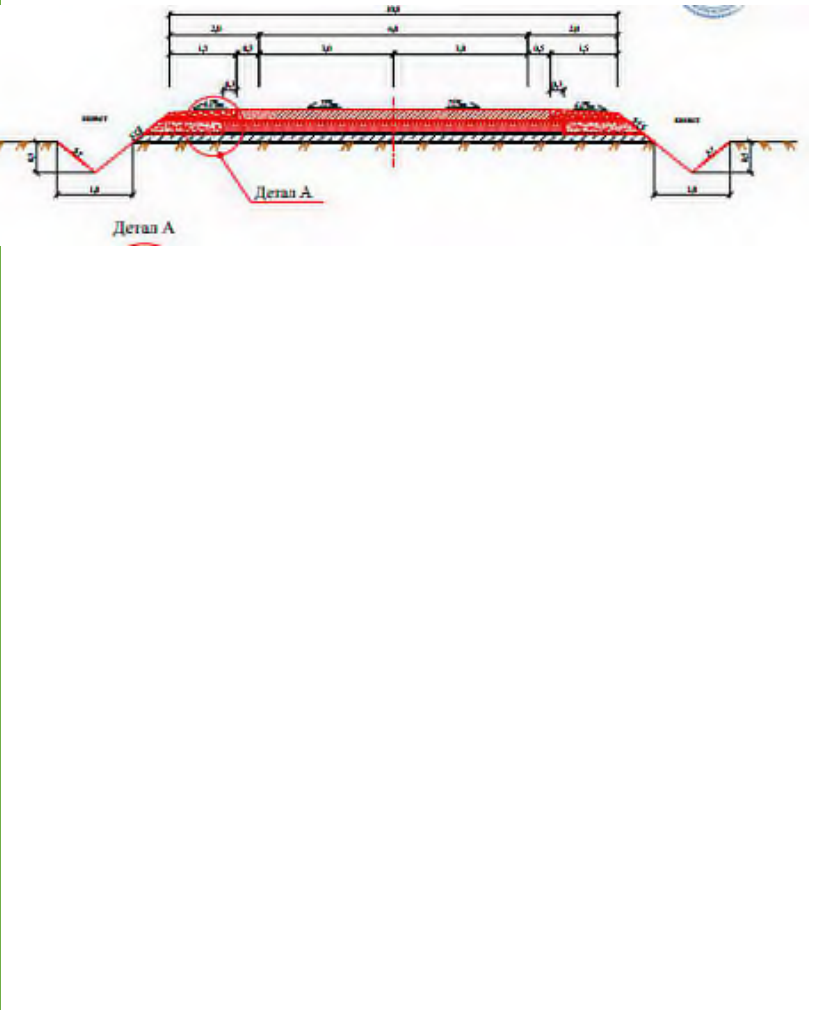

26. According to the conceptual designs of the road sections in Andijan region, the road sections which are currently category III and IV with a width varying from 6 m to 7 m to each side of the existing centerline will be reconstructed or rehabilitated as the same categories. This means that the existing ROWs are sufficient to accommodate the new road cross sections – all the improvements of the road sections will be conducted within the existing ROWs of the roads. Furthermore, no changes in the road alignments are expected as the existing ones comply to the provisions of the national road design guidelines.

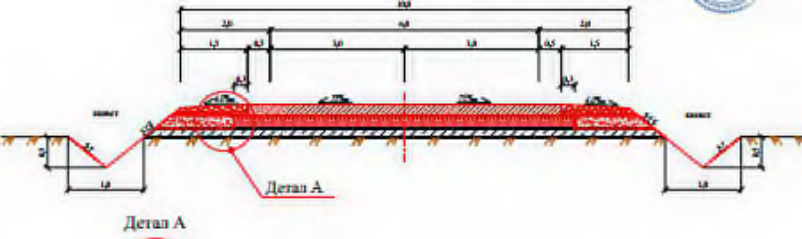

27. From Table 2, it is noted that all the fifteen (15) road sections traverse the semi-desert areas or vacant land in the rural settlements of Andijan, Baliqchi, Buloqboshi, Bo'ston, Jalaquduq, Qurg'ontepa, Oltinko'l, Ulung'or, Marxamat and Pahtaobod districts. The findings of the due diligence show that no acquisition of private land owned by individuals and/or households is anticipated due to the road reconstruction. The assessment results also reveal that there are no impacts on income-generating activities and livelihoods of residents along the road sides. Furthermore, no trees planted by individuals or households and no structures constructed within the existing ROWs need to be demolished due to the project implementation. During the site visits conducted on 18-22 April 2025 by the Social Safeguards Team, there are fruit trees (i.e. apricot, cherry) and decorative trees (i.e. Christmas trees, poplars) along the road sides. However, all the trees are located outside the buffer zone of the road sections and will not be required to be cut down due to the road reconstruction.

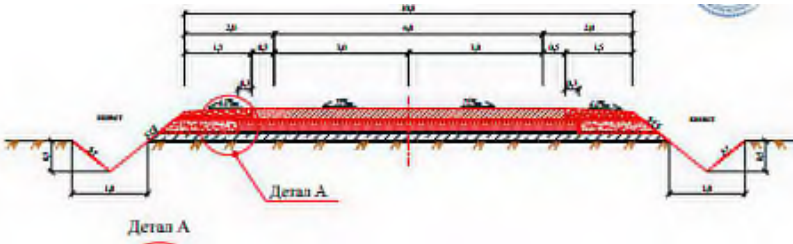

28. In addition, no past and current land acquisition was identified in the project area during due diligence process. Local authorities, leaders of the rural settlements and villagers all confirmed that there are no indigenous peoples residing in the project area. About 90% of the residents residing in the rural settlements that the rural roads traverse as well as others in the project districts are Uzbeks. Other ethnic groups include Tajiks — approximately 5–6%, Kyrgyz — approximately 2%, Other groups (Russians, Kazakhs, etc.) — collectively around 2–3% – these groups are all mainstreamed into the society and culture of Uzbekistan, and do not have characteristics of Indigenous Peoples as defined under ADB's SPS (2009).

29. The findings of the due diligence were consulted with local people and local authorities in the rural settlements along the rural roads to be rehabilitated by the project during the public consultation meetings held in April 2025. All the meeting participants supported the reconstruction of the rural roads as the road sections are in poor condition, which causes the inconvenience of travelling of local people. When the roads are rehabilitated, ambulances fire trucks could easily reach inner settlements faster and their travelling of local people would be more convenient. Furthermore, the stakeholders also confirmed that the road reconstruction will not cause any land acquisition and resettlement impacts on the local people. Table 4 below shows the typical cross section of the improved road sections and the current conditions of the road sections. The photos of the current status of all the fifteen (15) rural roads to be rehabilitated are attached in Appendix

Table 4. Typical Cross Sections and Current Status of the Existing Road Sections

No	Road Names	Typical Cross Sections	Current Status of the Rural Road Sections
1	60V069	 <p>The diagram shows a cross-section of a road with a total width of 10.0 meters. It features a central 6.0-meter wide asphalt pavement with two 1.5-meter wide shoulders. Above the pavement, there are dimensions for lane widths: 3.0, 0.5, 3.0, 0.5, and 1.5. Below the pavement, there are dimensions for the shoulder widths: 1.5 and 1.5. The diagram is labeled 'Детал А' (Detail A) in two locations.</p>	 <p>The top photograph shows a wide, unpaved road surface covered in gravel and dirt, with a white van parked on the right side. The bottom photograph shows a similar unpaved road surface, with a person walking in the distance and buildings on the right side.</p>

No	Road Names	Typical Cross Sections	Current Status of the Rural Road Sections
2	60V086	 <p>The diagram shows a cross-section of a road with a central asphalt lane and gravel shoulders. Dimensions are provided for various sections: 1.5m for the outer shoulders, 3.0m for the inner shoulders, and 6.0m for the central lane. A red circle highlights a specific detail labeled 'Детал А' (Detail A) at the junction of the asphalt and gravel.</p>	 <p>The top photograph shows a dirt road with a building on the left and trees on the right. The bottom photograph shows a dirt road with a brick wall on the right and buildings on the left.</p>

No	Road Names	Typical Cross Sections	Current Status of the Rural Road Sections
3	60V125	 <p>The diagram shows a cross-section of a road with a total width of 12.5 meters. It features a central paved lane (3.0m wide) and two 4.75m wide shoulders. The road is flanked by drainage ditches. The diagram is labeled 'Детан А' (Detail A) in two locations.</p>	 <p>The top photograph shows a long, straight dirt road with a rough, uneven surface, flanked by utility poles and trees. The bottom photograph shows a paved road with a white van parked on the side, indicating a transition from a rural dirt road to a more developed paved section.</p>

No	Road Names	Typical Cross Sections	Current Status of the Rural Road Sections
4	60V050	 <p>The diagram shows a cross-section of a road with a total width of 12.0 meters. It features a central asphalt lane (3.0m wide) and two 4.5m wide shoulders. The road is flanked by drainage ditches. The diagram is labeled 'Детан А' (Detail A) in two locations.</p>	 <p>The top photograph shows a dirt shoulder on the left side of a paved road, with a large puddle of water. The bottom photograph shows a close-up of the paved road surface, which appears to be in poor condition with some potholes and a circular manhole cover.</p>

No	Road Names	Typical Cross Sections	Current Status of the Rural Road Sections
5	60V048		

No	Road Names	Typical Cross Sections	Current Status of the Rural Road Sections
6	60V056		

No	Road Names	Typical Cross Sections	Current Status of the Rural Road Sections
7	60V058	 <p>The diagram shows a cross-section of a road with a total width of 10.0 meters. It features a central 3.0m wide asphalt pavement, flanked by 0.5m wide shoulders on each side. The road is bordered by 0.5m high concrete curbs. The diagram is labeled 'Детал А' (Detail A) in two locations.</p>	 <p>The top photograph shows a well-maintained, paved road in a rural setting with stone buildings and utility poles. The bottom photograph shows a similar road but with significant surface damage, including large potholes and uneven pavement, indicating a poor current status.</p>

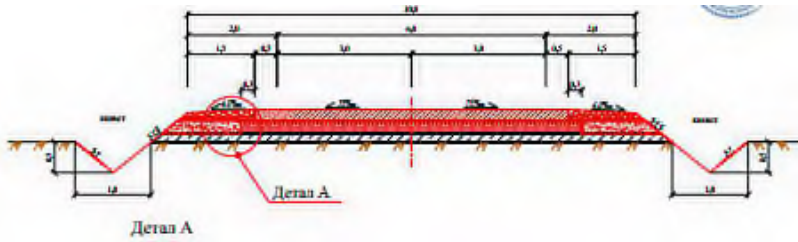

No	Road Names	Typical Cross Sections	Current Status of the Rural Road Sections
8	60V123	 <p>The diagram shows a cross-section of a road with a central asphalt surface and gravel shoulders. Dimensions are provided for various sections: 1.2m for the outer shoulders, 1.2m for the gravel shoulders, 3.0m for the asphalt surface, and 0.5m for the wheel tracks. The total width is 9.0m. The diagram is labeled 'Детал А' (Detail A) in two locations.</p>	 <p>The top photograph shows a close-up view of a rural road section. On the left, there is a dirt and gravel shoulder next to a paved asphalt road. A white car is parked on the road. The bottom photograph shows a wider view of a paved road in a rural area. There are utility poles, a warning sign for a narrow road, and a few people walking on the road.</p>

No	Road Names	Typical Cross Sections	Current Status of the Rural Road Sections
9	60V029	 <p>The diagram shows a cross-section of a road with a total width of 10.0 meters. It features a central 3.0m wide asphalt surface, flanked by 1.5m wide shoulders on each side. The shoulders are composed of a 0.5m wide gravel base and a 1.0m wide dirt/gravel surface. The road is shown with a slight crown. Two red circles labeled 'Детал А' (Detail A) highlight the shoulder areas. Dimensions are provided in meters: 1.5, 0.5, 1.0, 3.0, 1.0, 0.5, 1.5, 1.0, 0.5, 1.5.</p>	 <p>The top photograph shows a close-up view of the road surface, highlighting a significant pothole and uneven pavement. The bottom photograph shows a wider view of the road, which appears to be a mix of asphalt and gravel. There are people walking and a person pushing a stroller on the road. Buildings and trees are visible in the background.</p>

No	Road Names	Typical Cross Sections	Current Status of the Rural Road Sections
10	60V029a	 <p>The diagram shows a cross-section of a road with a total width of 10.0 meters. It includes dimensions for the road bed, shoulders, and various layers. Two specific areas are highlighted with red circles and labeled 'Детал А' (Detail A).</p>	 <p>The top photograph shows a close-up view of the road surface, which appears to be a mix of gravel and dirt, with some visible potholes and unevenness. The bottom photograph shows a wider view of the road in a rural village setting, with simple buildings and utility poles lining the sides.</p>

No	Road Names	Typical Cross Sections	Current Status of the Rural Road Sections
11	60V009 and 60V052	 <p>The diagram shows a cross-section of a road with a total width of 10.0 meters. It features a central 6.0m wide asphalt surface, two 1.5m wide shoulders, and 0.5m wide side slopes. A red hatched area indicates the road's profile, and two callouts labeled 'Детал А' (Detail A) point to the shoulder and side slope areas.</p>	 <p>The top photograph shows a wide, unpaved gravel road with a dark, muddy drainage ditch on the left side. The bottom photograph shows a similar gravel road with a drainage ditch on the left, lined with young, bare trees, and utility poles on the right.</p>

No	Road Names	Typical Cross Sections	Current Status of the Rural Road Sections
12	60V081 and 60V039	 <p>The diagram shows a cross-section of a road with a total width of 10.0 meters. It features a central 6.0m wide asphalt pavement, two 1.5m wide shoulders, and 0.5m wide side slopes. A red hatched area indicates the pavement structure. Two callouts labeled 'Детал А' (Detail A) point to the shoulder and side slope areas.</p>	 <p>The top photograph shows a close-up view of the road surface, which is heavily cracked and uneven. A black car is partially visible on the right side. The bottom photograph shows a wider view of the road, which is unpaved and shows significant water damage and erosion. A person is walking in the distance, and buildings are visible on the right side.</p>

No	Road Names	Typical Cross Sections	Current Status of the Rural Road Sections
13	60V063	 <p>The diagram shows a cross-section of a road with a total width of 10.0 meters. It features a central 3.0m wide asphalt surface, flanked by 1.5m wide shoulders on each side. Above the road, there are utility poles and wires. The diagram is labeled 'Детал А' in two locations.</p>	 <p>The top photograph shows a dirt road with a car in the distance, lined with utility poles and trees. The bottom photograph shows a paved road with a dirt shoulder and a row of trees.</p>

No	Road Names	Typical Cross Sections	Current Status of the Rural Road Sections
14	60V063	 <p>The diagram shows a cross-section of a road with a total width of 10.0 meters. It features a central 6.0m wide asphalt pavement, 1.5m wide shoulders on both sides, and 1.25m wide side slopes. A 0.5m wide drainage ditch is shown on each side. The diagram is labeled 'Детал А' (Detail A) in two locations.</p>	 <p>The top photograph shows a wide view of a paved road with several potholes and a rough surface. The bottom photograph shows a closer view of a road with a large pothole and a dirt shoulder, indicating significant road damage.</p>

30. **Temporary impacts.** As the reconstruction activities will be implemented within the existing ROWs of the rural roads, it is assessed that no impact on land, crops and trees, structures and business facilities of individuals or households will occur. Locations of borrow pits will be determined at the detailed engineering design stage by the successful bidder. However, they are likely to be located on the state vacant land along the road sections. During the construction stage, for any temporary impacts on land and other assets on land, the construction contractor(s) will be responsible for compensation for the impacts. If the civil works require temporary land for site installation (for concentration of construction materials and equipment), the contractors have to propose the site for, request reviews, and approval from the PMU. The PMU together with mahalla committees will consult with the leaders of the rural settlements and villagers on if the proposed site is on land of individuals or households.

31. As only each side of the road sections will be reconstructed each time, there will be no significant impacts on travelling of local people. When the construction activities occur in one side of a road, traffic will remain in the other side so that the mobility of local people will not be disrupted during the road reconstruction. Furthermore, the public consultation results also indicate that there are some small roads for entering and exiting the villages apart from the road sections to be reconstructed by the project that local residents can use while the rural roads are being rehabilitated. Before the commencement of the rehabilitation of the rural roads, warning road signs will be installed in front of the construction sites. Any temporary impacts caused during the construction phase will be reported and included in the social safeguards monitoring reports.

V. INFORMATION DISCLOSURE, CONSULTATION, AND PARTICIPATION

5.1 Information Disclosure, Consultation, and Participation Conducted during SDDR Preparation

32. This section describes the process of public consultation conducted with local people and relevant stakeholders during SDDR preparation. The project stakeholders identified during project preparation include residents living in the nearest rural settlements to the road sections, national and local government agencies involved in the SDDR preparation and implementation (Committee for Roads (CR), Avtoyulinvest Agency (AA), Territorial Administrations of the Committee for Roads of Andijan region, regional and district khokimiyats, mahalla committees, Women's Committee in the project districts, leaders of rural settlements. 6. Thirteen (13) public consultation meetings were held in the project rural settlements which are close to the road sections to be reconstructed by the project. There were 243 persons, including 178 men and 65 women participating in the meetings.

33. Thirteen (13) public consultation meetings were held on 18-22 April 2025 with the villagers who live close to the project-selected sites, the cadastral office, district khokimiyats, chairmen of mahalla committees, Territorial Administrations of the Committee for Roads of Andijan region. A total of 243 persons, including 178 men and 65 women, participated in the meetings. Table 5 below shows the date, locations where the public consultation meetings were organized and the number of participants disaggregated by gender of each meeting. The lists of the participants are attached into Appendix 2 of this SDDR and some photos taken during the consultations conducted in April 2025 are attached in Appendix 4.

Table 5. Summary of Conducted Public Consultation Meetings During the SDDR Preparation

No	Names of the Roads	Names of Districts and Mahallas	Location	Male	Female
1	60V069	Ekin-Tikin MFY, Dungkishlok MFY	Mahkalla Committee office	16	5
2	60V086	Eshonchek MFY, Ziyokor (Muqanna) MFY	Courtyard of the Mahalla Committee	13	5
3	60V125	Shokhgazaar MFY, Naiman village	Mahkalla Committee office	15	3
4	60V050	Yakka Tol MFY, Sarbon MFY	Mahkalla Committee office	14	4
5	60V048	Davlatobod MFY, Bog'i Eram MFY	Courtyard of the Mahalla Committee	12	7
6	60V056	Qutlug' MFY and passes through Yorkishlok village	Courtyard of the Mahalla Committee	15	3

No	Names of the Roads	Names of Districts and Mahallas	Location, time, and date	No. of Participants	
				Male	Female
7	60V058	Kapa MFY and passes through Paxtakor village	Mahkalla Committee office	11	7
8	60V123	Sultanobod village	Courtyard of the Mahalla Committee	13	5
9	60V029	Qipchoq MFY territory	Mahkalla Committee office	15	4
10	60V029a	Kutarmachek and Qipchoq MFY territories	Mahkalla Committee office	13	5
11	60V009 and 60V052	Ovulmat MFY, Ovulmat village	Mahkalla Committee office	15	3
12	60V081 and 60V039	Duraffshon MFY, Yukkori Rovat MFY, Rovat MFY, Tulga MFY, Shurkishlok MFY, Okbosh MFY	Mahkalla Committee office	14	7
13	60V063	Hayotbakhsh MFY, Bustonobod MFY		12	7
			Total	178	65

Source: Public Consultation Meetings, April 2025

34. The objectives of the public consultation meetings were:
- (i) to disseminate the project-related information to the local people such as its activities and scope of work;
 - (ii) to inform the stakeholders and seek their opinions on the possible land acquisition and resettlement impacts and inform the beneficiaries about the positive outcome of the project, and reliable new employment opportunities to be created by the project during the construction;
 - (iii) to seek local people's views on minimizing probable adverse impacts on land acquisition, involuntary resettlement, and indirect impact on livelihood;
 - (iv) to consult with local authorities and villagers about the project-level grievance redress mechanism (GRM);
 - (v) to assess the local people's willingness to get involved with the project, and enumerate the mitigation measures for land acquisition and resettlement impacts to be taken during the implementation of the project; and
 - (vi) to make people aware of the relevant principles of national laws, and regulations and ADB's SPS (2009) related to land acquisition and resettlement and the

proposed entitlements on compensation, assistance, and resettlement for affected assets of the project-affected persons and households (if any).

35. The information that was provided to and consulted with the meeting participants includes (i) description of the project; (ii) conceptual design of the road reconstruction; (iii) scope of potential impacts caused by the road reconstruction; (iv) past and present land acquisition in the project site; (v) mitigation measures to avoid, if not avoided, to minimize the land acquisition and resettlement impacts on local people; (vi) tentative implementation schedule of the civil works; (vii) the project-level Grievance Redress Mechanism (GRM); and (viii) arrangements for consultations with and participation of local people in the project's activities.

36. Table 6 below summarizes the opinions, concerns and suggestions raised by the meeting participants and how the opinions, concerns and suggestions have been addressed. All the opinions, concerns and suggestions of the meeting participants have been addressed and incorporated into this document.

Table 6. Summary of Opinions, Suggestions, and Concerns Raised by Local Villagers during the Public Consultation Meetings

Issues	Opinions, Suggestions and Concerns of Local People	Responses to the Local People
Conceptual design of the rural roads to be reconstructed	Villagers inquired whether the width and length of rural road sections would be increased under the project.	No widening of rural road sections is planned or financed under the project. The interventions will include road surface improvement, bridge repair (if any), replacement of missing or non-functional side drains, installation of protective metal pipes, sidewalks, new road signs, reinforced concrete marker posts, and reinforced concrete barriers.
	Residents expressed appreciation for the planned reconstruction and requested that neighborhood (inner) streets also be rehabilitated.	It was explained that only roads meeting the project's selection criteria are eligible for financing. Urban, inner, or private roads are not included.
	Villagers thanked the project team for addressing the road section leading to their thoroughfare and requested inclusion of pedestrian walkways.	According to the conceptual design, sidewalks have been included in the scope of works for certain road sections.
Environmental and Social Impacts	Community members were concerned about potential tree cutting along the road and asked whether affected trees would be compensated.	Since no road widening is planned, tree cutting is not anticipated. If any trees are damaged due to contractor negligence or the use of heavy machinery, the contractor will be required to compensate for the loss at market value.
	Villagers confirmed that there are no crops, trees, or structures belonging to individuals or households within the ROW of existing road sections.	Noted.
	Villagers sought assurance that the project would not lead to demolition of houses, shops, or other private structures.	According to the conceptual design, demolition of houses or other structures is not anticipated, as all interventions will take place within the existing ROW. If during implementation any land acquisition or resettlement impacts are identified, such sections will be excluded from the project scope.

Issues	Opinions, Suggestions and Concerns of Local People	Responses to the Local People
		section will be excluded from the project scope.
Past and present land acquisition in the project area	Villagers confirmed that there is no past or ongoing land acquisition in the project area.	Noted.
Presence of the Indigenous Peoples in the project area	Participants confirmed that the local population includes Uzbeks, Tajiks, Russians, and Tatars. The Tajiks, Russians, and Tatars speak Uzbek and do not have distinct characteristics compared to the Uzbeks.	Noted. No Indigenous Peoples are present according to ADB's SPS definition.
Implementation schedule of civil works	Villagers hoped that road sections would be reconstructed as soon as possible.	Construction works are planned to commence in 2024. The implementation schedule will be communicated in advance and updated during subsequent public consultations.
The project-level GRM	Participants were informed about the grievance redress mechanism (GRM) and the process of lodging complaints. No concerns were raised.	Noted. The GRM will remain available throughout project implementation.
Road safety	Some residents expressed concern about speeding vehicles and the lack of traffic calming measures in populated areas.	Traffic calming measures such as speed bumps, road signs, and pavement markings will be incorporated in the detailed engineering design, particularly in settlement areas.
Access during construction	Villagers expressed concern that construction works might obstruct access to markets, schools, and health facilities.	The contractor will be required to prepare a traffic management plan to ensure safe and continuous access. Temporary bypasses or detours will be arranged if necessary.
Employment opportunities	Residents asked whether local people could be employed during construction.	Contractors will be encouraged to hire local unskilled labor as much as possible, subject to availability and project requirements. This will be monitored during implementation.
Environmental protection	Some villagers worried that construction works may cause dust, noise, or pollution of agricultural lands and water bodies.	Environmental mitigation measures—including dust suppression, noise control, and proper waste management—will be implemented in line with the project's Environmental Management Plan.
Maintenance of roads	Participants emphasized the importance of regular maintenance after rehabilitation.	Following the defects liability period of the contractor, the roads will be handed over to the local road maintenance authority. The government has committed to ensuring regular maintenance under its existing programs with community feedback.

Issues	Opinions, Suggestions and Concerns of Local People	Responses to the Local People
Communication and Engagement	Villagers requested regular updates on project timelines, progress, and temporary access restrictions.	The project team recognizes the importance of transparency and continuous engagement. Updates will be shared through Mahalla Committees, local authorities, and community notice boards. The GRM will remain active to address any concerns. Open communication will be maintained throughout construction to ensure inclusivity and trust.
	Participants stressed the importance of transparent coordination among the community, local authorities, and the project team.	
Women's Participation	Women emphasized the importance of being included in consultations and informed about project impacts.	The project will ensure that both men and women are invited to consultation meetings. Women's feedback will be specifically documented and incorporated into project planning and monitoring.
Waste Management	Villagers worried about construction waste being dumped near their fields or rivers.	Contractors will be required to dispose of all construction waste at approved locations in compliance with environmental regulations.
Safety of Children and Pedestrians	Parents expressed concern about children walking to school along the rehabilitated road.	Safety measures such as sidewalks, pedestrian crossings, and traffic calming measures will be included where needed, particularly near schools and settlements.
Cultural and Religious Sites	Villagers asked if mosques, cemeteries, or cultural heritage sites along the road may be affected.	No cultural or religious sites are located within the ROW. In case of chance finds, works will stop immediately and relevant authorities will be notified.
Road Drainage	Community members highlighted that poor drainage could cause flooding of adjacent farmland and homes.	Side drains and culverts will be repaired or newly installed as part of the project to ensure proper stormwater management and prevent flooding.
Road Dust During Dry Season	Farmers noted that dust during road works may damage nearby crops and gardens.	Dust control measures (e.g., regular watering of construction sites and haul roads) will be implemented to minimize impacts.
Construction Noise at Night	Residents worried that contractors might work at night and cause noise disturbance.	Construction works will primarily be carried out during daytime. Night works will be avoided unless absolutely necessary, and in such cases, prior notice will be provided to affected communities.
Utility Relocation	Villagers asked whether electricity poles, water pipes, or telecommunication lines along the road would be disturbed.	Relocation of utilities is not anticipated. If minor adjustments are required during construction, they will be coordinated with the respective service providers to avoid disruption.

Source: Public Consultation Meetings, April 2025

5.2 Information Disclosure, Consultation and Participation to be Conducted during Project Implementation

37. The PMU and the design consultant will organize public consultation meetings with local authorities, communities and people when the draft of the detailed engineering design is available (Quarter 3 of 2025, tentatively). Inputs of the consultations will be incorporated in the final detailed engineering design of the project.

38. Before the commencement date and during the project implementation, the PMU - with support of its consultants - will organize the public consultation meetings in the project area. In the meetings, local people will be provided with the information on (i) the project design, (ii) the schedule of construction activities, and (iii) the project-level GRM (with the detailed contact information of concerned agencies). The contact details of the PMU and the person(s) in charge of the construction contractors will also be posted on the project's information boards at the worksite.

39. The summary of the SDDR in Uzbek and Russian languages will be posted in the public accessible places such as offices of the regional, district Khokimyats, mahalla offices, and schools for easy and free access to the local people and communities and shared to local authorities and people in the meetings on the draft detailed engineering design of the road reconstruction in the locality. The summary of the SDDR and the hard copy of the SDDR in Uzbek and Russian languages will also be made available in the offices of the CR and the PMU; and (ii) offices of the regional and district khokimyats. The SDDR will be uploaded on the websites of ADB, and the CR under the Ministry of Transport of the Republic of Uzbekistan (<https://mintrans.uz/en>) once accepted by ADB and the Ministry of Transport of the Republic of Uzbekistan. Similarly, the report prepared after the detailed engineering design has been available to confirm the findings that there is no land acquisition required by the reconstruction of 70.55 km of road sections in Andijan region will also be disclosed by the same manner to the disclosure of the SDDR.

40. In addition, semi-annual social safeguards monitoring reports will be disclosed on the ADB website and the reports in Uzbek and Russian languages will be made available at the offices of the CR and the PMU.

VI. GRIEVANCE REDRESS MECHANISM

6.1 Objectives

41. In accordance with ADB SPS (2009), a project-level Grievance Redress Mechanism (GRM) will be established and maintained during the project implementation. The main goals of GRM are ensuring the receipt and timely redress of grievances and concerns submitted by the aggrieved project affected persons (APs) and local communities, and resolve complaints at the project level and prevent escalation of the grievances to the national courts or ADB Accountability Mechanism. The project-level GRM allows APs and local villagers appealing any disagreeable decision, practice or activity arising from land or other assets compensation. The local people have been fully informed of their rights and of the procedures for addressing complaints whether verbally or in writing during consultation, and due diligence process. The GRM shall not impede access to the country's judicial or administrative remedies. Along with the ADB requirements on development and approval of the GRM by implementation of investment projects, grievance redress procedure in Uzbekistan is also regulated by the national legislation of Republic of Uzbekistan, in particular by the "Law on the order of submission of appeals of physical and legal entities" (#378, 03 December 2014). According to the "Law on the order of submission of appeals of physical and legal entities", the application or complaint shall be considered within fifteen days from the date of receipt in the state authority, which is obliged to resolve the issue on the merits, as well as require additional study and (or) check, a request for additional documents - up to one month. The proposed project-level GRM has been discussed with the local people and local authorities during the public consultation meetings conducted on 18-22 April 2025.

6.2 Project-Level Grievance Redress Mechanism

42. The project-level GRM is an arrangement for receiving, evaluating and facilitating the resolution of APs' concerns, complaints and grievances related to the project including those arising during SDDR implementation. The GRM will provide an opportunity to villagers to have their grievances redressed prior to approaching the Court of Law. The GRM is aimed to provide a trusted way to voice and resolve concerns linked to the project and to be an effective way to villagers' concerns without allowing it to escalate resulting in delays in project implementation.

43. Grievance Redress Committees (GRCs) will be established and operational immediately after the project is approved. The GRCs will continue to function, for the benefit of the APs, during the entire life of the project including the defects liability period. The decision of the GRCs will be final unless vacated by the court.

44. Avtoyulinvest Agency is responsible for the timely and effective implementation of the GRM in coordination with the Construction Supervision Consultant (CSC), contractors, and relevant authorities. The project will adopt two-stage grievance intake and resolution.

45. **First Level GRC:** At the first level, a complainant can submit his or her complaint to the staff of the regional PMU. Following its receipt, the construction contractor, representatives of the mahalla committee, the district and regional khokimiyats will be informed of the complaint. The stakeholders will gather to hear the issue and attempt to resolve the complaint within 14 working days of grievance registration. If the case cannot be resolved by the first level GRC, it will be passed to the second level GRC for review and resolution.

46. **Second Level GRC:** The second level GRC is chaired by the PMU under the CR and convenes to address the grievances not resolved at the first level within 20 working days. Members of the second level GRC comprise the Project Director (PMU), Social Safeguards Officer (PMU) and the Road Engineer (PMU).

47. If after the intervention and assistance of the second level GRC, no solution has been reached and if the grievance redress system fails to satisfy the complainants, they can pursue further actions by submitting their cases to the Economic Court. Nevertheless, the abovementioned GRM does not limit the citizen's right to submit the case to the court of law just in the first stage of grievance process.

48. The grievance registration logs will be maintained at both level GRCs, where the grievance description, GRC meeting dates and complaint review outcomes, actions taken and details of communication with the complaining parties will be registered. In case complainants lodge the grievances at the first level by personal visit or phone call, confirmation of the grievance registration of the grievance will be provided on the spot during the call. For the grievances received by email, mail and fax, the confirmation of grievance registration will be sent to the complainants within three (3) working days. Following each hearing of the GRCs on both level, the complainants will be informed on the outcomes or the grievance resolution attempt.

49. Complainants will be free from administration and complaint charges. In case the complainant is illiterate, he/she will be assisted without any charge.

50. Temporary and unanticipated impacts that may arise during construction—such as access restrictions, disruption of livelihoods, or damage to public or private assets—will be addressed in accordance with ADB's Safeguard Policy Statement (2009). The contractor will bear responsibility for implementing corrective measures and providing compensation, as applicable. All such impacts will be documented and reported through semi-annual safeguards monitoring reports. Affected persons will have full access to the project's Grievance Redress Mechanism (GRM) for timely resolution of complaints.

51. Figure 1 below shows the flow chart for the project-level GRM.

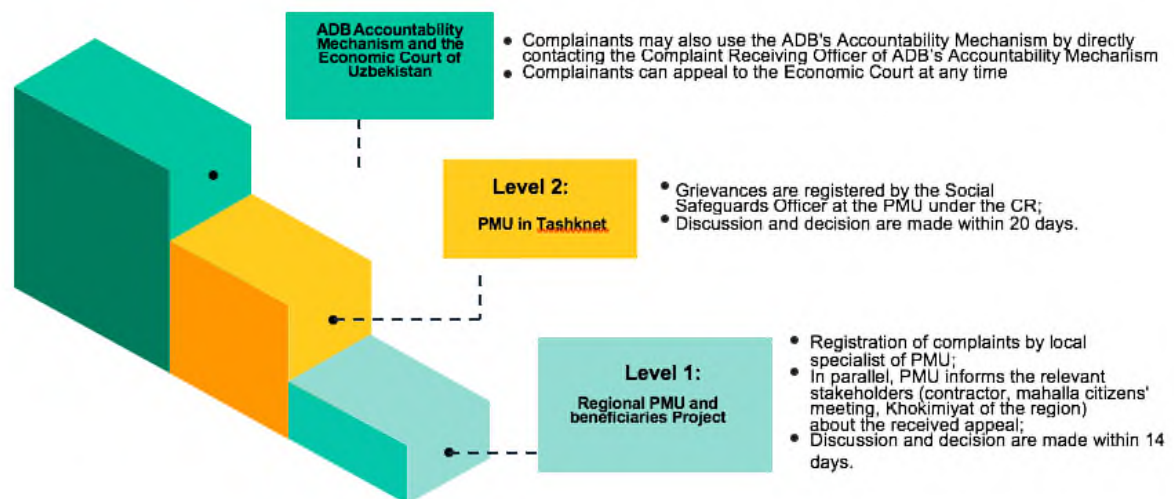


Figure 1. Flowchart for GRM Process

52. The contact details of the responsible agencies for grievance resolution of the project are provided below:

- Project Management Unit (PMU) under the CR
Address: Tashkent city 100000, Mustakillik Shoh Street
68. Phone: +998 71 268-90-41 (Hotline number)
Mobile phone: +998 99 876-27-22 (Umarov Israel)
Email: ruralroads@mail.ru

- Territorial administrations of the Committee for Roads of Andijan Province
Address: Andijan city, Phone: +99874 228 83 71 (Hotline number)
Website: <http://andavtoyul.uz/>
Email: andijon@uzavtoyul.uz

6.3 Existing Complaint Handling Mechanism of the Republic of Uzbekistan

53. In addition to the GRM established for the Project, local people or affected people can submit their grievances through the virtual reception of the President of the Republic of Uzbekistan, that contributes to the unquestioning implementation of the constitutional rights of citizens to appeal to the President of the Republic of Uzbekistan. Through this information system, any persons can send their applications, suggestions and complaints to the President of the Republic of Uzbekistan.

54. The online portal¹ provides contact details of the persons of various agencies and state committees and the days and time at which they are available to resolve grievances, with an option of sending the grievance through an email also. The portal has provisions for checking the status of the grievance and further appeal if the appellant has been harassed for raising the grievance.

55. The Law of the Republic of Uzbekistan on the appeals of individuals and legal entities was introduced on 29 October 2014 and this law replaced the earlier law on appeal of citizens that was introduced on 13 December 2012. This law guarantees the right to appeal and prescribes the requirements of an appeal, its form and structure. Furthermore, the timeline for addressing the appeal, the procedure for personal hearing, need for maintaining record of appeals and procedure for second appeal are prescribed in the law.

6.4 ADB Accountability Mechanism

56. If efforts to resolve complaints and grievances using the above-mentioned procedure remain unresolved or unsatisfactory, complainants have the right to directly discuss their concerns or problems with the ADB's Transport Sector Office through the ADB Uzbekistan Resident Mission (Address: 1, Qoratosh Street, Tashkent 100027, Uzbekistan (Tel: + 998 71 1401920-25, Fax: + 998 71 1401976). If the complainants are still not satisfied with the responses of the Transport Sector Office, as a last resort, the complainants can submit their complaints to the Complaint Receiving Officer of ADB's Accountability Mechanism. Complaints may be submitted by mail, fax, email, or in person to the Complaint Receiving Officer at ADB Headquarter, 6 ADB Avenue, Mandaluyong City 1550, Metro Manila, Philippines, Tel: (+632) 632-4444 loc. 70309, Fax: (+632) 636 2086, Email address: amcro@adb.org

¹ https://pm.gov.uz/ru/#/map_app_root
Grievance Redress Mechanism

VII. INSTITUTIONAL ARRANGEMENTS

57. This chapter describes the roles and responsibilities of the different units involved in the SDDR implementation and monitoring of the SDDR implementation. The main institutions are CR as the Executing Agency (EA) of the Project, Avtoyulinvest Agency (AA) as the Implementing Agency (IA) of the Project, PMU, regional and district khokimyats, and Cadastre Agency under the State Tax Committee of the Republic of Uzbekistan at regional and district levels.

7.1 Committee for Roads

58. The CR has overall responsibility for the Project implementation, including preparation, implementation and financing of social safeguards plans including this SDDR. The CR is also responsible for ensuring cross-agency coordination and liaison with relevant state agencies involved in the implementation of the SDDR, making high-level decisions, including resolving grievances and facilitating court processes. The CR will also be involved in grievance redress process.

7.2 Avtoyulinvest Agency and PMU

59. The AA and in particular its PMU have responsibility for day-to-day project implementation, including the SDDR implementation, getting the government's endorsement and approval of the SDDR from ADB prior to the commencement of road construction works.

60. The SSO of the PMU will be directly involved in implementation of the SDDR, inter-agency coordination, monitoring and reporting. The SSO will coordinate with relevant government agencies on social matters (including regional/district khokimyats and Cadastre Agency under the State Tax Committee of the Republic of Uzbekistan), and prepare semi-annual social safeguards monitoring reports to be submitted to ADB.

61. The SSO of the PMU will have the following responsibilities:

- (i) Responsibility for overall planning, co-ordination and implementation of social safeguards including the SDDR implementation;
- (ii) Overall coordination in managing all the social safeguards issues in the PMU and ensuring that the project components comply with the requirements of national legislation and ADB SPS (2009);
- (iii) Follow up with the approval of the SDDR by ADB;
- (iv) Disclosure of the agreed SDDR and information dissemination to the local communities;
- (v) Ensure the implementation of the agreed SDDR is consistent with the requirements of national legislation and ADB SPS (2009);
- (vi) Coordination with district khokimyats and the construction contractor to ensure that the land is restored to the pre-project condition in case of temporary land acquisition;
- (vii) Coordination with the project district khokimyats to carry out internal monitoring of SDDR implementation, including reporting;
- (viii) Responsibility for ensuring proper operation of GRM process, maintenance of grievance registration logs;

- (ix) Conduct of due diligence together with the Safeguards Specialist of the CSC and the construction contractor and preparation of a report confirming the findings that there is no land acquisition required by the reconstruction of rural road sections in Andijan region once the detailed engineering design of the rural road sections is available; and
- (x) Submission of semiannual social safeguards monitoring reports to ADB for disclosure on the ADB website, and submission of any other information with respect to involuntary resettlement and indigenous peoples as required by ADB in a timely manner.

7.3 District Khokimyats and Mahalla Committees

62. The project district khokimyats and mahalla committees will assist the PMU and its consultants in conducting information disclosure and public consultations with local people during the next phases of the project and in settling the project-related complaints raised by local people.

7.4 Community-based Organizations

63. The community-based organizations such as Board of Farmers and Women's Association will assist the PMU, district khokimyats, and mahalla committees in conducting information dissemination and public consultations with local people during the next phases of the project and in forwarding the complaints of residents to the PMU.

7.5 Construction Supervision Consultant

64. The CSC will assist the PMU to monitor the implementation of safeguards in accordance with ADB's SPS (2009) and carry out the due diligence to confirm that there is no land acquisition required by the reconstruction of 70.55 km of rural road sections in Andijan region once the detailed engineering design of the rural road sections is available. The CSC will have a Safeguard Specialist (social and gender) who has the responsibility to ensure that implementation of the social safeguard plans including this SDDR is in accordance with ADB SPS (2009) and the agreed documents. The specialist will submit monthly and quarterly reports on the social safeguard implementation including the implementation of the SDDR to the PMU.

VIII. MONITORING AND REPORTING

65. The PMU is responsible for monitoring of the overall implementation of the project, including resettlement internal monitoring and submitting semi-annual social safeguards monitoring reports to ADB.

66. The Detailed Engineering Designs (DEDs) for the subproject are currently under preparation by the Road Design Bureau and are expected to be finalized by the third quarter of 2025. Upon completion, the DEDs will be subject to technical review and approval by the Project Management Unit (PMU) and the Construction Supervision Consultant (CSC) prior to the commencement of any civil works.

67. The internal monitoring will be conducted to:

- (i) confirm if land acquisition is required for the road reconstruction;
- (ii) confirm if the set-up institutional arrangements is functional and effective to manage the involuntary resettlement and indigenous peoples issues (if any);
- (iii) assess whether the principles of social safeguards are implemented properly;
- (iv) ensure that the public information dissemination and consultations procedures as specified in the safeguards documents including this SDDR are followed;
- (v) confirm if there are any complaints and grievances of the local people in the project areas; review, assess, monitor the grievance resolution and ensure that all the complaints and grievances are resolved in a timely manner;
- (vi) confirm if the mitigation measures to mitigate the impacts on travelling of local people during construction as specified in the SDDR are implemented properly;
- (vii) identify noncompliance and any outstanding issues;
- (viii) develop remedial actions to address the outstanding issues to ensure that the project will be implemented in compliance with ADB's SPS (2009) on involuntary resettlement and indigenous peoples; and
- (ix) summarize the benefits provided by the project to local people in the project area.

68. All monitoring data on resettlement will be collected to ensure sex disaggregation. The Safeguards Specialist of the CSC will support the PMU in carrying out of internal monitoring and in preparing the semi-annual social safeguards monitoring reports.

69. During subsequent monitoring periods, the PMU will look into whether or not corrective actions agreed to address the outstanding issues in the past monitoring period have been resolved.

70. The monitoring reports will be prepared in English for submission to the ADB for review. All the monitoring reports in English will be uploaded on the ADB website for disclosure and the reports in Uzbek and Russian languages will be made available at the offices of the CR and the PMU. The cost for internal monitoring shall be incorporated into the PMU budget. In addition, general progress of social safeguards implementation will be included in the quarterly project progress reports.

71. If land acquisition or resettlement impacts are identified during the DED-based reassessment, the affected subproject sections will either be excluded from implementation or addressed through the preparation of a Resettlement Plan (RP) in full compliance with ADB's

Safeguard Policy Statement (2009). The Executing Agency, in close coordination with ADB, will determine the appropriate course of action based on the nature and extent of the impacts.

IX. CONCLUSIONS

72. During the field visits and the public consultation meetings carried out, it was confirmed by the local authorities and consulted people that the proposed reconstruction of rural road sections in Andijan region will not cause any land acquisition and resettlement impacts on individuals or households in the project area as the categories of the reconstructed roads will be remained and all the improvements will be conducted within the ROWs of the existing roads. In addition, presence of indigenous peoples in the project area was not found during the due diligence process.

73. As the Design and Build modality will be applied, once the detailed engineering design of the road sections is available (Quarter 3 of 2025, tentatively), a report confirming the findings that there is no land acquisition required by the reconstruction of 70.55 km of rural road sections in Andijan region will be prepared by the SSO under the PMU with the support from the Safeguards Specialist of CSC and submitted to ADB for review and approval. If land acquisition is required following the detailed engineering design of any road section, the rural road section will not be financed under the project.

74. During the construction stage, for any temporary impacts on land and other assets on land, construction contractor(s) will be responsible for compensation for the impacts at the replacement cost. The temporarily affected land (if any) needs to be restored to the previous use within one month after the construction works are completed by construction contractors. The temporary impacts and the restoration of the temporarily affected land by construction contractors will be monitored and included in the semi-annual social safeguards monitoring reports.

75. The PMU with the support from the CSC is responsible for monitoring of the SDDR implementation and grievance resolution to ensure that the project implementation is compliant with social safeguards requirements of the ADB's SPS (2009).

76. Temporary and unanticipated social impacts that may arise during project implementation—such as access restrictions, damage to private or public assets, or temporary livelihood interruptions—will be managed in full compliance with ADB's Safeguard Policy Statement (2009). The civil works contractors will be contractually responsible for restoring affected assets and compensating any verified losses. The Project Management Unit (PMU), in coordination with the Supervision Consultant, will ensure these obligations are met and will document all such cases in the semi-annual safeguards monitoring reports. Affected persons will have unrestricted access to the project's Grievance Redress Mechanism (GRM) for resolution of complaints and claims

APPENDICES

Appendix 1. Involuntary Resettlement Screening Form and Indigenous Peoples Screening Form

Involuntary Resettlement Screening Form

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land				
1. Will there be land acquisition?		X		According to the conceptual design of the reconstruction of rural roads in Andijan region, there will be no changes in the road alignment. The categories of the existing roads will be remained. The project's interventions will be just with road surface improvements, replacement of existing reinforced concrete or metal pipes, and cleaning the irrigation channel. The existing ROWs of the rural roads are sufficient to accommodate the surface road improvements and other project interventions.
2. Is the site for land acquisition known?				Not applicable.
3. Is the ownership status and current usage of land to be acquired known?				Not applicable. The ROWs of the rural roads are managed by the Committee for Roads under the Ministry of Transport of the Republic of Uzbekistan
4. Will easement be utilized within an existing Right of Way (ROW)?	x			Construction works will be on the existing ROWs.
5. Will there be loss of shelter and residential land due to land acquisition?		X		No houses or other structures constructed by individuals and or households within the ROW need to be demolished due to the rehabilitation of rural road sections. All the project interventions will be implemented within the ROWs of the existing roads and vacant public land. Therefore, no land acquisition is required.
6. Will there be loss of agricultural and other productive assets due to land acquisition?		X		Construction works will be on the existing ROWs and no land acquisition is required for the reconstruction of the rural road sections.

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?		X		There are no losses of crops, trees and fixed assets of households or individuals. Construction works will be on the existing ROWs.
8. Will there be loss of businesses or enterprises due to land acquisition?		X		There is no house or shop or business/production utility existing within the ROWs of the rural road sections to be reconstructed.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		X		There is no income-generating activities within the ROWs of the rural road sections to be reconstructed.
Involuntary restrictions on land use or on access to legally designated parks and protected areas				
10. Will people lose access to natural resources, communal facilities, and services?		X		
11. If land use is changed, will it have an adverse impact on social and economic activities?		X		
12. Will access to land and resources owned communally or by the state be restricted?		X		
Information on Displaced Persons:				
Any estimate of the likely number of persons that will be displaced by the Project? [x] No [] Yes If yes, approximately how many? If yes, approximately how many? There is no affected person by the reconstruction of rural roads.				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [x] No [] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [x] No [] Yes				

Indigenous Peoples Screening Form

KEY CONCERNS (Please provide elaborations on the Remarks column)	YES	NO	NOT KNOWN	Remarks
A. Indigenous Peoples Identification				
1. Are there socio-cultural groups present in or use the project area who may be considered as "tribes" (hill tribes, schedules tribes, tribal peoples), "minorities" (ethnic or national minorities), or "indigenous communities" in the project area?		X		About 90% of the residents residing in the rural settlements that the rural roads traverse as well as others in the project districts are Uzbeks. Other ethnic groups include Tadjiks and Russians – these groups are all mainstreamed into the society and culture of Uzbekistan. None of these ethnic groups have characteristics that would qualify them as Indigenous Peoples as per the SPS definition. They are all mainstreamed into the Uzbekistan overall society and culture.
2. Are there national or local laws or policies as well as anthropological researches/studies that consider these groups present in or using the project area as belonging to "ethnic minorities", scheduled tribes, tribal peoples, national minorities, or cultural communities?		X		There is no law or regulation (including national and local) and researches/ studies that consider the above groups as Indigenous Peoples and or Ethnic Minorities.
3. Do such groups self-identify as being part of a distinct social and cultural group?		X		Results of the consultation show that these groups do not self-identify as being part of a distinct social and cultural group. They self-identify them as Uzbekistan.
4. Do such groups maintain collective attachments to distinct habitats or ancestral territories and/or to the natural resources in these habitats and territories?		X		The ethnic groups live together in the project area.
5. Do such groups maintain cultural, economic, social, and political institutions distinct from the dominant society and culture?		X		
6. Do such groups speak a distinct language or dialect?		X		They speak Uzbek which is a common language in Uzbekistan.
7. Has such groups been historically, socially, and economically marginalized, disempowered, excluded, and/or discriminated against?		X		

8. Are such groups represented as "Indigenous Peoples" or as "ethnic minorities" or "scheduled tribes" or "tribal populations" in any formal decision-making bodies at the national or local levels?		X		
--	--	---	--	--

KEY CONCERNS (Please provide elaborations on the Remarks column)	YES	NO	NOT KNOWN	Remarks
B. Identification of Potential Impacts				
9. Will the project directly or indirectly benefit or target Indigenous Peoples?		X		Not applicable.
10. Will the project directly or indirectly affect Indigenous Peoples' traditional socio-cultural and belief practices? (e.g. child-rearing, health, education, arts, and governance)		X		Not applicable.
11. Will the project affect the livelihood systems of Indigenous Peoples? (e.g., food production system, natural resource management, crafts and trade, employment status)		X		Not applicable.
12. Will the project be in an area (land or territory) occupied, owned, or used by Indigenous Peoples, and/or claimed as ancestral domain?		X		Not applicable.
C. Identification of Special Requirements <i>Will the project activities include:</i>				
13. Commercial development of the cultural resources and knowledge of Indigenous Peoples?		X		Not applicable.
14. Physical displacement from traditional or customary lands?		X		Not applicable.
15. Commercial development of natural resources (such as minerals, hydrocarbons, forests, water, hunting or fishing grounds) within customary lands under use that would impact the livelihoods or the cultural, ceremonial, spiritual uses that define the identity and community of Indigenous Peoples?		X		Not applicable.
16. Establishing legal recognition of rights to lands and territories that are traditionally owned or customarily used, occupied, or claimed by Indigenous Peoples?		X		Not applicable.
17. Acquisition of lands that are traditionally owned or customarily used, occupied, or claimed by Indigenous Peoples?		X		Not applicable.

Anticipated project impacts on Indigenous Peoples

Project component/ activity/ output	Anticipated positive effect	Anticipated negative effect
Reconstruction of rural roads in Andijan region	None	None

Appendix 2. List of Meeting Participants

Public consultation meeting about the 60V069 road, Andijan district, Dungkishlok mahalla

СПИСОК
участников общественного слушания
«Строительство внутренних дорог с цементобетонным покрытием»
за счет средств международных финансовых институтов.
Анджанская область, *Анджан* район.
МФЙ *Дункишло* ЧМНОБС «__» _____ 202_ г.

№	Ф.И.О.	Подпись	Тел.
1	Тузаббердиев ИС	<i>[Signature]</i>	885806393
2	Ташбаева Михаил	<i>[Signature]</i>	90 912 3648
3	Рахманов А	<i>[Signature]</i>	90 234 3164
4	Кротоков Кузубей	<i>[Signature]</i>	97 235 6114
5	Турдыев Кадыр	<i>[Signature]</i>	90 204 7325
6	Махмудов Махм.	<i>[Signature]</i>	90 20 46160
7	Маммудова Дилора	<i>[Signature]</i>	94 911 6102
8	Маммудов Тохир	<i>[Signature]</i>	90 221 6861
9	Усмонов Сатил	<i>[Signature]</i>	97 235 8487
10	Вринов Нишрону	<i>[Signature]</i>	95 062 2428
11	Маммажаров И.	<i>[Signature]</i>	97 997 48 41
12	Маммажаров Н.	<i>[Signature]</i>	97 63 61 68
13	Ураинов Аш	<i>[Signature]</i>	94 983 02 26
14	Тохорамунов К.	<i>[Signature]</i>	90 525 2582
15	Кротоков Т.	<i>[Signature]</i>	95 062 2176
16	Кротоков М.	<i>[Signature]</i>	95 062 2176
17	Айтинов Ибрагим	<i>[Signature]</i>	97 838 1797
18	Айтинов Кузубей	<i>[Signature]</i>	97 260 49 49
19.	Айтинова Д.	<i>[Signature]</i>	47 260 49 48
20.	Усмонов Т.	<i>[Signature]</i>	97 997 48 36
21.	Юнусов И.	<i>[Signature]</i>	94 163 55 53

Public consultation meeting about 60V086 road, Baliqchi district Ziyokor (Muqanna) mahalla

СПИСОК
участников общественного слушания
«Строительство внутренних дорог с цементобетонным покрытием»
за счет средств международных финансовых институтов.
Андижанская область, Балиқчи район.
МФЙ Зиёкор 4N1103 « » 202 г.

№	Ф.И.О.	Подпись	Тел.
1	Дерамова Мервиза		936804587
2	Шермурдова Шехида Ширко		984570497
3	Дехқаново Валерия		932467451
4	Резванов Комилжан Раб		99.832.12.62
5	Рахимова Расулжан Дав		93 064.73.65
6	Мадашинов Абдураб		99.648.85.48
7	Рашидов Яхьяев		
8	Севалянов Эролжан Раб		932426649
9	Исфуров Захеджан Мир		
10	Ахмедов Рустамжан		93.064.6975
11	Акрамов Айбек		993168539
12	Аномов Булолжан		837872817
13	Ахмедов Дохиржан		884721794
14	Абдуллаев Касимжан		830673609
15	Ишмухамедов Камолжан		883391086.
16	Исраилов Собиржан		993015075.
17	Томигулатова Юлия		936900238
18	Ахмедов Умиджан		990504860

Public consultation meeting about 60V125road, Buloqboshi district

СПИСОК
участников общественного слушания
«Строительство внутренних дорог с цементобетонным покрытием»
за счет средств международных финансовых институтов.
Андижанская область, Булоқбўши район.
МФЙ Дулма 4Н1144 « » 202_г.

№	Ф.И.О.	Подпись	Тел.
1	А.марамов З.		950004678
2	Кодиров Тимур		914880144
3	Кодиров М. Абдурашадов		913253521
4	Мухомедов Бахром		905262772
5	Насилов Ибрагим		911200630
6	Пирматов Дилорд		936667025
7	Рахмонов Рустам		930654439
8	Рахмонов Бахром		88 822-11-66
9	Рахмонов Бахром		88 100 0472
10	Рахмонов М. Абдурашадов		907724678
11	Рахмонов Бахром		958182818
12	Рахмонов Бахром		905728098
13	Рахмонов Бахром		976261555
14	Рахмонов Д.		87165-02-07
15	Рахмонов Бахром		902601179
16	Рахмонов Бахром		934322332
17	Рахмонов Д.		905299844
18	Рахмонов М.		903888820

Public consultation meeting about 60V050 road, Bo'ston district, Sarbon MFY mahalla

СПИСОК
участников общественного слушания
«Строительство внутренних дорог с цементобетонным покрытием»
за счет средств международных финансовых институтов.
Андижанская область, Бўстон район.

МФЙ Сарбон ЧК 120 «__» _____ 202_ г.

№	Ф.И.О.	Подпись	Тел.
1	Даримов Турдон		937682669
2	Куримов Махаммад		934258814
3	Катимов Алимжан		93772, 32, 75
4	Вусташов Камол		937682669
5	Мотбаров Яонар		
6	Мараббеков М.		948382323
7	Зулфаров М.		937086708
8	Зулфаров Лоқман		937086708
9	Оттаев Ишқомил		934136770
10	Куримов Асқад		934156060
11	Даримов Яонар		990586616
12	Таниев Отабек		930404675
13	Меримов Фозилан		945642655
14	Куримов Умида		932273434
15	Азизов Сафар		932420942
16	Тошиев Умида		945685390
17	Абдулов Тимур		934188547
18	Турсунов Зафар		930626408

Public consultation meeting about 60V048 road, district, Davlatobod MFY mahalla

СПИСОК
участников общественного слушания
«Строительство внутренних дорог с цементобетонным покрытием»
за счет средств международных финансовых институтов.
Андижанская область, Тажистон район.
МФЙ Давлатобод 4к118 « » 202 г.

№	Ф.И.О.	Подпись	Тел.
1	Халимов А.		94 245 8276
2	Рахимова Рашида		94 568 7721
3	Тиллатов Эркин		94 834 4484
4	Насирово Фатхерхон		
5	Ахматов М.		
6	Насирово Абулх.		94 802 6462
7	Насирово Вилхон		94 802 6462
8	Рахмоев Нилмон		93 263 3330
9	Рахмоев Рахмон		93 78 00012
10	Матимово Фулмон		94 906 8439
11	Тухтаев Рахон		93 245 3723
12	Насирово Хасидон		9 30 92 7783
13	Абураимова Фотима		93 854 03 85
14	Абдуллаев Х.		93 011 1812
15	Абураимова А.		93 011 6383
16	Халибуллаев С.		88 955 8871
17	Худайбердиев Саидмурод		93 246 5110
18	Саманов Т.		94 256 4801
19	Тухтаев Фулмон		93 150 0680

Public consultation meeting about 60V056 road, Jalaquduq district, Qutlug'mahalla

СПИСОК
участников общественного слушания
«Строительство внутренних дорог с цементобетонным покрытием»
за счет средств международных финансовых институтов.
Андриановская область, Мамлекудуло район.

МФЙ Кутлуг _____ 4N1072 «__» _____ 202_г.

№	Ф.И.О.	Подпись	Тел.
1	Эркизов Фарид		9116830521
2	Абдураимонов Зият		912908272
3	Ахмедова Хадигачон		902575333
4	Акбарова Саида		903800646
5	Рудиев Исламбек		905411430
6	Абдукаримова Молмурод		916162455
7	Сотвадиев Далмурод		905258221
8	Бутаев Мурод		914803972
9	Абдукаюмов Позил		902112819
10	Экубов Ойбек		906244977
11	Аскарлов Набитон		907550975
12	Мамадалиев Иброхим		90727494
13	Салиев Булшоғ		901453686
14	Эркизов Музаппар		901424628
15	Нурматов Фанашер		902213271
16	Рахмонов Абдухали		914779710
17	Салиев Кобил		905240680
18	Нисонов Сбид		906222463

Public consultation meeting about 60V058 road, Jalaquduq district, Kapa mahalla

СПИСОК
участников общественного слушания
«Строительство внутренних дорог с цементобетонным покрытием»
за счет средств международных финансовых институтов.
Андижанская область *Жаламмуз* район.
МФЙ *Кана* _____ *4N1074* «__» _____ 202_ г.

№	Ф.И.О.	Подпись	Тел.
1	<i>Каримов Ажам</i>	<i>[Signature]</i>	<i>932424075</i>
2	<i>Жалилов Валиер</i>	<i>[Signature]</i>	<i>932454433</i>
3	<i>Курбанов Шавад</i>	<i>[Signature]</i>	<i>998970101</i>
4	<i>Саидишова Гунжар</i>	<i>[Signature]</i>	<i>934182163</i>
5	<i>Тоқмошев Сулайман</i>	<i>[Signature]</i>	<i>949995670</i>
6	<i>Тоқмошев Саттар</i>	<i>[Signature]</i>	<i>934121725</i>
7	<i>Умаров Рашид</i>	<i>[Signature]</i>	<i>948757966</i>
8	<i>Тоқмошев Трахтберг</i>	<i>[Signature]</i>	<i>938690092</i>
9	<i>Абдурахимов Я.</i>	<i>[Signature]</i>	<i>946400097</i>
10	<i>Сабиев Тоқирман</i>	<i>[Signature]</i>	<i>995336004</i>
11	<i>Ибрагимов И.</i>	<i>[Signature]</i>	<i>936318134</i>
12	<i>Бектебаев А.</i>	<i>[Signature]</i>	<i>936986116</i>
13	<i>Бектебаев М.</i>	<i>[Signature]</i>	<i>9375105</i>
14	<i>Каримов Валиер</i>	<i>[Signature]</i>	<i>889883042</i>
15	<i>Ишмаилов Фархон</i>	<i>[Signature]</i>	<i>931068325</i>
16	<i>Ишмаилов Зобир</i>	<i>[Signature]</i>	<i>938407050</i>
17	<i>Ишмаилов Орин</i>	<i>[Signature]</i>	<i>941985232</i>
18	<i>Ишмаилов Саид</i>	<i>[Signature]</i>	<i>934346488</i>

Public consultation meeting about 60V123 road, Qurg'ontepa district, Sultonobod mahalla

СПИСОК
участников общественного слушания
«Строительство внутренних дорог с цементобетонным покрытием»
за счет средств международных финансовых институтов,
Даршанская область, Курганбегия район.
МФЙ Кенчилик «__» _____ 202_ г.
Султобод МРи 9N1142

№	Ф.И.О.	Подпись	Тел.
1	Абдурахопове Висола		906255116
2	Бурханов Курман		991012334
3	Мухомов Тилбатар		901402380
4	Самидиниев Ватмур		934103898
5	Самидиниев Рабиш		934180342
6	Сариев Сагдулло		932555223
7	Тоилмуратов Расмат		934403307
8	Туйчиев Нуриддин		949969888
9	Тошибоев Бахромжан		959914491
10	Эмоммуратов Илмом		999227050
11	Ғошманов Шайхидин		98991243
12	Ғошманов Шайхидин		332354375
13	Ғошманов Шайхидин		954890558
14	Маминиев Шайхидин		932553235
15	Содиқов Иброҳим		93281.62.65
16	Маммадалиева Тилбатар		334676733
17	Расулов Азизбек		93.2431914
18	Қаришманов Фароқидин		94.9397229

Public consultation meeting about 60V029a road, Oltonkil district, Kutarmachek MFY

СПИСОК
участников общественного слушания
«Строительство внутренних дорог с цементобетонным покрытием»
за счет средств международных финансовых институтов.
Авдштанская область, Веткинск район.
МФЙ Кутармачек 4к99а «__» _____ 202_ г.

№	Ф.И.О.	Подпись	Тел.
1	Торшелев Абузар		994275106
2	Абулмаев Далир		902090500
3	Тошбаев Абуришан		940471101
4	Алибаев Зурбек		943888004
5	Абураимов Муна		942903438
6	Торшелев Мартин		984473106
7	Тошбаев Себит		945621171
8	Нусупов Турмухам		500084575
9	Нозаров Сабаев		945656018
10	Абураимов Д.		932443926
11	Алибаев Мамади		924368205
12	Караев Олег		936312656
13	Тошбаев Шароф		936312656
14	Турмухамов Карим		941011759
15	Нусупов Зурхон		940097366
16	Нусупов Муртолим		998062658
17	Тошбаев Зурхон		593027575
18	Мамади Муртолим		941281429

Public consultation meeting about 60V029 road, Oltinko'l district, Qipchoq mahalla

СПИСОК
участников общественного слушания
«Строительство внутренних дорог с цементобетонным покрытием»
за счет средств международных финансовых институтов.
Андижанская область, Олтинкўли район.

МФЙ Qipchoq ЧК 99 «__» _____ 202_г.

№	Ф.И.О.	Подпись	Тел.
1	Исроил Маматов		98 270 0661
2	Мамажанов Боходир		93 426 1648
3	Маширов Ашман		93 429 4282
4	Иминов Азиз		99 890 0878
5	Фаврид Бахтияр Бекз		94 102 0964
6	Анваров Мавлон		94 004 9996
7	Седидов Халлабол		99 231 0544
8	Муридмовил Мурад		930 90 2700
9	Фаврид Бахтияр		99 79 41091
10	Ибрахимов Ширин		94 518 8244
11	Тожилов Музафармен		93 413 5487
12	Радауров Алим		94 549 8244
13	Тожилова Ирода		93 413 5487
14	Самиев Турман		94 031 5884
15	Турсунов Бахирмен		93 549 8438
16	Алиев Самандур		93 424 5225
17	Кайдаров Рахман		94 811 1771
18	Маммаджониев Азиз		90 142 6078
19	Тожилов Боходир		91 167 4909
20			

Public consultation meeting about 60V009 and 60V052 roads, Ulug'nor district, Ovulmat mahalla

СПИСОК
участников общественного слушания
«Строительство внутренних дорог с цементобетонным покрытием»
за счет средств международных финансовых инетитуттов.
Аджитанская область, Улуг'нор район.

МФЙ Сулжик " " " " 202_ г.
Овулмаг 4к/22; 4к 48; 4Р141

№	Ф.И.О.	Подпись	Тел.
1	Рахмонов Ишан		943847200
2	Маматов Дилмурод		945638550
3	Маматов Холмурод		945628550
4	Ирашев Акрам		943170066
5	Ирашев Серомир		996870066
6	Алимов Шериф		936471674
7	Алимов Ш.		936471674
8	Тайчиев Солимон		992144749
9	Тайчиев Каримбек		930966707
10	Турдиев Абдулло		936988104
11	Турсунбаев Нозир		944571982
12	Исмаилов Тимур		936908653
13	Солтанов Шайхон		757236508
14	Ойбек Махсумбек		930485303
15	Омуров Дониш		800099329
16	Кустобов Шайхон		930697201
17	Турдиев Сахобидин		943830563
18	Алимов Махмур		943860658

Public consultation meeting about 60V081 and roads, **Marxamat** district Rovat mahalla

СПИСОК
участников общественного слушания
«Строительство внутренних дорог с цементобетонным покрытием»
за счет средств международных финансовых институтов,
Анжиянская область, Мархамат район.
МФЙ Роват _____ «__» _____ 202_г.
4N1098A, 4K109

№	Ф.И.О.	Подпись	Тел.
1	Ташматова Т	Ташмат	
2	Умурзокова Н	У-ж	97-837-87-08
3	Нерова Саодатон	Нер	88-988-91-64
4	Исаева Саодатон	Иса	88-346-42-43
5	Оташиев Насурман	Оташи	99-444-82-46
6	Рахмонов Махмудон	Рахм	97-989-33-01
7	Абдурамонов Ориганли	Арамо	88-324-09-03
8	Махмудов Эркиндон	Махм	97-989-3722
9	Абдуллаев Абдурамон	Абду	33-200-77-01
10	Абдуллаева Рахима	Абду	33-600-77-01
11	Камалов Мамакотов	Кам	88-332-17-53
12	Рахмонов Рахмонбой	Рахм	иш
13	Нерова Ботобай	Нер	97-060-30-03
14	Толмонова Кудратон	Толмо	97857 8161
15	Камалови Бухришва	Кам	33 200 61 32
16	Исраилов Бахридун	Исра	88-836-19-62
17	Исраилов Бахридун	Исра	33600 65 51
18	Рахмонов Маруф	Рахм	88-048-77-86
19	Рахмонов Зоирман	Рахм	
20	Рахмонов Бахридун	Рахм	88.167.78.08
21	Курбанов Зоирман	Курба	

12-12^g

Public consultation meeting about 60V063 road, Pahtaobod district Hayotbakhsh mahalla

СПИСОК
участников общественного слушания
«Строительство внутренних дорог с цементобетонным покрытием»
за счет средств международных финансовых институтов.
Андижанская область, Пахтаобод район.

МФЙ Ваёй баши 441079 « » _____ 202 г.

№	Ф.И.О.	Подпись	Тел.
1	Кирмиров Мах. К		943802205
2	Маматашев Д.		934144031
3	Касимов Касимов		945665136
4	Мирзоиев Сулайман		996487218
5	Касимов Касимов		942532395
6	Мирзоиев Сулайман		952182417
7	Сайтараев А.		932559548
8	Касимов К.		941060149
9	Турсунов Ширин		934158585
10	Зияев Касимов		997647100
11	Абдураманов Акрам		930102323
12	Радилова Зулдуган		945665136
13	Турсунов Турсунбек		882728085
14	Турсунов Турсунбек		944313757
15	Радилова Зулдуган		943802205
16	Абдураманов Акрам		93567.1366
17	Радилов Работолдин		934153671
18	Тошматов К.		951341963
19.	Сидиков Б.		940088686

7

Appendix 3. Project Information Booklet



RURAL ROADS RESILIENCE SECTOR PROJECT

Indicative Outputs

Rural Roads Resilience Sector Project is financed by a loan from the Asian Development Bank.
The total length of roads to be repaired is 70.55 km

Andijan Region – 70.55 km;

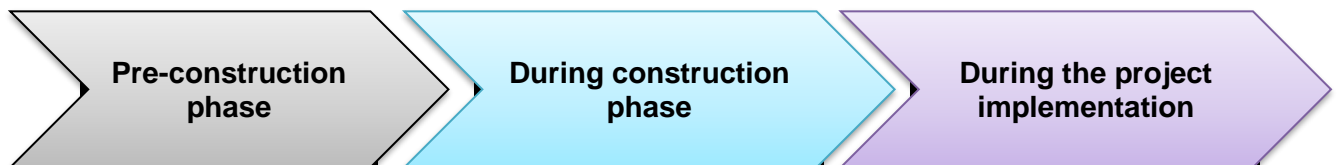


The Preliminary Environmental Assessment (PEA) and Environmental Impact Statement will be conducted in accordance with the Asian Development Bank (ADB) Safeguard Policy Statement (2009) and national environmental legislation.

The purpose of the EIA statement is to identify and mitigate the types of impacts of the project during the construction and operation phase, and to develop measures.

MAIN TYPES OF ENVIRONMENTAL IMPACT

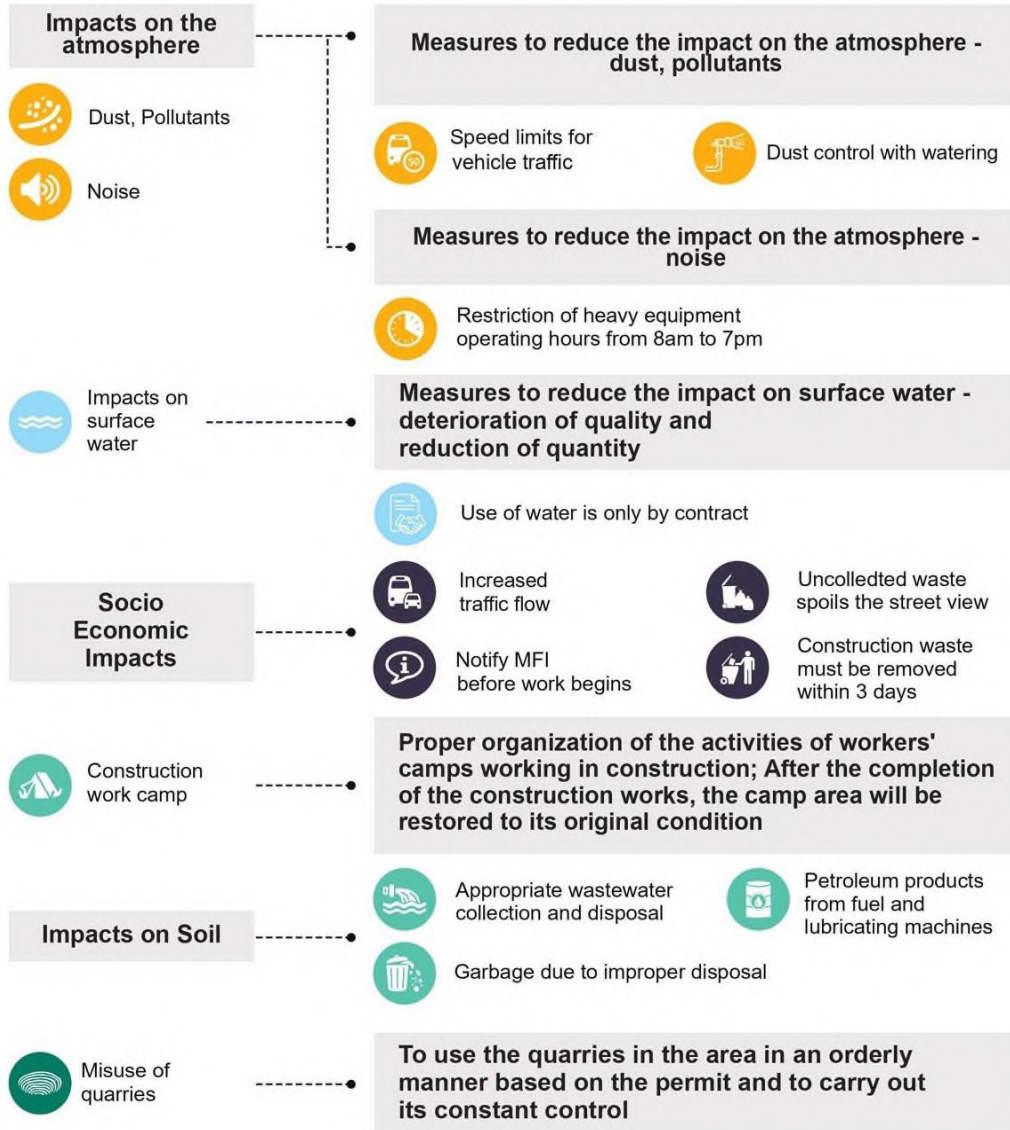
Stages of the project phases



<p>CONTACT DETAILS FOR INQUIRIES</p>	<p>Information PIU: Committee for Roads of the Republic of Uzbekistan Address: 100000, Tashkent, Mustakillik street, 68 Tel: +99871 268-90-41 Fax: +99871 239-14-06 Email: ruralroads@mail.ru</p>
---	---

RURAL ROADS RESILIENCE SECTOR PROJECT

The objects on which the effects have been studied:



To mitigate negative impacts, the Project will develop an Environmental Management Plan (EMP) and an Occupational Health and Safety Management and Monitoring Plan (OHSMP).

CONTACT DETAILS FOR INQUIRIES

Information PIU: Committee for Roads of the Republic of Uzbekistan
 Address: 100000, Tashkent, Mustakillik street, 68
 Tel: +99871 268-90-41
 Kax: +99871 239-14-06
 Email: ruralroads@mail.ru

RURAL ROADS RESILIENCE SECTOR PROJECT

SOCIAL PROTECTION MEASURES IN THE IMPLEMENTATION OF THE PROJECT

Land acquisition and resettlement project tasks:



Prevent resettlement in impossible locations and reduce resettlement work by studying designs and engineering drawings. Realistically improve the standard of living of resettled households from the pre-project level or maintain the same level. Support to improve the standard of living of groups in need of social assistance who have been relocated (head of household is low-income, head of household has lost the breadwinner, head of household is disabled).



The land acquisition and resettlement project includes the following:

- **Physical impact**
(Loss of residence, housing and accommodation);
- **Economic impact**
Loss of income and commercial activity as a result of land acquisition and resettlement and restrictions imposed on the use of its former land

The purpose of the acquisition and resettlement project is:



Determination of the number of land users temporarily and permanently affected by the project. Development of procedures and mechanisms for land acquisition and resettlement in accordance with the requirements of the political and social protection of the Asian Development Bank in 2019 and the requirements of the legislation of the Republic of Uzbekistan.

Who is compensated for the impact and losses	Compensable impacts and losses
<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Permanently and temporarily affected farms; <input checked="" type="checkbox"/> Individuals and legal entities who have lost crops and trees; <input checked="" type="checkbox"/> Individuals and legal entities who have lost residential and non-residential space; <input checked="" type="checkbox"/> Businesses and employees who have lost permanent or temporary business. 	<ul style="list-style-type: none"> <input checked="" type="checkbox"/> Agricultural and non-agricultural land; <input checked="" type="checkbox"/> Residential and non-residential premises; <input checked="" type="checkbox"/> Crops and trees; <input checked="" type="checkbox"/> Permanent and temporary impacts on businesses and employees; <input checked="" type="checkbox"/> Additional support for groups in need of social assistance (head of household is low-income, head of household has lost the breadwinner, head of household is disabled).
<p>After conducting a socio-economic survey within the framework of the project, the constructed buildings or other damage within the framework of the project are not compensated</p>	

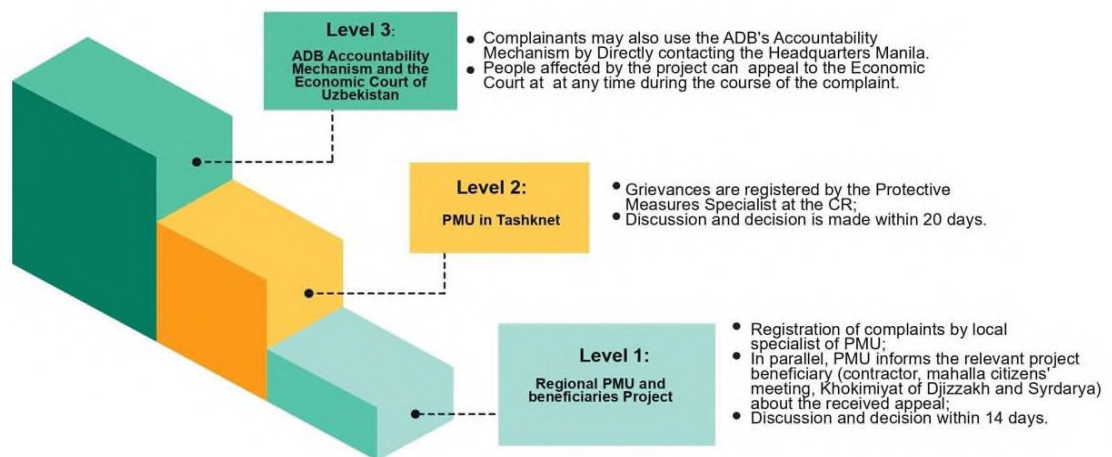
CONTACT DETAILS FOR INQUIRIES

Information PIU: Committee for Roads of the Republic of Uzbekistan
 Address: 100000, Tashkent, Mustakillik street, 68
 Tel: +99871 258 90 41
 Fax: +99871 239 14 06
 Email: ruralroads@mail.ru

RURAL ROADS RESILIENCE SECTOR PROJECT

CONSULTATION AND PARTICIPATION	ENTITLEMENTS
<ul style="list-style-type: none"> ☞ Meeting with project implementing district authorities. ☞ Public meetings by subproject. ☞ Individual meetings with land users / farmers. ☞ Introduction into entitlement and compensation approach. ☞ Introduction into grievance redress mechanisms. ☞ Benefits and impacts of subprojects. 	<ul style="list-style-type: none"> • Affected land user right holders. • There is a need to verify adverse impacts of private assets or income activities. • Identification of affected households and adverse impacts on use of land. • Compensation entitlements will: <ul style="list-style-type: none"> ◦ Follow national laws and regulations ◦ Consider requirements of the Asian Development Bank (ADB) ◦ Be based on agreed and current market-based replacement costs ◦ Pay compensation prior to establishing horticulture improvements. ◦ Include inventory of loss and socio-economic surveys. <p>Entitlements as explained and agreed with affected owners, documented and signed by affected persons, project implementing agencies and local witnesses.</p>
CARIFICATION REQUEST & COMPLAINTS	
<ul style="list-style-type: none"> ☞ Contacted and consulted persons have knowledge of the proposed subprojects. ☞ Individual, group, and public meetings on social safeguards are part of the information dissemination including introduction on grievance redress mechanisms (GRM). ☞ GRM will be administered and managed by PIU with its DCOs 	

DISCLOSURE OF INFORMATION AND GRIEVANCE MECHANISM



CONTACT DETAILS FOR INQUIRIES

Information PIU: Committee for Roads of the Republic of Uzbekistan
 Address: 100000, Tashkent, Mustakillik street, 68
 Tel: +99871 268-90-41
 Fax: +99871 239-14-06
 Email: ruralroads@mail.ru



ҚИШЛОҚ ЙЎЛЛАРИНИ ЯХШИЛАШ ЛОЙИХАСИ

Умумий мақсад

Қишлоқ йўлларини яхшилаш лойиҳаси Осиё тараққиёт банки томонидан бериладиган кредит маблағлари ҳисобига молиялаштирилади.
Қайта таъмирланадиган йўлларнинг умумий узунлиги: 70.55 км

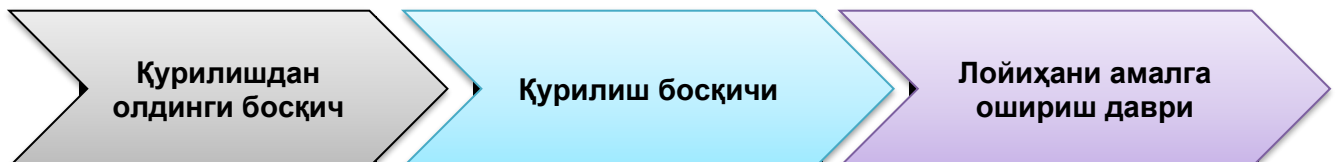
Андижон вилояти – 70.55 км;



Дастлабки экологик баҳолаш (ДЭБ) ва Атроф муҳитга таъсир кўрстаилиши тўғрисидаги баёноти Осиё Тараққиёт Банки (ОТБ)нинг ҳимоя чоралари бўйича сиёсати ҳақидаги Низоми (2009й.) ва экология соҳасига оид миллий қонун ҳужжатларига мувофиқ ўтказилади. АМТК тўғрисидаги баёнотнинг мақсади қурилиш ва эксплуатация босқичида лойиҳанинг таъсир кўрсатиш турларини аниқлаш ва таъсирларини юмшатиш, чроа-тадбирлари ишлаб чиқишдан иборат.

ЛОЙИХАНИНГ АТРОФ МУҲИТГА ТАЪСИР КЎРСАТИШИ

Лойиҳа босқичлари



МУРОЖААТ УЧУН МАЪЛУМОТЛАР

ЛАОГ ҳақида маълумот: Ўзбекистон Республикаси Автомобиль йўллари қўмитаси
Манзил: Тошкент шаҳар 100000, Мустақиллик шох кўчаси, 68
Тел: +99871 268-90-41
Факс: +99871 239-14-06
Электрон почта: ruralroads@mail.ru

ОСИЁ ТАРАҚҚИЁТ БАНКИ ИШТИРОКИДА ЎЗБЕКИСТОНДА ҚИШЛОК ЙУЛЛАРИНИ ЯХШИЛАШ ЛОЙИХАСИ

Таъсирлар ўрганилган табиат компонентлари



Лойиҳанинг салбий таъсирларини юмшатиш учун *Атроф Муҳитни Бошқариш Режаси (АМБР)* ҳамда *Меҳнат муҳофазаси ва хавфсизлик техникасини бошқариш ва мониторинги режаси(ММХТБМР)* ишлаб чиқилади.

**МУРОЖААТ
УЧУН
МАЪЛУМОТЛАР**

ЛАОГ ҳақида маълумот: Ўзбекистон Республикаси Автомобиль йўллари қўмитаси
Манзил: Тошкент шаҳар 100000, Мустақиллик шох кўчаси 68-уй
Тел: +99871 268-90-41
Факс: +99871 239-14-06
Электрон почта: ruralroads@mail.ru

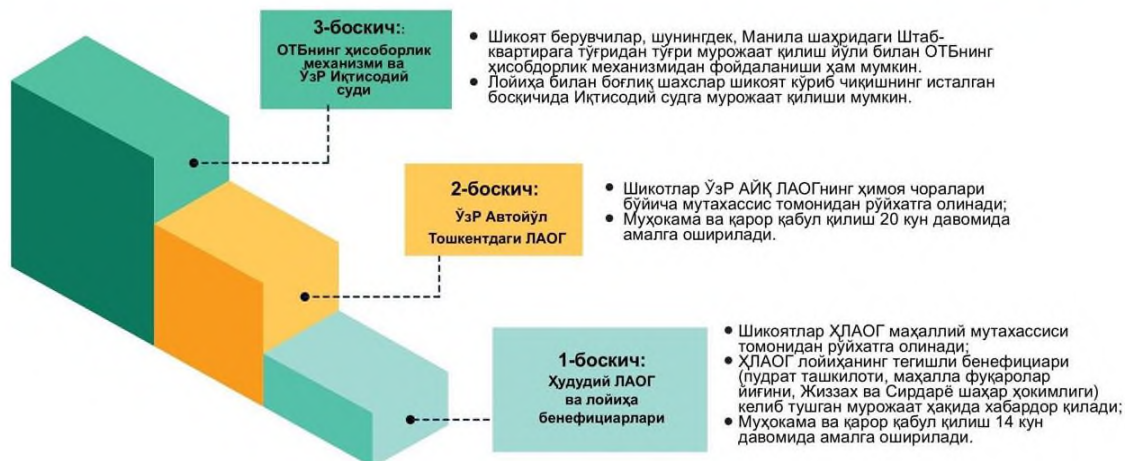
ОСИЁ ТАРАҚҚИЁТ БАНКИ ИШТИРОКИДА ЎЗБЕКИСТОНДА ҚИШЛОК ЙЎЛЛАРИНИ ЯХШИЛАШ ЛОЙИХАСИ

КОНСУЛТАЦИЯ ВА ИШТИРОК	ҲУҚУҚЛАР
<p>Лойиҳани амалга ошираётган туман ҳокимлиги билан учрашув.</p> <p>Кичик лойиҳа бўйича жамоатчилик учрашувлари.</p> <p>Ердан фойдаланувчилар/фермерлар билан индивидуал учрашувлар.</p> <p>Компенсация ёндашуви билан таништириш.</p> <p>Шикоятларни кўриб чиқиш механизмларига кириш.</p> <p>Сублоийҳаларнинг афзалликлари ва таъсири.</p>	<p>Зарар кўрган ердан фойдаланувчи ҳуқуқ эгалари.</p> <p>Хусусийларнинг салбий таъсирини текшириш зарурати мавжуд</p> <ul style="list-style-type: none"> Активлар ёки даромадлар билан боғлиқ фаолият. Зарар кўрган уй хўжаликлари ва салбий томонларини аниқлаш Ердан фойдаланишга таъсири. Компенсация ҳуқуқлари куйидагилардан иборат: <ul style="list-style-type: none"> Миллий қонунлар ва қоидаларга риоя қилиш Осиё тараққиёт банки (ОТБ) талабларини кўриб чиқиш Келишилган ва жорий бозорни алмаштириш харажатлари асосида. Боғдорчиликни яхшилашдан олдин компенсация тўлаш Йўқотишларни инвентаризация қилиш ва ижтимоий-иқтисодий тадқиқотларни ўз ичига олади. <p>Ҳуқуқлар тушунтирилган ва зарар кўрган эгалари билан келишилган, ҳужжатлаштирилган ва зарар кўрган шахслар, лойиҳани амалга оширувчи агентликлар ва маҳаллий гувоҳлар томонидан имзоланган.</p>

ТУШУНТИРИШ ва ШИКОЯТЛАР СЎРОВИ

- Алоқа қилинган ва маслаҳат олган шахслар таклиф этилаётган кичик лойиҳалардан хабардор.
- Ижтимоий кафолатлар бўйича индивидуал, гуруҳли ва оммавий йиғилишлар ахборотни тарқатишнинг бир қисмидир, шу жумладан шикоятларни кўриб чиқиш механизмларини (ШКЧМ) жорий этиш.
- ШКЧМ ЛАОГ томонидан юритилади ва бошқарилади

МАЪЛУМОТЛАРНИ ОШКОР ҚИЛИШ ВА ШИКОЯТЛАРНИ КЎРИБ ЧИҚИШ МЕХАНИЗМИ



**МУРОЖААТ
УЧУН
МАЪЛУМОТЛАР**

ЛАОГ ҳақида маълумот: Ўзбекистон Республикаси Автомобиль йўллари қўмитаси
Манзил: Тошкент шаҳар 100000, Мустақиллик шох кўчаси 68-уй
Тел: +99871 268-90-41
Факс: +99871 239-14-06
Электрон почта: ruralroads@mail.ru

Appendix 4. Photos Taken during the Public Consultation Meetings

Public consultation meeting about the 60V069 road, Andijan district, Dungkishlok mahalla



Public consultation meeting about 60V086 road, Baliqchi district Ziyokor (Muqanna) mahalla



Public consultation meeting about 60V125road, Buloqboshi district, Dulana mahalla



Public consultation meeting about 60V050 and 60V048 roads, Bo'ston district, Sarbon and Davlatobod mahallas



Public consultation meeting about 60V056 road, Jalaquduq district, Qutlug'mahalla



Public consultation meeting about 60V058 road, Jalaquduq district, Kapa mahalla



Public consultation meeting about 60V123 road, Qurg'ontepa district, Sultonobod mahalla



Public consultation meeting about 60V029a road, Oltonkil district, Kutarmachek MFY



Public consultation meeting about 60V029 road, Oltinko'l district, Qipchoq mahalla



Public consultation meeting about 60V009 and 60V052 roads, Ulug'nor district, Ovulmat mahalla



Public consultation meeting about 60V081 and 60V039 roads, **Marxamat** district Rovat mahalla



Public consultation meeting about 60V063 road, **Pahtaobod** district Hayotbakhsh mahalla



Appendix 5. Sample GRM Logbook

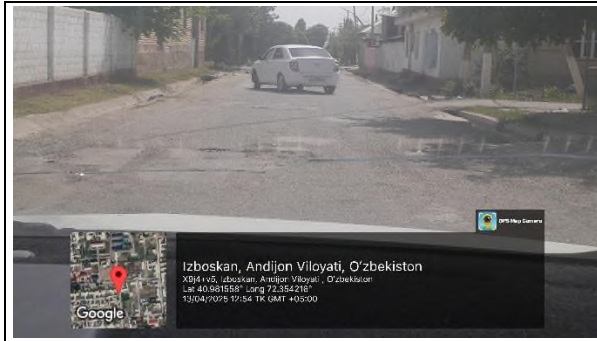
Logbook of Complaints/Grievances

Mahalla _____ Contractor working office _____ or district Hokimiyat _____

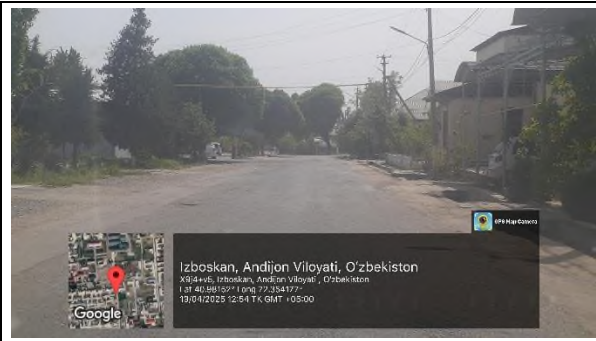
No	Full Name of Complainants	Ethnicity	Gender	Phone number	Address	Description of Complaint	Nature of Complaint	Date of complaint receipt	Complaint Recipient	Location of Impact	Status of grievance process	Agreed corrective actions	Timeframe of implementation	Responsible staff	Status of providing responses to complainants (1-Verbal response; 2- Written response; 3- Through authorities; 4-Others (specify)	Feedback status of complainants (1- Satisfactory; 2-Partially satisfactory; 3-unsatisfactory)

Appendix 6. Photos of Current Status of Rural Roads to be Reconstructed

Start point	End point
Control measurement	Existing pavement condition
Existing pavement condition	Existing pavement condition
Existing pavement condition	Existing pavement condition
Existing pavement condition	Existing pavement condition



Existing Bridge



Secondary school No. 36



Agricultural college



Kindergarten



Children's summer camp



Kindergarten No. 30

